

PLANNING PROCESS - PUBLIC PARTICIPATION

Community participation is a vital part of the comprehensive and land use planning processes. Citizen input can provide additional guidance to municipal officials as they identify issues of concern, prioritize problems, and propose solutions.

"Tools and Techniques: Bucks County Land Use Plan",
Bucks County Planning Commission, May 1996

PLANNING PROCESS - PUBLIC PARTICIPATION

Community input and support was deemed essential to the success of this planning process. As kick-off for the process, focus groups and interviews were conducted with a variety of stakeholder groups and individuals. The public was actively invited to attend two *Community Visioning Workshops*. In addition, two hands-on workshops were conducted on traffic issues, three hands-on workshops were conducted on development issues, and eight work sessions with the Planning Commission were open to the public.

Community Visioning Workshops

A total of 109 citizens participated in the *Community Visioning Workshops*, which consisted of a series of information gathering exercises and open discussions designed to solicit the opinions of participants regarding a host of issues. Recognizing that municipal planning actions can touch the lives of every citizen, but that the public often has trouble deciphering the professional jargon and technical aspects of planning, the *Community Visioning Workshops* were designed to be easy-to-understand, engaging and educational for participants.



The Borough leaders should be complimented for this type of session.
citizen comment

The Workshops provided an opportunity to involve more than one hundred “local experts” (the citizens who live and use the community) in the formulation of the Comprehensive Plan. These citizens also acted as a sounding board for feedback on some key issues, ranging from traffic calming to infill development. The format of the Workshops also allowed the Planning Commission and other Borough officials to “listen” to the concerns of the community, including areas of consensus and conflict, and to “see” the community’s vision for its future. In addition to the summary contained below, quotes, statements and written comments from the *Community Vision Workshops* are incorporated throughout the Plan.

Greatest Strengths/Opportunities

According to an overwhelming majority of the Doylestown citizens who participated in the *Community Visioning Workshops*, the top strength/opportunity of the Borough is a combination of its role as a *cultural center* in combination with its *architecture* and *history* — the elements that define the town's *character*. The second strength/opportunity is the *sense of community* and *citizen participation*. Other top strengths/opportunities included being a *small town* of limited population, and the selection of *retail shops* and *community services* available.

Strengths/Opportunities	# of Responses
Cultural center, architecture, history, town character	75+
Citizen participation, sense of community	25+
Retail opportunities	10-20
Small town, low population density	10-20
Community services	10-20
Parks, open space	10-20
Mixed-use buildings	<10
Alleys	<10
Pedestrian opportunities	<10

Most Significant Weaknesses/Challenges

Participants at the workshops also identified what they feel are the most significant weaknesses/challenges facing the Borough. This list was also topped by a topic on which there is overwhelming consensus — *traffic and parking*. Other significant weaknesses/challenges included *inadequate pedestrian and bicycle* and *unattractive elements* that detract from the town's visual character (this included everything from overhead wires and a proliferation of signs along streets to what people termed "bad development".) It is worth noting how this last weakness/challenge correlates as a direct threat to the *cultural/architectural/historical character* that topped the list of strengths.

Weaknesses/Challenges	# of Responses
Traffic and parking	50+
Deterioration of visual character (wires, signs, development, shopping center)	25+
Narrow sidewalks/poor condition	10-20
Mrs. Paul's site/Broad Street/North Main Street	10-20
Character of new development	10-20
Bicycle/pedestrian safety	10-20
Excessive density/explosive growth	10-20
Need more open space	<10
Inadequate public transit	<10
Street conditions	<10
Existing condition of train station	<10

Source: Community Visioning Comment Sheets

Most Favorite Places

Workshop participants indicated their *most favorite places* and *least favorite places* on a map of the Borough. Favorite places was topped by cultural attractions both within and outside the Borough — the *Mercer Museum/Michener Art Museum/Bucks County Free Public Library* and just beyond the Borough’s borders, *Fonthill/ Moravian Tile Works*. The *center of town* was the second most favorite place, near the intersection of State and Main Streets. A surprise favorite place among participants was the *Doylestown Cemetery*. A scattering of single dots throughout residential areas suggests that many participants marked their own homes and neighborhoods as one of their favorite places (see Exhibit 1: Most Favorite/Least Favorite Places).

The results of this exercise provided community verification that the Comprehensive Plan should focus efforts on preserving the character of the center of town and specifically enhancing the cultural attractions in the Borough. Citizens were also able to communicate that places that otherwise might be taken for granted, such as the Doylestown Cemetery, contribute significantly to the character and identity of the Borough.

Least Favorite Places

Topping the list of least favorite places was the *Doylestown Shopping Center*. This was followed by a series of sites along the *North Broad Street Corridor* — the former Mrs. Paul’s site and the PennDOT maintenance yards topped the list, followed by Tri-Boro Electric and a variety of other spots in this general vicinity along North Broad Street. Other least favorite places included the *SEPTA Station*, *Central Bucks West High School* and the *Bucks County Courthouse* (see Exhibit 1: Most Favorite/Least Favorite Places).).

While the community was not shy in highlighting its least favorite places, it should be noted that the Shopping Center was in the midst of major construction and renovation during the period in which the Workshops were conducted. While some dissatisfaction with the Shopping Center is the result of recent expansion plans, negative sentiments have long been expressed by some citizens due to the suburban character of this site. Perhaps the best lesson for the Comprehensive Plan is to ensure that any redevelopment of the North Broad Street Corridor not repeat the superblock pattern and automobile-orientation of the Shopping Center. It should be noted, at the Workshops, citizens stated a desire to see the traditional street system of the Borough extend across the Mrs. Paul’s site, providing interesting streets for pedestrians and a way to walk comfortably to the Post Office. In fact, the importance of directing compatible redevelopment both along the North Broad Street Corridor and at the SEPTA Station cannot be overemphasized when looking at the history of major development projects citizens say they like least — the *Doylestown Shopping Center*, the *Central Bucks West High School* and the *Bucks County Courthouse*.

Doylestown needs a park in the northern section of the Borough, such as on Broad Street, and a pedestrian connection to the heart of the Borough from outlying neighborhoods.

citizen comment



Exhibit One:

MOST FAVORITE & LEAST FAVORITE PLACES

Most Favorite Places:

- ★ 3 - 10
- ★ 11 - 20
- ★ 21 - 35
- ★ 36+

Least Favorite Places:

- × 3 - 10
- × 11 - 20
- × 21 - 35
- × 36+

(Source: Identified by residents attending the *Community Visioning Workshops*, June 1996)

Base map source: Department of Building & Zoning

**1997 Comprehensive Plan
Borough of Doylestown
Bucks County, PA**

Community Planning & Research, Inc. Princeton, NJ

Community Vision Survey

In addition to the exercises described above, a primary component of the *Community Visioning Workshops* was the Community Vision Survey. This visually-based survey involved showing participants a total of 110 slides representing a variety of issues — traffic and parking, the North Broad Street Corridor, alleys, infill housing, and miscellaneous issues.

Each slide was shown for five to ten seconds, giving respondents a chance to view the image and evaluate it on a standardized survey form. The survey form also provided a comment line for each image. After administering the survey, a follow-up discussion was structured around some of the survey images. This allowed respondents to articulate how and why they rated certain images, as well as to ask questions about more complex issues. The discussion was also an opportunity to use the citizens in attendance as a sounding board for feedback on some of the key issues in the Comprehensive Plan, ranging from traffic calming to infill development. Some of the comments from these discussions are incorporated throughout this report.

Following the workshops, the results of the Community Vision Survey were tabulated, analyzed and discussed in detail with the Planning Commission. Highlights of the survey results are included in relevant sections of this report, along with tabulation of appropriate/inappropriate ratings and comments for the images included. It should be noted that in reporting the survey results in this document, the term *appropriate* refers to the combination of both *highly appropriate* and *somewhat appropriate* ratings. Likewise, *inappropriate* refers to the combination of both *highly inappropriate* and *somewhat inappropriate* ratings.

Community Vision Survey

Comments

Highly appropriate

Comments

STREET NEEDS REPAIR

AT CERTAIN LOCATIONS

pull out dangerous

ugly fence

pretty but plaster take up space

slow it down? sign needed

STREET NEEDS REPAIR

AT CERTAIN LOCATIONS

pull out dangerous

ugly fence

pretty but plaster take up space

Thanks for the opportunity to participate in this visioning process!
citizen comment

Determining Community Land Use Preferences

As is true for all aspects of comprehensive planning, community participation is necessary for the development of a successful land use plan. One innovative method of obtaining community input regarding development patterns is the land use preference survey. At a public meeting residents are presented with pictures of various development types and patterns and asked to rank them as preferred or disliked. From these rankings, preferred images are known, and steps to alter the development pattern to match the images can be incorporated into the land use plan.

Source: "Tools and Techniques: Bucks County Land Use Plan", Bucks County Planning Comm., May 1996

GOALS

Planning for the future is an essential process for the social, cultural and economic continuity and growth of a community.

Frank Kulscar, Chairman of the
Doylestown Planning Commission

GOALS

The Comprehensive Plan must include a statement of objectives concerning the location, character and timing of future development in accordance with Section 301(a)(1) of the MPC. The following goals were initially compiled from the 1969 Comprehensive Plan and from the Planning Commission’s 1996 Comprehensive Plan proposal. An initial review was conducted with the Planning Commission at the “kick-off” of the planning process in order to determine which goals were still valid, needed modification or were no longer valid. Throughout the course of the planning process, these goals have been reviewed, reaffirmed or modified and, in some cases, deleted altogether. The goals are arranged in a manner similar to the 1969 Comprehensive Plan with specific goals repeated in sidebars in applicable sections throughout this plan.

General Goals

- Goal 1:* To protect and enhance residential livability while providing a framework for sustainable economic, social, and cultural vitality.
- Goal 2:* To strengthen Doylestown’s role as a central place in the region, while promoting the health, safety and welfare of its residents.
- Goal 3:* To reinforce and strengthen Doylestown’s identity and vitality as a center for commerce, government, and culture through the addition, specialization and intensification of activities primarily through a pattern of compact development at the center of Borough
- Goal 4:* To maintain a highly efficient, compact land use pattern which creates a mutually reinforcing pattern of activities, promotes pedestrian activity and enhances the physical character of the Borough.
- Goal 5:* To respect, preserve, integrate and emphasize historic and architecturally significant resources.
- Goal 6:* To foster development and improvements that are compatible with the scale and character of the Borough.
- Goal 7:* To enhance the visual and functional characteristics that define the Central Business District and reinforce linkages to other activities and neighborhoods.
- Goal 8:* To explore opportunities for improvements along alleys which enhance the character of the Borough.

Housing Goals

- Goal 9:* To encourage a sustainable mix of residential population and home ownership so Doylestown is enhanced as a stable residential community.
- Goal 10:* To encourage higher residential densities toward the center of the Borough, adjacent to or within the Central Business District and in corridors along several of the major roads.
- Goal 11:* To regulate limited and highly-selective infill housing compatible with the scale and character of the central area of the Borough, which promotes home ownership, responds to changing demographic and market needs, and acts as a stimulus to the Borough’s commercial activities.

Commercial and Industrial Goals

- Goal 12:* To promote concentration and intensification of most commercial activities in several core areas to maximize the benefits from customer exchange and interaction, and the ability of Borough residents to walk to these areas.
- Goal 13:* To promote retention of land use activities which continue to provide a needed service to Borough residents, or to contribute to the Borough’s role as a regional commercial, governmental and cultural center.
- Goal 14:* To discourage scattered industrial sites in residential and commercial areas.
- Goal 15:* To upgrade and transform the appearance of the North Broad Street Corridor with high-quality performance standards and design guidelines and to provide incentives for the redevelopment of obsolete industrial sites.
- Goal 16:* To promote development of commercial activities and services at the train station.

Circulation Goals

- Goal 17:* To better accommodate pedestrian and bicycle circulation, as well as mass transit, in balance with automobile and truck circulation.
- Goal 18:* To enhance safety and reduce potential accidents using a variety of techniques including traffic calming, and pedestrian and bicycle-friendly improvements.
- Goal 19:* To maximize accessibility to Doylestown’s commercial, governmental, cultural, educational and recreational areas by a variety of modes of transportation, not just the automobile.
- Goal 20:* To utilize design elements to make it easier for people to understand the Borough street system.
- Goal 21:* To create a multi-modal transportation center at the train station which provides both local transportation services and regional linkages with Philadelphia and New York.
- Goal 22:* To locate parking at the rear of buildings in order to preserve and enhance the Borough streetscapes.

Recreation and Open Space Goals

- Goal 23:* To maintain and enhance safe, clean and “green” public spaces throughout the community that contribute to the quality of the Borough as a place to live, work, shop and play.
- Goal 24:* To provide recreational opportunities geared to a broad range of persons.
- Goal 25:* To distribute open spaces and recreational facilities throughout the Borough, particularly in areas where they are lacking, and to enhance their accessibility to the public.
- Goal 26:* To continue the Borough’s participation in the creation of regional open space and recreational facilities, such as bikeway systems that connect the Borough with Doylestown Township, New Hope and other destinations.

HISTORY AND REGIONAL SETTING

*...in the largest sense the story
of Eastern Pennsylvania and of its Bucks County
is that of the whole Nation.*

Henry Chapman Mercer

HISTORY AND REGIONAL SETTING

The Comprehensive Plan must address the relationship of the Borough to contiguous municipalities, the county and to regional trends in accordance with Section 301(a)(5) of the MPC. This section attempts to make sense of these complex regional trends and intergovernmental relationships by first recounting the history of the Borough's development. This is followed by an update on changes during the 25 years since the Borough's last Comprehensive Plan was prepared. A clear picture of the future growth that is projected to envelope the Central Bucks Region is provided, along with the relationship of this Comprehensive Plan to surrounding municipalities and the Bucks County Comprehensive Plan.

Development History of Doylestown Borough

Doylestown's origins date to 1745 when William Doyle obtained a license to build a tavern on what is presently the northwest corner of Main and State Streets. Known for years as William Doyl's (sic) Tavern, its strategic location at the intersection of the road linking Swede's Ford (Norristown) and Coryell's Ferry (New Hope) — now Route 202 — and the road linking Philadelphia and Easton — now Route 611 — allowed the hamlet to blossom into a village. The first church was erected in 1815, followed by the establishment of a succession of congregations throughout the 19th century.

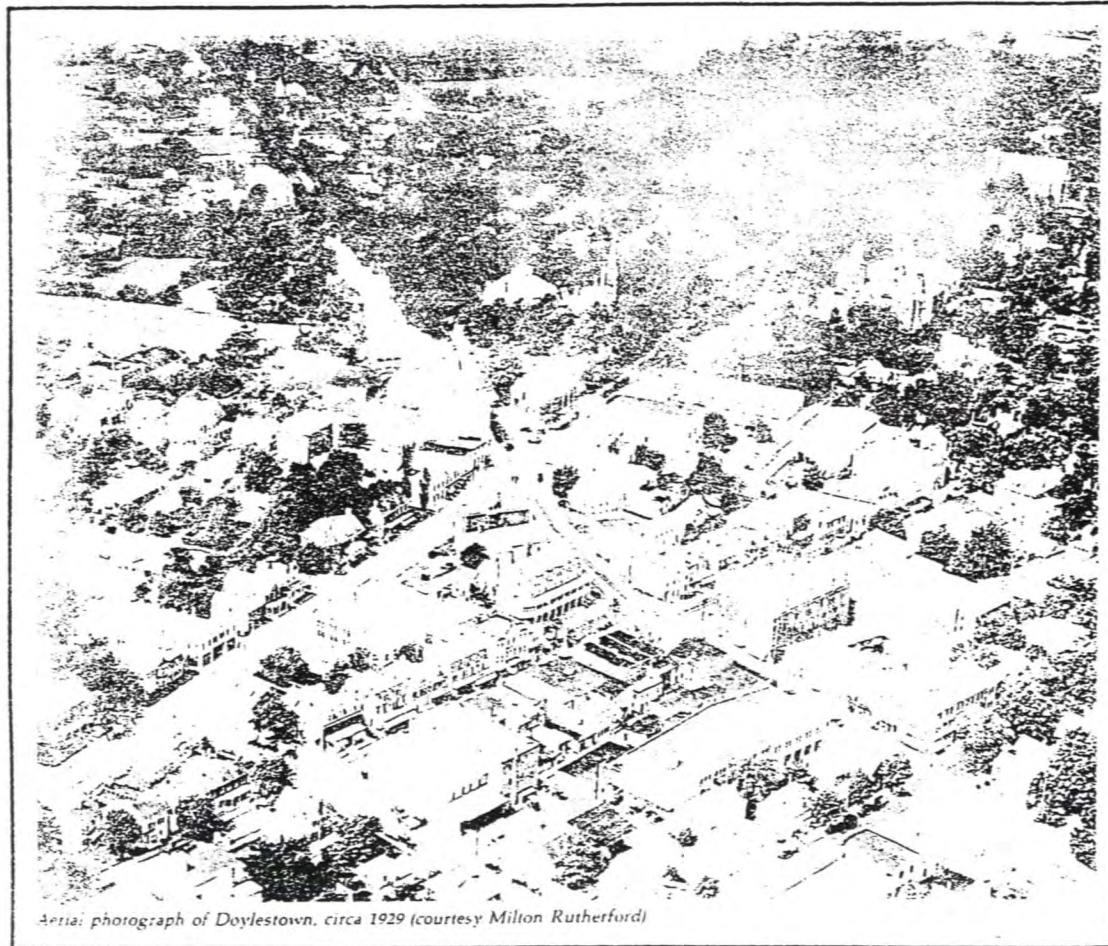
During the first decade of the 19th century discontent developed with the location of the county seat for Bucks County because Newtown was not a central location. The more centrally located Doylestown became the county seat in 1813. An outgrowth of Doylestown's new courthouse was the development of "lawyers row", a collection of Federal-style offices. One positive consequence of early 19th century investment in the new county seat was organized fire protection, which began in 1825 with the Doylestown Fire Engine Company.

In 1838 the Borough of Doylestown was incorporated, and mid-19th century technological advances strengthened its growth as a cultural, commercial and institutional center for the region. An electric telegraph station was built in 1846 and in 1856 a branch of the North Pennsylvania Railroad was completed to Doylestown. Shortly before the Civil War, Doylestown took on a brighter appearance when gas lights were introduced in 1854. Because of the town's relatively high elevation and a lack of strong water power, substantial industrial development never occurred and Doylestown evolved to have a professional and residential character.

During the mid-nineteenth century several large tracts located east of the courthouse area were subdivided into neighborhoods. The next significant wave of development occurred after the Civil War when the 30-acre Magill property to the southwest of the town's core was subdivided for residential lots. In 1869 the construction of the Doylestown English and Classical Seminary stimulated additional residential development on the wooded lands lying on the west side of the Borough. In that same year, following a decisive vote, Doylestown established a water works. A pump and distribution basin were constructed on East Court Street adjacent to the Doylestown Cemetery, at the location of the present day water tower.

The first telephone line arrived in 1878, the same year that a new courthouse was erected. In 1892, electricity began to replace gas lights and, once again, the ambiance of the Borough evolved. The new electric street lamps were soon accompanied by trash receptacles, courtesy of the Village Improvement Association, formed in 1895 by a small group of community minded ladies who promoted the civic health and beauty of Doylestown.

The turn of the century heralded other important infrastructure improvements besides electrification. 1897 saw the first of several trolley lines connecting Doylestown with Willow Grove, Newtown and Easton begin operation. A private sewer system and treatment plant was authorized in 1903. The Borough took over and expanded sewer service to about three-quarters of the town in 1921.



In the early 20th century, Doylestown became best known to the outside world through the museum of the Bucks County Historical Society, following Henry Mercer's construction of the reinforced concrete building in 1916 to house his collection of mechanical tools and utensils. Upon his death in 1930, Mercer also left his home, Fontheill, to be operated as a tile museum, which reinforced the community as a center for cultural attractions. Apart from Mercer, Doylestown has a rich legacy of civic gifts from its citizens. Among them are the Melinda Cox Free Public Library in 1916, the Fanny Chapman Memorial Swimming Pool in 1926 and the Blanche Burpee Playground.

Doylestown had a population of 4,577 in 1930. By 1931, the advent of the automobile and improved highway service had put the last trolley line out of business and Doylestonians were forced to embrace the automobile as the primary means of travel within the region. The Great Depression took its toll, as many grand old houses constructed a century earlier fell into disrepair. During the 1930's, the Borough also expanded its land area to the north by admission of the tract known as the Doylestown Annex.

In the decade following World War II, Doylestown's business community boomed. During the 1940's, streets were paved for the first time in two decades and parking meters were introduced downtown in 1948. However, the Borough's post-war housing boom did not begin in earnest until the 1950s, when 550 new homes were built. This housing boom continued into the 1960s and '70s, as more than 1,600 new homes were built during those decades and the Borough's population grew from 5,917 in 1960 to 8,717 in 1980. Subdivisions such as Maplewood, Clemens Farms and Belmont Square were all products of this period of sustained residential growth.

As with many small towns across the country, the growth of the post war decades also brought a new competitor to the downtown business district — the shopping mall. By the 1960s, the toll could be seen in Doylestown by the numerous vacant buildings and dilapidated storefronts in the center of town. The Bucks County Redevelopment Authority responded with a federal urban renewal scheme that called for the demolition of 27 historic buildings. The local business community objected to such wholesale clearance and responded with its own plan called Operation '64 — the Doylestown Plan for Self-Help Downtown Renewal. This private initiative was successful in saving Doylestown's old buildings and historic character, while improving business at the same time. One historic landmark that could not be saved was the 80 year old courthouse and clock tower, which was replaced by the present county complex in the early 1960s. In an effort to protect and enhance one of its most valuable and fragile resources — the historic character of the community, the Borough established an Historic and Architectural Review Board (H.A.R.B.) in 1972.

By the end of the 1980's, the downtown business district was again showing the toll of massive new competition from the latest wave of suburban shopping centers, as well as the recession that hit hardest in the northeastern states. In response, a Revitalization Task Force, composed of a broad group of civic-minded representatives from business organizations, government and the residential community, began to formulate plans for the downtown area in 1992. This effort resulted in streetscape improvements composed of cast iron street lamps and brick pavers, facade improvements and other beautification efforts, and the establishment of a Main Street Manager program. The Committee's efforts have been a success, several programs are now funded by the Borough, and their efforts continue to take on new projects to improve various aspects of the community.

Changes in the 25 Years Since the Last Comprehensive Plan was Prepared

Doylestown's last Comprehensive Plan was prepared in 1969. At that time, the Borough's future planning was concerned with many issues which are still relevant today. In fact, the goals and objectives of this Plan are comprised of many of those from the 1969 Comprehensive Plan with minor modifications.

Since 1969, the Borough has increased by more than 1,000 housing units. However, its population has remained fairly stable due to a decrease in the number of persons per household. This demographic shift parallels national trends toward smaller household size due to an aging population, more single-person households, later age of marriage, higher rates of divorce and other factors.

Over the past 25 years, the Borough has witnessed several national and local economic cycles. The complexion of Doylestown's central business district has also changed, reflecting changes in consumer shopping patterns, the lifestyle of the Borough's residents and the emergence of a new economic sector — tourism. Paralleling both regional trends in the northeast as well as national trends, Doylestown has seen a reduction in its industrial base and an increase in its service sector.

In the mid-1970s, historic preservation became formalized and regulated, with the establishment of the H.A.R.B. During the 1970's work began on the Route 202 bypass and the Route 611 bypass. Although it is still not fully complete, the bypass has helped alleviate some traffic volume from the center of town.

Beginning in the 1980s, the Borough began to see an increase in the demand for the convenient in-town living that Doylestown offers. This has spurred a new market for both infill housing and commercial space which continues through the present. One result has been increased investment by way of infill, rehabilitation and adaptive reuse along some of the Borough's many alleyways.

Perhaps the most dramatic changes during the past 25 years have not occurred in the Borough, but in the surrounding central Bucks region. While the first wave of suburbanization hit lower Bucks between 1950 and 1970, the central Bucks region experienced more dramatic transformation in the decades from 1970 to the present. The impact of this recent development is highly apparent in the growth corridors, such as Route 202, surrounding the Borough.

Between 1970 and 1990, Doylestown Township has more than doubled in population. During the same period, new commercial development in the Township was primarily concentrated along the transportation corridors immediately to the north of the Borough. Despite the more intense urbanization surrounding Doylestown, more than 50 % of the overall land use in central Bucks was still agriculture, rural residential or vacant in 1990.

Since 1980, the County's population has both grown older and decreased in size (persons per household), paralleling national demographic trends. Following the increase in population have been increases in jobs and a nearly doubling in the median household income, reflecting the fact that much of the County's new growth is more affluent suburban development. As is the case in the Borough, employment in manufacturing has declined while jobs in the service sector has significantly increased across the County during the past 30 years. While visitors have always been attracted to the scenic natural and historic resources of the County, tourism emerged as a bona fide sector of the County economy during the 1980s. With 54 percent of residents employed outside the county in 1990, Bucks remains a county composed of many "bedroom communities".

Now we've segregated everybody, with suburbs for executives, suburbs for junior executives with big companies and suburbs for junior executives with small companies...We must begin to live in clusters within walking distance of others...get rid of the car...re-include older people. There must be accommodations for different kinds of people, small apartments...places where young people can live...Diversity means that rich and poor, ethnic groups meet each other every day.

Margaret Mead

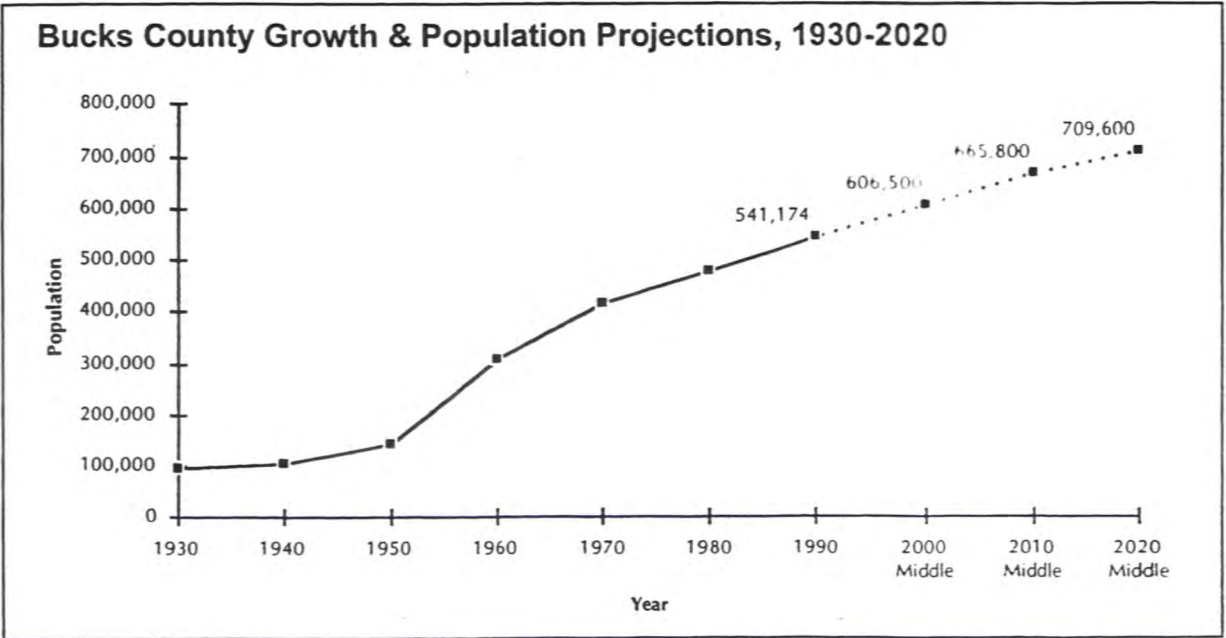
Adjacent Growth and Regional Projections for the Next 25 Years

During the next 25 years, Central Bucks will continue to grow as the lower portion of the County reaches capacity. According to the 1993 Bucks County Comprehensive Plan:

Central Bucks is expected to accommodate a great portion of the total future development with sizable increases anticipated to occur in the Doylestown planning area. In addition, if the Route 202 expressway between Doylestown and Montgomeryville is constructed, accessibility to the area would increase, and thus increase development pressures even more. Adjacent portions of the Buckingham area are also anticipated to grow at a greater rate than in the past, complimenting the growth in the Doylestown planning area

The County population is projected to increase by 31% between 1990 and 2020 (refer to chart below). However, the more immediate area in which Doylestown is located is projected to increase by 60 to 100% by the year 2020. Some of this dramatic growth potential is already in the pipeline, between 1984 and 1993, the six Townships located closest to Doylestown issued approvals for more than 23,000 new housing units. While the housing market in Bucks County should show continued strength, demographic trends towards an aging population and decreased household size will have an impact on the types of housing developed in the coming decades.

After reviewing the impacts of this future growth projected for the adjacent municipalities, it was concluded that the most significant impact on the Borough will occur with respect to increasing traffic. In particular, the most noticeable traffic increases are expected to be generated by new housing units in Buckingham Township, either built or approved during the past decade along Cold Spring-Creamery Road. In recent years Borough residents, especially along Swamp Road and North Street, have already experienced a noticeable increase in traffic. Ultimately, Court Street and State Street will be impacted as well, as the total traffic increases filter throughout the road system.



Source: Bucks County Comprehensive Plan, Bucks County Planning Commission, 1993

Other areas surrounding the Borough are projected to have a less acute impact. The area along Lower State Road in Doylestown Township, which filters into the Borough on West Court Street, is not expected to grow by more than 200 units, according to the township's planning consultant. Much less new housing is expected along Green Street and Pebble Hill Road in Doylestown Township, although modest increases may be felt from new development further south in Warwick Township. Due to its less adjacent configuration and existing development patterns, New Britain Township will have less impact than either Doylestown Township or Buckingham Township.

The above projections for future growth in adjacent municipalities have been graphically translated into impacts onto a regional map entitled Projected Impacts of Adjacent Growth (see Exhibit Two). The most noticeable impact will be traffic generated by new developments to the north, south and east. The most acute impact comes from the east along Cold Spring Creamery Road.

One of the planning challenges for the Borough and, the entire region, is recognizing that some of the key stimulants to growth — a good transportation network, available infrastructure and the availability of cultural and natural resource amenities— are also threatened by the impacts of growth. The challenge for the Borough and the surrounding municipalities is to find improved formulas for sustainable growth — growth that can occur without depleting the region's resources for future generations. Unfortunately, due to the combination of municipal control over land use and the absence of statutory authority for substantive county or regional planning, there is little the Borough can do to influence what happens in the surrounding region.

Relationship with Contiguous Municipalities

In terms of the Borough's relationship with the surrounding municipalities, this Comprehensive Plan reinforces a long-term policy of maintaining the Borough as a central place within the region. The Plan emphasizes strengthening and reinforcing the Borough's role, identity and vitality as a center for commerce, government and culture. This will be accomplished through a variety of planning efforts ranging from continued historic preservation to the reinforcement of gateways and entry corridors to finding avenues for continued, sustainable growth that reinforces the identity of the town center, as well as the Borough as a central place in the region. The Borough should establish a regional dialogue with surrounding communities on a variety of development issues which impact Doylestown.

In terms of addressing one of the greatest threats to the Borough from surrounding municipalities — the impact of increased traffic — the Borough plans to implement a comprehensive program of traffic calming. This will involve long-term efforts to reduce the speed of pass-thru traffic, dramatically increase pedestrian and bicycle safety, and reduce the negative impacts of traffic on the daily lives of citizens. This Plan acknowledges that vehicular traffic from adjacent municipalities will continue to pass through the Borough, but this can occur in a safe and logical manner as determined by the residents, not the pass-thru drivers. Moving traffic at a safer, slower pace should be accompanied by enhancing driver awareness that there are alternatives to more expeditiously by-pass the community before entering town. To enhance awareness of by-pass options, the Borough will need to coordinate signage and other improvements with Doylestown Township and PennDOT. The Borough should also establish a regional dialogue on traffic with surrounding municipalities.

In the area of regional open space and recreational facilities, the Comprehensive Plan provides coordination with respect to both ongoing efforts, as well as more recently identified opportunities with Doylestown Township. Overall, the Borough should encourage the County to become more involved with regional issues by undertaking an analysis of growth impacts in Central Bucks. This program could be similar to those for the Newtown or Quakertown areas, which analyze land use, transportation, schools, open space and other planning issues.

Relationship with Bucks County Comprehensive Plan

The Bucks County Comprehensive Plan was prepared by the Bucks County Planning Commission in 1993. The plan’s purpose is “to ensure that Bucks County government provides guidance to its agencies, municipalities, and the general public in planning, development, and management of the county’s natural and built resources.” The County Plan expresses a number of policies, goals, objectives and strategies that are consistent with and incorporated into this Plan.

In order to maintain and improve the vitality of urban areas, such as Doylestown, the County recommends five planning strategies for older boroughs:

- downtown revitalization
- neighborhood improvement
- adaptive reuse
- infill development
- redevelopment

All five of the above strategies have either been implemented in some manner by the Borough or are a significant focus in this Plan. However, it should be noted that each of these strategies need to be refined and adapted to the specific vision of the Borough’s Comprehensive Plan, as well as other local circumstances in Doylestown. The County Plan recommends a number of other goals, objectives, policies and strategies which are incorporated in this Plan. These range from creating a regional intermodal transit center at the Doylestown train station to promoting a variety of housing types with innovative zoning measures that protect the character of the community.

Since the last plan was written in 1969, so much has changed, so much growth within our town and its surrounding communities, that this effort was a necessary reaction. As growth and change are inevitable, it is my hope that this Comprehensive Plan will assist future Planning Commission members in decisions which will result in thoughtful land use, providing for the protection of what we have, and the ultimate safety and satisfaction of our residents.

Thomas Jarret, member of the Doylestown Planning Commission

DEMOGRAPHICS AND HOUSING

Doylestown has considerably more household members 65 years of age and older, and single-person households compared to the county and the nation. Therefore, growth and change in the Borough should be responsive to the needs of these persons.

Thomas J. Comitta

DEMOGRAPHICS AND HOUSING

According to Section 301 (a)(2.1) of the MPC, the Comprehensive Plan must address the housing needs of present and future residents. This chapter provides an analysis of demographic information, population projections and existing housing characteristics. This is followed by strategies to conserve, rehabilitate and accommodate new housing based on need.

Population Characteristics and Projections

Despite an increase of more than 1,000 housing units during the past 25 years, the Borough’s population has remained fairly stable due to a decrease in the number of persons per household. This demographic shift parallels national trends toward smaller household size due to an aging population, more single-person households, later age of marriage and other factors.

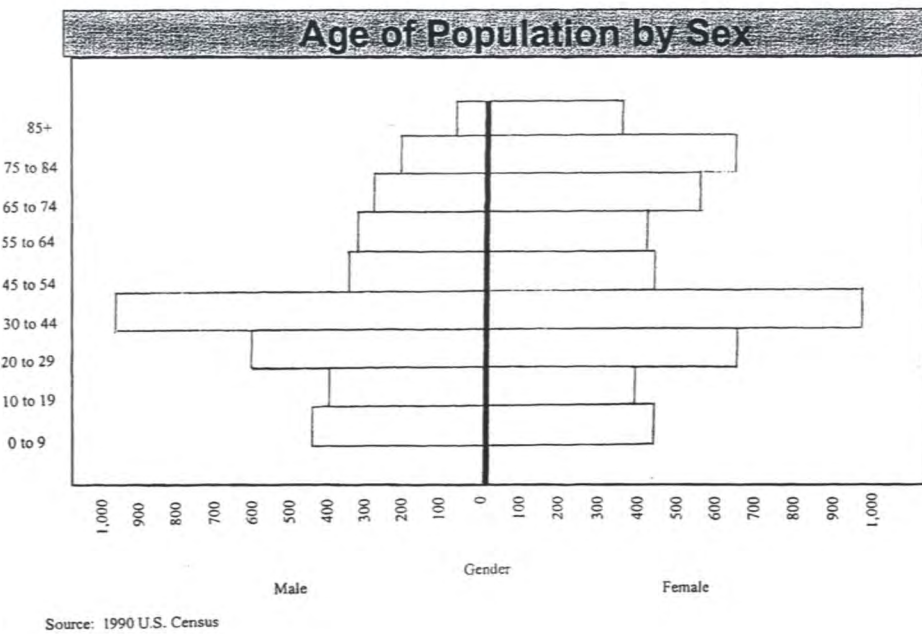
Comparable Population Characteristics, 1990			
Characteristic	Borough	County	Nation
Persons per household	2.12	2.80	2.63
Household member age 65+	25%	10.9%	12.56%
Median age	39.7	33.7	32.9
Single-person household	40%	19.2%	24.6%
College/graduate degree	31%	24.8%	21.8%
Median household income	\$32,942	\$43,347	\$30,056
Home ownership	44%	72%	58%

Source: US Census

Projected Population for Doylestown Borough			
Year	Projected Population		
	Low	Middle	High
1990	8,575		
2000	8,870	9,160	9,310
2010	8,840	9,270	9,740
2020	8,450	9,350	10,610

Source: Bucks County Comprehensive Plan

With a quarter of its population comprised of senior citizens, including residents of two high-rise retirement buildings, the Borough has about twice as many seniors as compared to the averages for both Bucks County and the nation. Of those residents 65 years and older, 70.9% are women and 41.3% live alone. The chart at the top of the opposite page illustrates that females outnumber males by approximately two-to-one over the age of 65. The largest age group is the 35-44 “Baby Boomers”, with the number of men and women roughly equal.



Housing Characteristics

Doylestown experienced a modest rate of growth in its housing stock in the period from 1980 to 1990. The growth rate in the 1980’s was about one-half the rate in the two previous decades, when the Borough grew by an average of about 800 units per decade. Since 1990, the Borough has continued to add housing stock at a rate of far below 1% per year; only 21 building permits for new units were issued since 1990. As of 1990, about 47% (1,824 units) of the Borough’s housing units were owner-occupied, about the same percentage rate as in 1980, when owner-occupancy was 46%. This is below the national average of 64%, and is partially a reflection of the fact that only 37% of the Borough’s housing stock is single-family detached units. As the table below illustrates, the Borough has a diverse mix of unit types.

Number of New Housing Units		
Year Built	# of Units	% of Total
1990-1995	21	1%
1980-1989	425	10%
1970-1979	867	21%
1960-1969	742	18%
1950-1959	550	13%
1940-1949	197	5%
Before 1939	1319	32%
Total	4121	100%

Source: US Census

As part of the 1990 census, citizens were asked to provide the value of their home. The median value for the Borough was \$156,100. This compares to 1993 median housing prices in central Bucks County of \$212,697 for newly constructed single-family detached homes and \$155,800 for newly constructed attached homes. As seen in the table below, most Doylestown houses (70%) were in the \$100,000 to \$199,000 category. Five percent of the units were valued over \$300,000. Overall, the Borough has a broad diversity of housing prices.

Units in Structure, 1990		
Type of Structure	# of Units	% of Total
1-unit detached	1,532	37%
1-unit attached	567	14%
2 to 4 units	619	15%
5 to 9 units	234	6%
10 or more units	1,058	26%
Other	90	2%

Source: US Census

In Doylestown the median mortgage payment in 1990 was \$1,048. However, 417 households spent more than 30% of their monthly income on their mortgage payment. This means, in the Borough, 26% of all owner-occupied households were paying more than the generally accepted percentage for a household payment.

Value of Owner-Occupied Housing Units, 1990		
Value	# of Units	% of Total
Less than \$50,000	21	1%
\$50,000 to 99,000	156	10%
\$100,000 to 149,000	540	34%
\$150,000 to 199,000	571	36%
\$200,000 to 299,000	230	14%
\$300,000 or more	81	5%

Source: US Census

The Borough’s median rent in 1990 was \$554. Most renters (42%) were paying between \$500 and \$749. However, a high percentage (36%) pay more than 30% of their income for rent and almost two-thirds of these households (266), pay more than 35% of their income for rent.

Rental Units, 1990		
Rent	# of Units	% of Total
Less than \$250	163	8%
\$250 to 499	643	32%
\$500 to 749	846	42%
\$750 to 999	293	15%
\$1,000 or more	72	4%
Total	2,017	101%

Source: US Census

Strategies to Conserve and Rehabilitate Existing Housing

The Borough's diverse, existing housing stock provides a wide choice in type and price of housing opportunities for the Central Bucks region. Due to the robust residential market in Doylestown for both rental and owner-occupied housing, much of the sound housing is conserved and rehabilitated by market forces. This is supplemented by enforcement of the Borough's residential maintenance code. This code requires all housing units to be maintained to a reasonable minimum level of repair and appearance. Some of the most troublesome maintenance problems in recent years have been caused not by structures containing housing units, but by accessory structures, such as garages and barns, located at the rear of residential properties. Due to the high level of rental housing in the Borough, it is recommended that existing monitoring of residential maintenance be continued.

Strategies to Increase Home Ownership with New Housing

The accommodation of new housing presents a tremendous challenge in a built-out Borough, where preserving the community character is a crucial goal. However, there are a variety of reasons for exploring new housing opportunities. First and foremost, is the Borough's desire to stabilize existing neighborhoods by increasing the number of home owners. The Borough's owner-occupancy rate of 47% has remained fairly stable over the past few decades, but remains far below the national average of 64%.

The existing population characteristics in the Borough may indicate the need for smaller housing units, preferably affordable owner-occupied units. This existing need is evidenced by the Borough's smaller household size, a high proportion of single-person households, senior citizen households and families spending more than 30% of their income on housing. This plan envisions providing new home ownership opportunities in a variety of ways using a sensitive and selective blend of adaptive re-use, infill development and redevelopment. These strategies will be discussed in more detail in the next chapter on Land Use and Development.



Doylestown needs more affordable but attractive dwellings to turn renters into owners.

citizen comment

Home Ownership and Its Benefits

The desire for home ownership is deeply rooted in the American psyche. Owning a home embodies the promise of individual autonomy and of material and spiritual well-being that many people sought in coming to this country. In addition to its functional importance and economic value, home ownership has traditionally conveyed social status and political standing. It is even thought to promote thrift, stability, neighborliness, and other individual and civic virtues.

Home ownership creates four fundamental benefits:

- *It helps stabilize neighborhoods and strengthen communities.*
Stabilized neighborhoods seem to deter crime, with residents keeping an eye on and discouraging illicit activities. In addition, social and political participation increases with home ownership.
- *It allows people to have greater control and exercise greater responsibility over their living environment.*
Studies have shown that homeowners are less likely to move than renters, live in neighborhoods with lower residential turnover, spend more on maintenance, were less likely to defer repairs and reported fewer housing problems.
- *It helps generate jobs and stimulate economic growth.*
Housing production stimulates strong “multiplier” effects, such as employment created through the resulting increase in demand for household goods and services.
- *It produces an asset able to grow in value and generate financial security.*
Home equity provides most households with their greatest single source of wealth, with 60 percent of homeowners’ wealth in the form of home equity.

Source: *Urban Policy Brief*, U.S. Department of Housing and Urban Development, August 1995

The Vision - Neighborhood Stability

Doylestown is a great place to live. The Comprehensive Plan envisions stabilizing residential neighborhoods by encouraging opportunities to increase the level of owner-occupied housing, improving dilapidated structures and other deteriorated conditions.

LAND USE AND DEVELOPMENT

Local communities are the key to better land use. But first, each must define a vision for the future. This vision includes an inventory of resources, respect for established traditions, and articulation of community values. To realize a vision, local leaders must enlist all sectors in devising land use plans and execute those plans with greater efficiency and flexibility. No community retains its character by accident.

Land Use In America, Henry L. Diamond & Patrick F. Noonan, The Report of the Sustainable Use of Land Project, Island Press, 1996

LAND USE AND DEVELOPMENT

The Comprehensive Plan must address the land use of the Borough, in accordance with Section 301 (a)(2) of the MPC. Since the Borough has historically had such a diverse, rich mixed-use development pattern, the typical generalized land use analysis is not a highly applicable planning tool, nor does it paint an entirely accurate picture of existing conditions. In fact, the diversity of the land use mix in the central area of the Borough almost defies simple categorization. Instead of dealing with land use and zoning in a general manner, this chapter of the Comprehensive Plan focuses strategically on key development issues — adaptive re-use and infill development, and redevelopment in the North Broad Street Corridor.

Existing Land Use and Changes During the Past 25 Years

During the past 25 years, the Borough has seen some change in land use, but generally not dramatic. There has been an increase in the number of residential units and the amount of land residentially developed. Land used for commercial purposes has remained fairly constant. Industrial land has declined due to the vacation of the Mrs. Paul’s site and other tracts. Overall, the Borough has seen an intensification of land use in the center of town. Within the established mixed-use pattern in the central area, some locations have undergone transition from one predominant use to another, such as from residential to office.

In general, no major changes in land use and zoning are envisioned, other than those issues discussed in more detail in this chapter. Providing design guidelines to aid the HARB and Borough officials is a key strategy in helping make mixed-use areas function more compatibly. In fact, due to the built-out nature of the Borough, adopting design guidelines for use in the Historic District, new conservation districts, and gateways and entry corridors — even if the guidelines are voluntary — may be more effective at maintaining the Borough’s unique character than changes in land use or zoning.

The Vision - Sustainability

The Comprehensive Plan defines *sustainability* as ways the Borough can adapt to changes and trends, while strengthening and diversifying the local economy, and at the same time preserving and enhancing Doylestown’s special character and quality of life for future generations. Sustainable development involves a selective blend of revitalization, adaptive re-use, infill, and redevelopment that creates jobs, provides opportunities for owner-occupied housing and reinforces the local market for existing businesses.

Opportunities for Future Change and Development

Since the Borough is essentially a fully built-out municipality, land use and development issues must be approached with sensitivity to preserving the Borough's highly-valued small town character. Preservation alone — without any opportunity for change — is often a route to stagnation and loss of community vitality. The key for the Borough is to define opportunities for change and development in terms of *sustainability* — one of the visions of this Plan (see sidebar on previous page).

Because the Borough has been so successful at maintaining and enhancing its quality of life and community character, it remains a highly desirable place to live and work. This creates an economic demand, and market pressures to more intensively utilize a limited resource — the Borough's land. These demands and pressures presently exist and are responsible for many of the development applications that the Borough receives each year for subdivisions for infill housing, conversions to office use, demolitions to make space for parking, variances for using undersized properties, etc. Recognizing that these development pressures exist and are not likely to subside, this Comprehensive Plan can help to proactively provide direction as to how development should occur in order to preserve and enhance Doylestown's special character and quality of life for future generations.

In a built-out community, development opportunities will generally fall into one of the following categories — adaptive re-use, infill development or redevelopment. Various applications of these concepts were “tested” during the *Community Visioning Workshops* for public input and synthesized into the land use and development strategies on the following pages.



Development opportunities in Doylestown will generally consist of adaptive re-use, infill development or redevelopment. The North Broad Street corridor, pictured above, includes potential for all three types of development. Source: Department of Building & Zoning.

Adaptive Re-Use

As a community with a wealth of older structures, Doylestown has a long history of adaptive re-use. Local examples range from residences converted for professional office space to the Agricultural Works to the James A. Michener Museum housed in the former County Jail. Some of the most troublesome maintenance problems in recent years have been caused by accessory structures, such as garages and barns, located at the rear of residential properties. The conversion of these structures to new housing units through adaptive re-use offers the potential to both eliminate existing maintenance problems and provide new owner-occupied housing, thus contributing to the stabilization of neighborhoods and other sustainable goals.

Adaptive reuse is the term used to describe the refitting of old buildings for new uses. It occurs when the original use of the building has become obsolete, and accommodating a new use requires some alteration of the building.

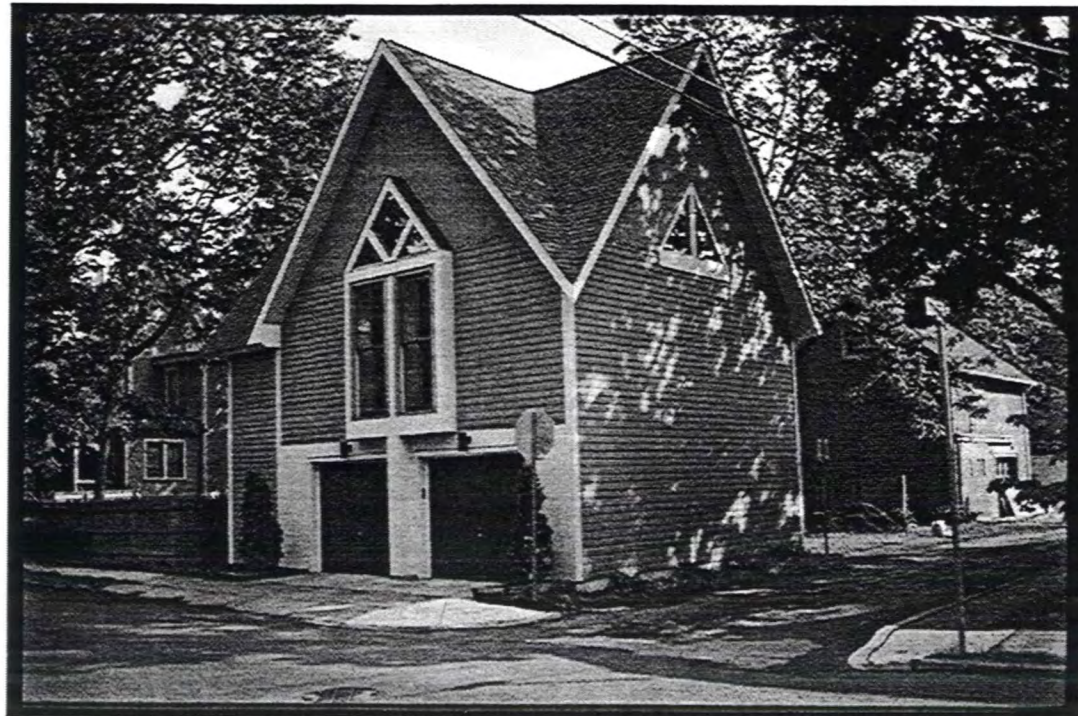
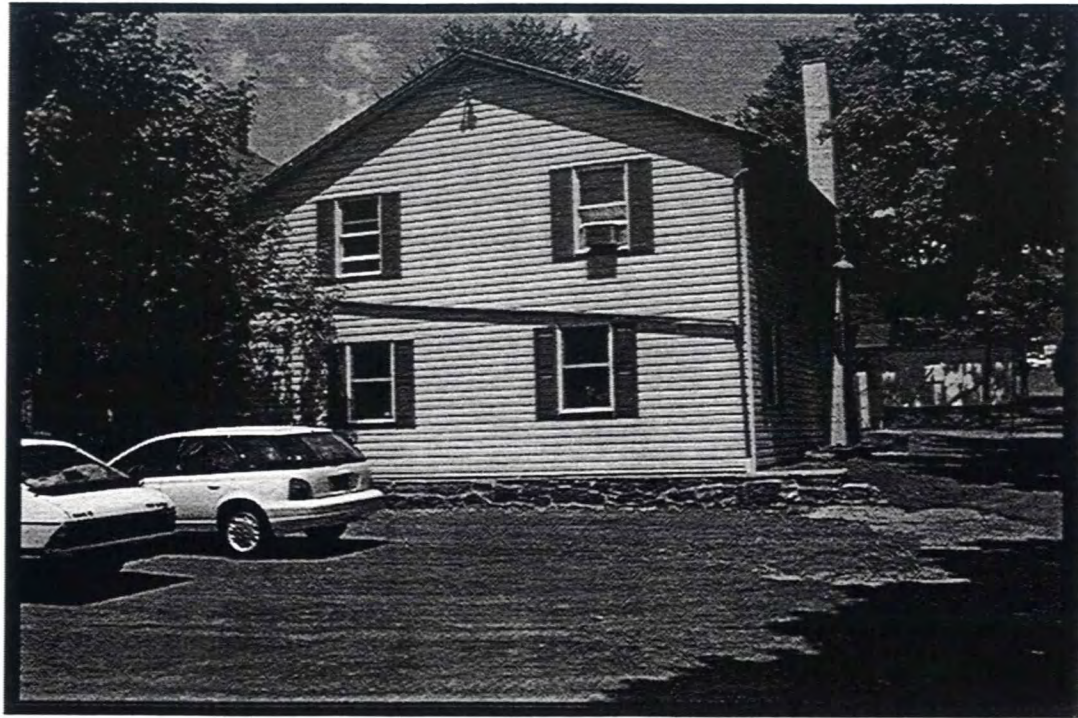
The benefit of adaptive reuse is that it recycles the built fabric of communities. Additionally, adaptive reuse results in the continued use of existing infrastructure (e.g., roads, sewage facilities, water systems, and transit systems). Adaptive reuse can also provide “new life” for historic properties, and it is often the case that the historic or unique nature of the building becomes a marketing tool for the project.

Municipalities can take steps to encourage private sector adaptive reuse by promoting it in the community. Municipalities can emphasize adaptive reuse in the comprehensive plan, keep an inventory of available buildings, and provide technical assistance or other support to those proposing adaptive reuse projects—for example, coordinating streetscape improvements immediately adjacent to a project.

Often the most important step local government can take is reviewing and revising building codes, parking requirements, and zoning ordinances to make adaptive reuse possible.

Source: “Tools and Techniques: Bucks County Land Use Plan,” Bucks County Planning Comm., May 1996

Strategies to support adaptive re-use include amending the zoning ordinance and subdivision and land development regulations. Adoption of design guidelines is another tool to promote quality development. Since higher quality adaptive re-use has generally occurred within the Historic District, another strategy is to promote the adoption of Conservation Districts as a way to ensure design review for future conversions. It is worth noting that due to market demand, development proposals for conversions will probably continue whether or not a property is located in the Historic District or a Conservation District. (As explained on page 47), The policy issue is how the community wishes to be involved – by proactive planning before projects are proposed or by reactive review after applications are filed.



Doylestown has many existing examples of adaptive re-use. At the Community Visioning Workshops, citizens indicated that there were both appropriate and inappropriate examples of re-using older structures. While 58% of participants said the structure on the top was inappropriate, the contemporary-detailed carriage house at the Margaret Mead property (bottom) was appropriate among 71%. This suggests that, in the eyes of the community, preservation and adaptive re-use does not have to stifle design creativity.

Infill Development

As with adaptive re-use, infill development is not a new concept to Doylestown. In fact, in one respect, infill development has been occurring in Doylestown since the community was founded. As the *Community Visioning Workshops* demonstrated, the Borough has numerous examples of both appropriate and inappropriate infill development. One of the overriding concerns of the Comprehensive Plan is that market pressures for infill housing will continue to generate development applications, whether or not planning and zoning policies address this issue. If the trend of the past decade continues for the next 20 years, up to 100 new infill housing units are projected for the Borough.

Some historical perspective might help in understanding infill development. The Borough’s first zoning ordinances, adopted in 1937, actually permitted smaller lots and, therefore higher densities, than the present zoning. This is also evident in the many existing examples of older infill housing — most of which blends in so seamlessly as to be unnoticeable as infill.

The Community Vision Survey confirmed that many of these older, compatibly-designed infill buildings are *appropriate* for the Borough, while newer, less-compatible examples, mostly on larger lots and at lower densities, are often viewed as *inappropriate*. This highlights a critical issue about infill housing — that design is often more critical than density.

In highly selective situations where limited infill may occur, the Borough can amend the zoning ordinance and subdivision and land development regulations to better ensure compatibility with existing neighborhoods. Adoption of design guidelines is another tool to promote quality development. As with adaptive re-use, adoption of Conservation Districts is one way to ensure design review for further infill developments located outside the Historic District. As with adaptive re-use, infill development proposals can be expected to continue due to market demand for new housing and commercial space in Doylestown, particularly near the center of town. Once again, the policy issue is how the community wishes to be involved – through proactive planning or reactive review.

Infill Development

Infill development occurs when new construction is built on empty parcels within developed areas. As communities grow, there are some parcels that remain undeveloped; others may become vacant due to demolition. Infill development can also include projects which increase the intensity of development on underutilized sites.

Infill development provides a range of benefits. New investment in a community can raise property assessments and tax revenues. Placing new development on infill sites allows existing infrastructure to be used and reduces the need to invest in new facilities.

During the comprehensive or neighborhood planning process zoning ordinances should be reviewed to ensure that they are consistent with the pattern of existing development. When development is proposed on an infill site it is important to keep neighborhood residents informed of the proposal. Especially beneficial is to encourage the developer to meet with neighbors prior to submitting a proposal. The developer may then understand their concerns and design a project that will be acceptable to the community.

Source: "Tools and Techniques: Bucks County Land Use Plan," Bucks County Planning Commission, May 1996

✓ Appropriate for Doylestown



91% of participants feel this small brick building on Pine Street is *appropriate* infill. The building is only 12 feet wide and situated on an equally narrow lot - highlighting the point that design can be more important than density.



These narrow lot bungalows on West Street are an example of early 20th century infill that 73% of participants still find *appropriate*.



91% of participants gave *appropriate* marks to these new detached brick homes on 30 foot wide lots with quality streetscape treatment.

Memphis, TN



Memphis, TN

Ø Inappropriate



The above more recent examples of infill were considered *inappropriate* by more than three-quarters of participants. These less-compatible buildings are situated on larger lots than most of the more appropriate examples on this page.



This small home was rated as *appropriate* by 88% of participants. At one and one-half stories, it would be ideal for empty-nesters.

Gaithersburg, MD



This new twin house on Mary Street was generally viewed as *appropriate*. "An adequate job of fitting into the neighborhood," said one participant.



Memphis, TN

All of the cottage-type homes above could be *appropriate* in certain locations in Doylestown. The top image is an historic example along Garden Alley which 90% of participants said is *appropriate*. The middle image and lower image are new, updated versions rated *appropriate* by 74% of participants. The bottom house is ideal for seniors who desire to move into a smaller unit and remain in town.

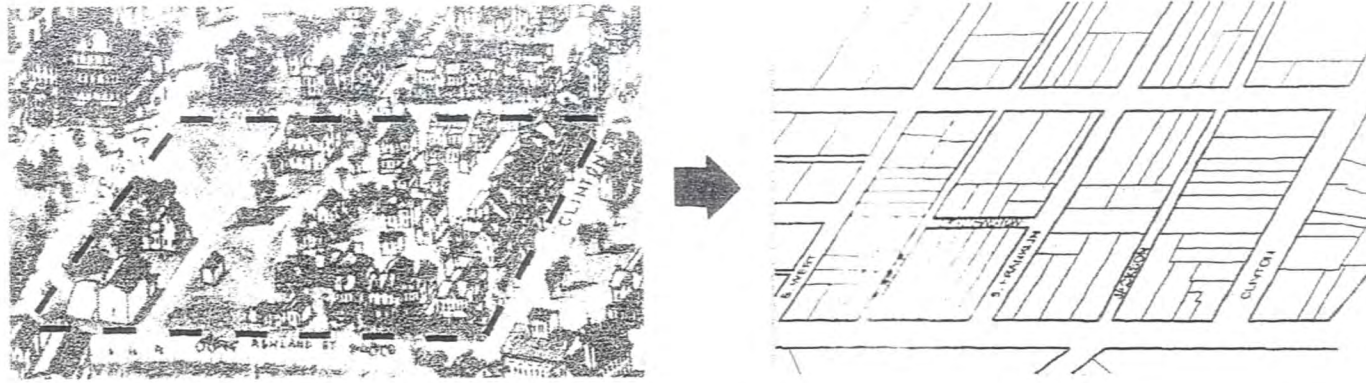
Exhibit Three: INFILL DEVELOPMENT

The Community Vision Survey explored citizen opinions on infill development. This visually-based survey involved showing images representing a variety of infill buildings and streetscapes. Participants rated each scene on a scale ranging from *highly appropriate* to *highly inappropriate* for Doylestown. After administering the survey, a follow-up discussion allowed people to explain how and why they rated certain images, as well as to ask questions about more complex issues.

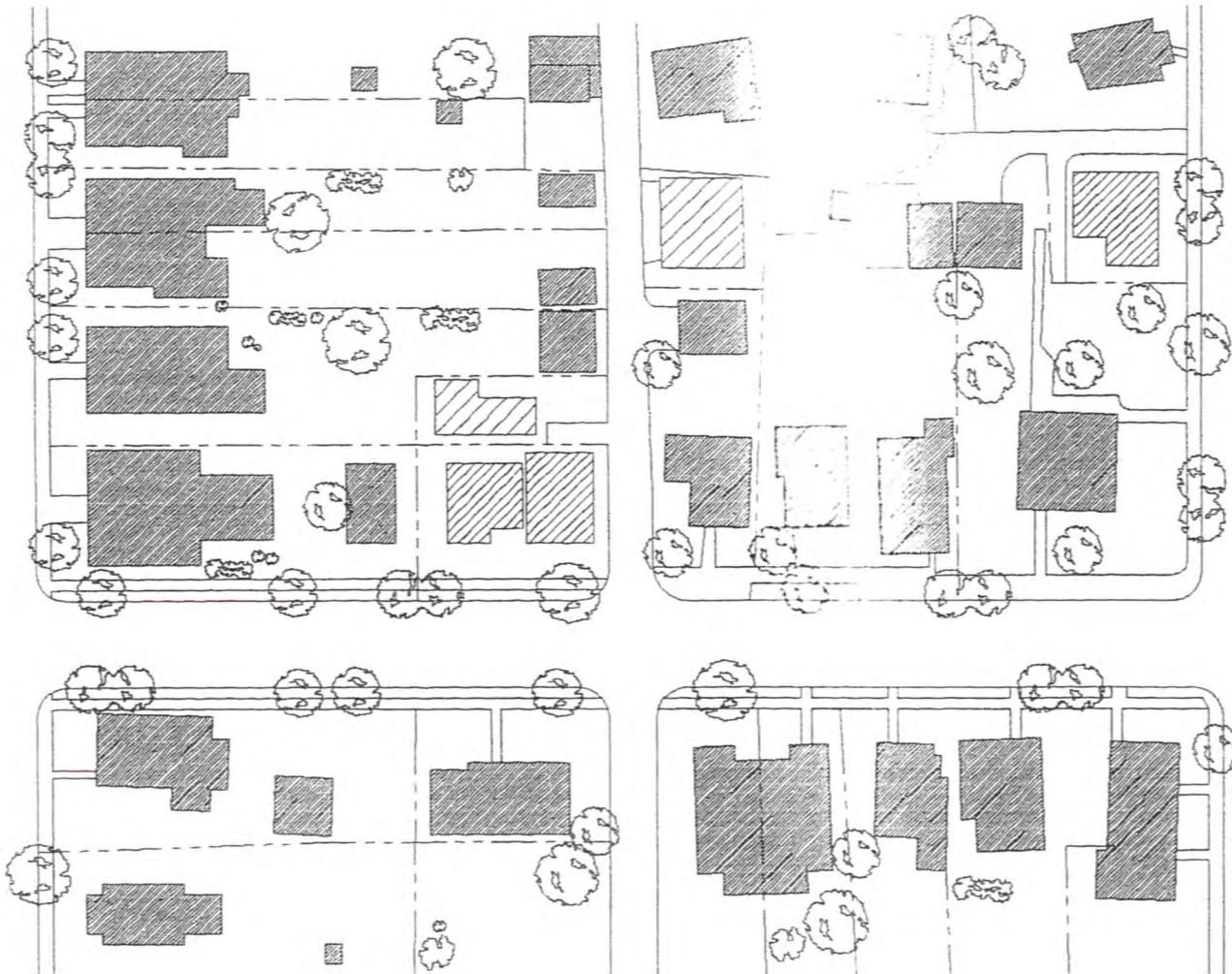
The results of the survey, highlights of which are shown on this page, indicate there are certain design arrangements for infill development which the community finds more appropriate and, perhaps acceptable, than others. Examples of appropriate infill include both older examples from around the Borough, as well as compatibly-designed contemporary alternatives from around the nation.

Inappropriate infill includes several local examples that the community would not like to see repeated. These less-compatible infill buildings are sometimes on larger lots and at lower densities than the older examples that the community is more comfortable with. This highlights a critical issue about infill housing - that design is often more critical than density. It is important to remember that infill is only appropriate in selective situations and this Plan should not be interpreted as providing a blanket endorsement of the concept.

1997 Comprehensive Plan Borough of Doylestown Bucks County, PA



The area shown above - as it was in 1886 and as it exists today - has evolved with patterns of subdivision and infill for more than a century.



A highly selective blend of infill and adaptive re-use should only be permitted in specific situations where no adverse impacts will be created for the neighborhood. The above scenario - where four new owner-occupied residences are added - might occur over a ten to twenty year period.

The Ten Essentials of New Housing in Doylestown

When new housing is built or converted it is essential to maintain the neighborhood character, retain existing buildings, promote opportunities for home ownership and ensure sensitive and creative design. These goals can best be assured through zoning amendments, the adoption of Conservation Districts and design guidelines, and other creative planning tools. The following are ten “essential” principals to guide implementation efforts.

Respect the Context

New development should blend in with the surrounding street, alley and neighborhood. Individual design expression should generally be subtle, rather than strong, in order to respect the existing context. Visual intrusions by unsympathetic new development should be avoided.

Blend with the Streetscape

Since individual buildings are seen as part of a streetscape (or alleyscape), patterns that comprise the surrounding area (e.g., front porches, building height, roof profiles/silhouettes, building massing, setback spacing, yards and gardens, hedges and fences, etc.) should be respected.



Be a Good Neighbor

The livability of adjoining properties should not be detrimentally impacted. Infill development should not create shadows, block views or violate the privacy and usability of adjacent residences.

Soften with Landscaping

Adequate landscaping is critical to “soften” new development and help it blend unobtrusively into the neighborhood. Mature trees, existing shrubs, stone walls and other important landscape features should be retained and enhanced. In situations where landscape features are weak or non-existent, they should be upgraded or established. New residences should have areas for private patios, gardens or other outdoor spaces.



Maintain or Enhance Architectural Character

Maintain the physical character and details of buildings with architectural merit that contribute to the character of the neighborhood. Enhance the architectural character of buildings that are undistinguished or that detract from the character of the neighborhood.

Preserve the Front When Change Occurs at the Rear

If a rear or alley residence is developed, the character of the existing residence at the front should be retained or enhanced to contribute positively to the character of the neighborhood.

Maintain Secondary Scale at the Rear

Certain buildings, such as rear or alley residences, carriage houses, and barn or garage conversions should be secondary in scale to existing residences in terms of height, massing and other design elements. In certain instances, the infill building should be designed to be in the same character and/or style as the existing building on the site.

Provide Parking with Sensitivity

Adequate parking should be provided for every residence. New or expanded parking areas should be sensitively located and receive special design treatment to “soften” their impact, such as shared drive-ways and landscape screening.

Provide Function and Access for All Properties

The functional aspects of all existing and proposed residences should be ensured. This includes providing suitable locations for refuse, recyclables and other outdoor storage functions, and maintaining the accessibility to existing residences from alleys for vehicular access, parking and other utilitarian functions.

Look Beyond the Site

Recognize that the impacts of a development and possible mitigating solutions may extend beyond the property lines of a particular site. Off-site improvements (e.g., new curbs and sidewalks, planting shade trees, repaving an alley, etc.), especially those that benefit the health, safety and welfare of the entire neighborhood, should be considered as a trade-off for development in certain instances.

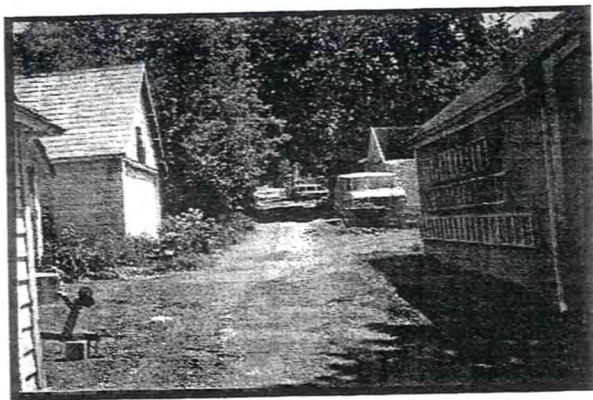


New structures have an impact on sunlight, open space and crowding. They are not appropriate just anyplace.
citizen comment

Alleys

Some of the Borough's alleys could accommodate a highly-selective blend of adaptive re-use and infill housing. In fact, historically, Doylestown's alleys have already accommodated much infill development. Some alleys, such as Worthington Avenue, are actually better described as "half-streets" and, in several instances, have been given street names due to the significant level to which infill buildings have been built along them over the years. In these situations, what were formerly service alleys have evolved into desirable residential lanes, with sidewalks, landscaping, front porches and other improvements that enhance the livability of the alley.

Exploring the potential of alleys to accommodate selective new development is historically appropriate, when viewed within the context of the evolution of the Borough. Building carriage houses and converting barns and garages to residences is something that Doylestown's forefathers have done for generations.



Existing alleys accommodate everything from utilitarian functions like parking and storage (left) to a mix of residential and commercial uses (right).



Alleys are very important to the town's character. They have great charm. Take parking off streets - no big garages. Kids play in alleys. They are a place for socializing with neighbors.
citizen comment

The above map illustrates alleys with potential to accommodate adaptive re-use and infill.

Source: Lynn Taylor Associates Architects

✓ Appropriate for Doylestown



Worthington Avenue was rated appropriate for Doylestown by 91% of participants. A classic example of an alley transformed over the years with infill housing and sidewalks into a "half-street". "In Doylestown, many people love living on alleys," explained one Borough official.



Mary Street *appropriately* accommodates houses along with parking, utilitarian functions and other uses fronting on surrounding streets.



Charleston, SC

This alley - transformed into an upscale residential lane - was rated *appropriate* by 88% of participants.



Princeton, NJ

These new carriage house residences, with textured pavement and accent landscaping, were *appropriate* with 82% of participants.



Amsterdam, The Netherlands

These stable-type row houses can be affordable and *appropriate* in selective locations, but not lining an entire alley.



86% rated this scene on Garden Alley is *appropriate* - an excellent example of head-in parking softened with landscaping.

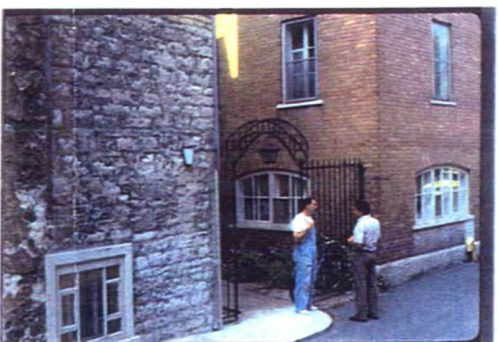


This local alley, converted to a commercial pedestrian walkway, was rated *appropriate* by 81% of participants.



Quebec City, Canada

This more intensive usage, with dining decks and commercial displays extending into the alley, is *appropriate* in selective situations.



Montreal, Canada

Pedestrian courts are one way to accommodate higher densities along alleys - 97% rated this as *appropriate* for Doylestown.

Exhibit Four: OPPORTUNITIES ALONG ALLEYS

The Community Visioning survey explored ideas for adaptive re-use and infill along alleys. Participants rated each scene on a scale ranging from *highly appropriate* to *highly inappropriate* for Doylestown. A follow-up discussion allowed people to explain how and why they rated certain images. Highlights of the results are presented on this page.

The Comprehensive Plan does not propose that alleys should be more intensively developed as a general policy. Rather, in specific locations, alleys offer opportunities to accommodate a highly-selective blend of adaptive re-use and infill development. This can potentially assist in improving some of the Borough's most troublesome maintenance problems involving dilapidated garages and barns.

Providing guidance for Doylestown's alleys will help address current development proposals generated by market demand. Equally important, allowing for the continued evolution of the Borough's alleys is consistent with Doylestown's historic pattern of infill and adaptive re-use along alleys.

Obviously, the alternatives presented on this page are not applicable in every location in Doylestown. Some treatments may work best in residential areas and others in the Central Commercial District in the center of town. In some locations, alleys should remain as is, with no further development.

1997 Comprehensive Plan Borough of Doylestown Bucks County, PA

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Princeton, NJ

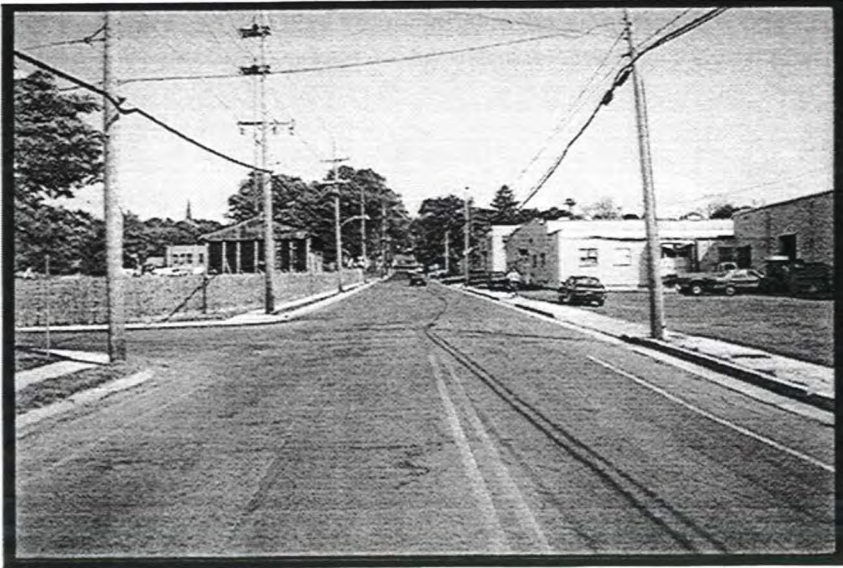
Key Redevelopment Opportunities — North Broad Street Corridor

Several factors contribute to the importance of the North Broad Street Corridor as a key area for redevelopment in the Borough:

- Redevelopment potential of the Mrs. Paul's and the PennDOT sites
- Obsolescence of other industrial uses
- Completion of the Route 611 bypass interchange with North Broad Street in the Township
- Possible future development of a county government facility on the Greenwood Dairy site

In 1992, a joint Borough and Township Committee, with the assistance of the Bucks County Planning Commission, prepared the *North Broad Street Corridor Plan*. The Corridor Plan noted the following with respect to the Borough portion of the corridor:

- The current perceived image of North Broad Street is that it is the industrial pocket of the Borough, even though the actual land uses that comprise the area are much more diverse.
- There are no major retail uses on North Broad Street.
- Since natural features restrict development along the Cooks Run Creek, this area provides an opportunity for a park and pedestrian/bicycle path interconnecting with other parts of the Borough and Township.
- There needs to be a corridor-wide approach to stormwater management.
- Despite heavy manufacturing, printing, and food processing businesses that dominated the street, North Broad Street has remained proportionately in scale with nearby residential neighborhoods, the central business district and the county complex.
- There is no provision for on-street parallel parking along North Broad Street and the corridor is not a safe or pleasant pedestrian environment.
- Vehicles using the many curb cuts, driveways and side streets along North Broad Street impede the flow of peak period traffic.



The Community Vision Workshops identified the North Broad Street corridor as one of citizens' least favorite places in the Borough.

The 1992 Corridor Plan envisioned significant development opportunities in this area which would help transform the corridor into a high-quality environment. Since the existing land uses are so diverse, the report concluded that, "a harmonious mix including new residential, commercial, and office uses with open space could create an ideal balance within the corridor." These concepts were "tested" with the public during the *Community Visioning Workshops*. The results, contained on Exhibit Five, provide a more refined vision for the transformation of the corridor.

Participants in the *Community Visioning Workshops* identified the North Broad Street Corridor as one of the most significant weaknesses/challenges facing the Borough. Workshop participants said the existing conditions along North Broad Street are inappropriate for the community and consensus was reached on the need for a “hedging and edging” improvement program for existing sites along the corridor.

A key redevelopment opportunity on North Broad Street could be optimized by assembling approximately 12 acres on two adjoining properties -- the Mrs. Paul’s site fronting on North Main Street and the PennDOT site fronting on North Broad Street. During the *Community Visioning Workshops*, many citizens expressed an intuitive understanding that the traditional street system of the Borough should extend across the sites. One citizen stated, “make it a continuation of the town, so that it’s more like Doylestown than the strip development surrounding most communities”. Other citizens emphasized the importance of providing interesting streets for pedestrians and a nice route so the rest of town can walk across the site to the Post Office. One participant summed up the community’s vision for redevelopment as a “village concept” that would join neighborhoods and allow more pedestrianism.

A concept plan illustrating these possibilities is shown on Exhibit Six. One method to accomplish the type of redevelopment citizens seemed to favor is by an amendment to the Official Map (see sidebar below). This would allow the Borough to coordinate the location of new streets and the proposed park on both sites.

Official Map

Designating locations for future public facilities on an official map provides a legal means for reserving the sites. The adoption of an official map does not by itself establish a street, nor does it imply that the municipality has taken the land. That must still be accomplished through a mutual agreement, municipal purchase, or condemnation of the land through eminent domain procedures. An official map may include streets, public parks, playgrounds and other lands for public purposes.

Another longer-term redevelopment opportunity on North Broad Street is the Cartex site. This 15-acre former industrial site is presently undergoing environmental remediation. Future planning efforts need to be sensitive to the site’s key transitional location between the Doylestown Shopping Center, senior citizen high-rises and a single-family residential neighborhood abutting the Cook’s Run Creek.

The traditional grid pattern of many communities was implemented through early equivalents of the official map. The official map process specified in the MPC may be similarly used to extend the street patterns of villages and boroughs, to maintain the traditional design of the community.

Source: “Tools and Techniques: Bucks County Land Use Plan,” Bucks County Planning Commission, May 1996

✓ Appropriate for Doylestown



Doyle Square Park is envisioned as the centerpiece of the redevelopment of the Mrs. Paul's and PennDOT sites. 97% of participants in the Community Vision Survey felt the above square represented the *appropriate* character for this new public park.

Ø Inappropriate



The Community Vision Survey provides examples of what many citizens feel would be inappropriate for the North Broad Street corridor. The scale and character of the above commercial and residential buildings should be discouraged.



Charleston, SC

Initial improvements along North Broad Street should focus on upgrading the existing character with paint, awnings and landscaping, such as that pictured above.



Arlington, VA

More intensive commercial and institutional buildings should be limited to front on North Broad Street. 81% of participants feel the above scene would be *appropriate*.



Princeton, NJ

Mixed-use buildings like that pictured above were rated *appropriate* by 70% of participants.



Doylestown, PA

Buildings can contain additional height and scale in special instances. 68% felt this building would be *appropriate* -- the design reminded many people of the Lenape Building downtown.



Memphis, TN

Appropriate new residential uses for the Mrs. Paul's and PennDOT sites included small, detached homes like those above, which were built on a redeveloped industrial site.



Gaithersburg, MD

79% of participants said these homes could be *appropriate* for Doylestown. Modern updates of classic Doylestown housing types should be encouraged.



Charleston, SC

Redevelopment in the North Broad Street corridor could include townhomes along pedestrian courts. 86% rated this scene as *appropriate*.



Gaithersburg, MD

These new townhomes were *appropriate* to 80% of participants. This is an excellent model for new, compatible housing.

Exhibit Five:

TRANSFORMATION OF THE NORTH BROAD STREET CORRIDOR

The Community Visioning Survey explored citizen opinions on how the North Broad Street corridor might be improved and redeveloped. Participants in the survey rated a variety of alternatives in terms of *appropriateness* for Doylestown. Highlights of the survey results are shown on this page.

There are a variety of alternatives for upgrading the corridor, ranging from cosmetic improvements to new mixed-use buildings. Redevelopment of the Mrs. Paul's and PennDOT sites is envisioned as primarily residential, with a mix of units ranging from townhouses to single-family homes. A new public park will provide visual relief, recreation and an identifiable address on these former industrial sites.

1997 Comprehensive Plan Borough of Doylestown Bucks County, PA



KEY:

	Doyle Square Park	0.5 acres
	Ground Floor Commercial / Upper Floor Apartments	12,500 sq. ft./ 15 units
	Single-Family Homes	18 units
	Twin Homes	28 units
	Townhomes	78 units

Exhibit Six: REDEVELOPMENT OF THE NORTH BROAD STREET CORRIDOR

This concept plan illustrates how the appropriate images contained on Exhibit Five could be implemented on the 12-acre Mrs. Paul's and PennDOT sites. The existing street system could be extended across the sites, located within a five-minute walk of downtown and the courthouse. Redevelopment is envisioned as a mix of uses similar to the existing land use pattern in the center of town.

The plan illustrates a variety of housing types, ranging from single family detached dwellings to twins to townhouses. The proposed half-acre park creates an identifiable landmark "address" for the surrounding buildings. The residential units are mixed to promote a diverse streetscape, balanced with more affordable, production-type townhouses in interior locations.

Frontage along North Broad Street and North Main Street should include mixed-use buildings with ground level commercial and upper level residences. The redevelopment would be complemented by landscaping and other improvements elsewhere along the North Broad Street corridor. The concept plan on this page is illustrative only and should not be interpreted as a final plan.



Base map source: Department of Building & Zoning

**1997 Comprehensive Plan
Borough of Doylestown
Bucks County, PA**

© Community Planning & Research, Inc.

Princeton, NJ

ECONOMIC DEVELOPMENT, REVITALIZATION & SUSTAINED ECONOMIC VITALITY

*Public/private partnership approaches to
economic development are critical to the continued
enhancement of the Borough.*

Thomas J. Comitta

ECONOMIC DEVELOPMENT, REVITALIZATION & SUSTAINED ECONOMIC VITALITY

Economic development involves a range of public and private activities, usually in partnership, that can consciously and purposefully influence the municipal economy to foster the following:

- Retention/expansion of existing businesses
- Attraction of new businesses — fostering entrepreneurship
- Expansion/enhancement of the local “captured market”
- Provision of quality education/job skills training for the local work force
- Increasing employment opportunities and per capita income for local residents
- Strengthening the local tax base
- Maximizing community amenities and infrastructure investments
- Developing special events and tourist attractions
- Providing coordinated marketing/promotion

While economic development has historically focused on the level of economic activity that takes place within the municipal boundary and interrelationships between communities within the region, more and more municipalities are adopting a more global perspective. This shift is in response to major structural changes that have occurred in the regional and national economies during the past several decades, such as the migration of manufacturing industries, technological advancements, the challenges of international competition, corporate downsizing, the growth of tourism, etc.

The Vision - Central Place

The Comprehensive Plan envisions the Borough strengthening and reinforcing its role, identity and vitality as a central place in the region. Doylestown has played the role of a center for commerce, government and culture, both historically as well as presently. The plan recommends continuing the revitalization program focused on the central business district combined with community-wide efforts to preserve and enhance the special small town character of the Borough. This will be accomplished through a variety of planning efforts ranging from continued historic preservation to traffic calming to finding avenues for continued, sustainable growth that reinforces the identity of the center of town and the Borough as a central place in the region.



Economic development efforts, like the Main Street Manager Program, help Doylestown maintain its role as a central place in the region.

Economic Shifts in Doylestown

During the past 25 years, both the Borough and Bucks County have witnessed a decline in manufacturing employment while jobs in the service sector have significantly increased. In 1969, 5.5% of the Borough's land use was comprised of industrial uses; by 1996, it comprised 1%.

By the end of the 1980's, the Doylestown's central business district became affected by new suburban shopping centers and a recession. A group of concerned citizens - from business organizations, government officials and residents - formed a Revitalization Task Force in 1992 to explore options for the downtown area. Their efforts ranged from physical improvements, such as cast iron street lamps and facade improvements, to creating a program for downtown promotion - the Main Street Manager Program.

While visitors have always been attracted to the scenic natural and historic resources of the County, during the 1980s tourism emerged as a bona fide sector of the County economy. Doylestown's unique community character, its cultural institutions, and efforts of the Revitalization Task Force have combined to create a tourism sector for the Borough's economy.

The challenge for the Borough is maintaining its character while addressing the pressures of surrounding growth.

county official

Revitalization and Main Street Manager Program

In recent years, the efforts of the Doylestown Revitalization Board (DRB) have continually evolved and taken on new projects, many of which comprise the bulk of economic development planning and coordination for the Borough. Among the goals of the RTF is “To unify all elements of the Borough so Doylestown flourishes as an economic and cultural center for Bucks County”. The RTF formally developed the Main Street Manager Program, which is actively involved with the following economic development activities:

- Conducting inventories of existing businesses and amenities and analyzing the synergistic linkages between various services and attractions
- Obtaining customer feedback through surveys and identifying needs for future improvements
- Expanding cultural activities at local institutions and special events in the downtown — coordinating publicity for these activities
- Preparing a Comprehensive Marketing Plan for the downtown
- Proactively marketing the attributes and amenities of the downtown to target markets
- Retaining and recruiting businesses that best compliment the downtown retail/service mix
- Promoting special events and tourism
- The Design Challenge Grant Program which matching mini-grants for facade improvements
- Downtown streetscape improvements, parking lot improvements and pedestrian signage
- Facilitating Business Improvement Workshops on marketing, personnel and other issues
- Preparing a parking brochure for the downtown

After a successful three-year initiation period, the Main Street Manager Program is now partially funded by the Borough. The *Community Visioning Workshops* confirmed that the Main Street Manager Program is popular among Borough citizens. Perhaps the best economic assessment of the program’s success is the high occupancy rate and waiting list for commercial space in the downtown area.

Strategies for Sustained Economic Development

The following are strategies for the Borough to pursue in support of sustaining a healthy economy in the future:

- The RTF should continue to spearhead downtown and tourism/cultural-related economic development.
- Explore new infill housing in and near the center of the Borough as a method of expanding the local “captured market” (residents within easy walking distance of businesses). New housing will also trigger residential reinvestment in the surrounding neighborhood, both of which stimulate activity and employment in the construction trades.
- Assist in packaging a sizable redevelopment project in the North Broad Street Corridor (Mrs. Paul’s and PennDOT sites). Explore ways to use redevelopment to enhance surrounding property values and trigger reinvestment throughout the corridor.
- Develop programs/incentives to encourage higher-quality design and longer-term investment in commercial developments (e.g., design guidelines).
- Partnerships/programs should be explored with the following county organizations: the Bucks County Tourist Commission, the Bucks County Community College, the Bucks County Office of Employment and Training (OET), and the Bucks County Industrial Development Corporation (IDC)
- Partnerships/programs should be continued with various regional and state organizations and agencies.

HISTORIC PRESERVATION & COMMUNITY DESIGN

*Doylestown is a real town. It has charm and character
and it's unique, but it's an honest town -
not overly cute or too quaint.*

citizen comment

Based upon a windshield survey, it is recommended that these additional locations be considered for a lower level of historic preservation than the existing historic district. Since they are of a slightly lower level of significance relative to the existing district, it is recommended that “conservation districts” be considered rather than expansion of the historic district boundaries to encompass these areas. A Conservation District involves a less stringent level of review and focuses more on broader contextual design compatibility rather than more detailed architectural design review.

These four areas are comprised of the following locations, which are shown on Exhibit Seven:

- CD1: bounded to the west by West Street; bounded to the north by various streets including Penn, Union and Doyle Streets; bounded to the east near Shewell Avenue; bounded to the south by the existing Historic District.
- CD2: bounded to the west and south by the Historic District; bounded to the north by several streets, peaking at Union Street; bounded to the east by Church Street and beyond
- CD3: bounded to the west by the Historic District; bounded to the north mostly by Court Street; bounded to the east near Cottage Street; bounded to the south near Maple Avenue
- CD4: bounded to the north-east by the Historic District; bounded to the south-west by Hillside Avenue and South Main Street

It should be emphasized that the designation of Conservation Districts is envisioned to be a “grassroots” process with support from a majority of owner-occupants in any given district. Each of the four possible conservation districts should be treated as a distinctly separate case from the others in terms of the designation process. The HARB can play an important role by assisting in educating the residents and property owners about preservation issues, the design review process and how properties may be affected.

The Conservation District: An Alternative?

A conservation district may be an alternative approach to maintaining the economic and social viability of older neighborhoods and their overall character and identity, without the emphasis placed on preserving the historical architectural *detailing* of buildings usually reserved for historic districts. A main concern of local government officials and neighborhood activists is to lessen the perceived economic hardships and conformity to regulations associated in property owners’ minds with historic preservation. The idea is to retain the general character-defining features of the area as a whole, such as its scale, setbacks, massing, and salient architectural features.

While conservation districts are usually located in older areas of urban environments, the housing stock may be modest both in size and architectural detail. It is conceivable that the area might be eligible for listing in the National Register of Historic Places, but it is not a requirement for conservation district designation. However, there may still be enough of the historic fabric to warrant new construction in character with the historic environment of the area; the conservation district will emphasize compatible design.

Source: Draft of the Historic District Designation in Pennsylvania, Michel R. Lefevre, Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission

HISTORIC PRESERVATION & COMMUNITY DESIGN

In the period since the last Comprehensive Plan, the Borough has successfully implemented historic preservation and Main Street revitalization programs, both of which orchestrated a level of architectural awareness and design guidance for the community. As a result, Doylestown's appearance has notably improved during the past few years. Programs like the Design Challenge Grants further recognize of the importance of community design issues.

The fact that design issues are recognizable to many citizens was evidenced by at the *Community Visioning Workshops*, where *architecture* and the *town character* were identified as among the community's greatest strengths/opportunities. Likewise, the *deterioration of the town's visual character* was seen as one of the most significant weaknesses/challenges facing the Borough.

The Vision - Preservation and Enhancement

The Comprehensive Plan seeks to preserve and enhance the special small town charm and character of the Borough which results from a combination of historic architecture, scale and cultural ambiance. The plan envisions a balance of continued historic preservation efforts as well as new programs to enhance the quality of design and physical improvements outside the historic district. The vision is to increase the compatibility between the historic district and the remainder of the community in an effort to enhance the visual character, sense of tradition and property values in the entire community.

Historic Preservation

The Borough's Historical and Architectural Review Board (HARB) was created by ordinance to oversee historic resources within the Borough's designated local historic district. This nine-member body appointed by the Borough Council consists of an architect, a real estate broker, the Borough's building inspector, a Borough Planning Commission member and five additional people with a knowledge of historic preservation. HARB review is required for any exterior work on a district property which involves "any erection, reconstruction, alteration, or restoration" of any building and which exceeds \$2,000 in value. Review is also required for any proposed demolition regardless of value. The HARB advisory decision, based upon four general criterion in the ordinance, is used to determine whether a Certificate of Appropriateness should be issued so that a building permit can then be issued by the building inspector.

Expanding Historic Preservation with Conservation Districts

A study of the Doylestown historic district and surrounding areas was conducted in 1984 by the Bucks County Conservancy as part of the National Register nomination. This survey delineates an historic district boundary that encompasses several additional areas that are not contained within the HARB Historic Overlay District. This Comprehensive Plan Revision assessed whether historic preservation efforts should be expanded into these additional areas.

The following guidelines could be used in the Borough’s consideration of Conservation Districts:

Conservation District Nomination Criteria

- The area need not be National Register eligible
- 80% or more of the area’s buildings are historic (50 years old or older)
- The majority of buildings have retained their architectural integrity (few substantial irreversible alterations)
- There is cohesiveness in the area’s overall appearance and character with unifying design elements relating to streetscapes, the siting of buildings, architectural periods and styles, and materials

Conservation District Designation Criteria

- Petition signed by at least 40% of owners and 60% of occupant owners*
- Approval by Borough Council*

* This is a public policy decision most appropriately determined by the Borough, but the recommended petition could be either binding or non-binding, and Borough Council approval is also an option.

Actions Requiring Review in a Conservation District

- Demolition
- Infill / New construction
- Additions visible from the street
- Additions visible from alleys and other public rights-of-way (optional)
- Alteration of door and window openings (optional)
- Addition of new siding (optional)

Certified Local Government Status

The Certified Local Government (CLG) Program was established in 1980 through the National Historic Preservation Act as part of the National Park Service. It provides monetary aid for those municipalities who have demonstrated a record of historic preservation on the local level, a prerequisite which Doylestown fulfills. Money for the program is extracted from 10 percent of each state’s federal grant fund for historic preservation. Once a municipality has applied for and been granted CLG approval, allocated funds can be used toward programs and activities such as HARB training and staffing, National Register nominations, and guidelines for design and maintenance. It is recommended that Doylestown pursue CLG status so that the Borough can take advantage of additional grants for a variety of preservation-related activities.

*How much service and sacrifice has the Past a right to
require of the Present? This duty of saving the record
is a sacred charge upon all intelligent communities.*

Henry Chapman Mercer

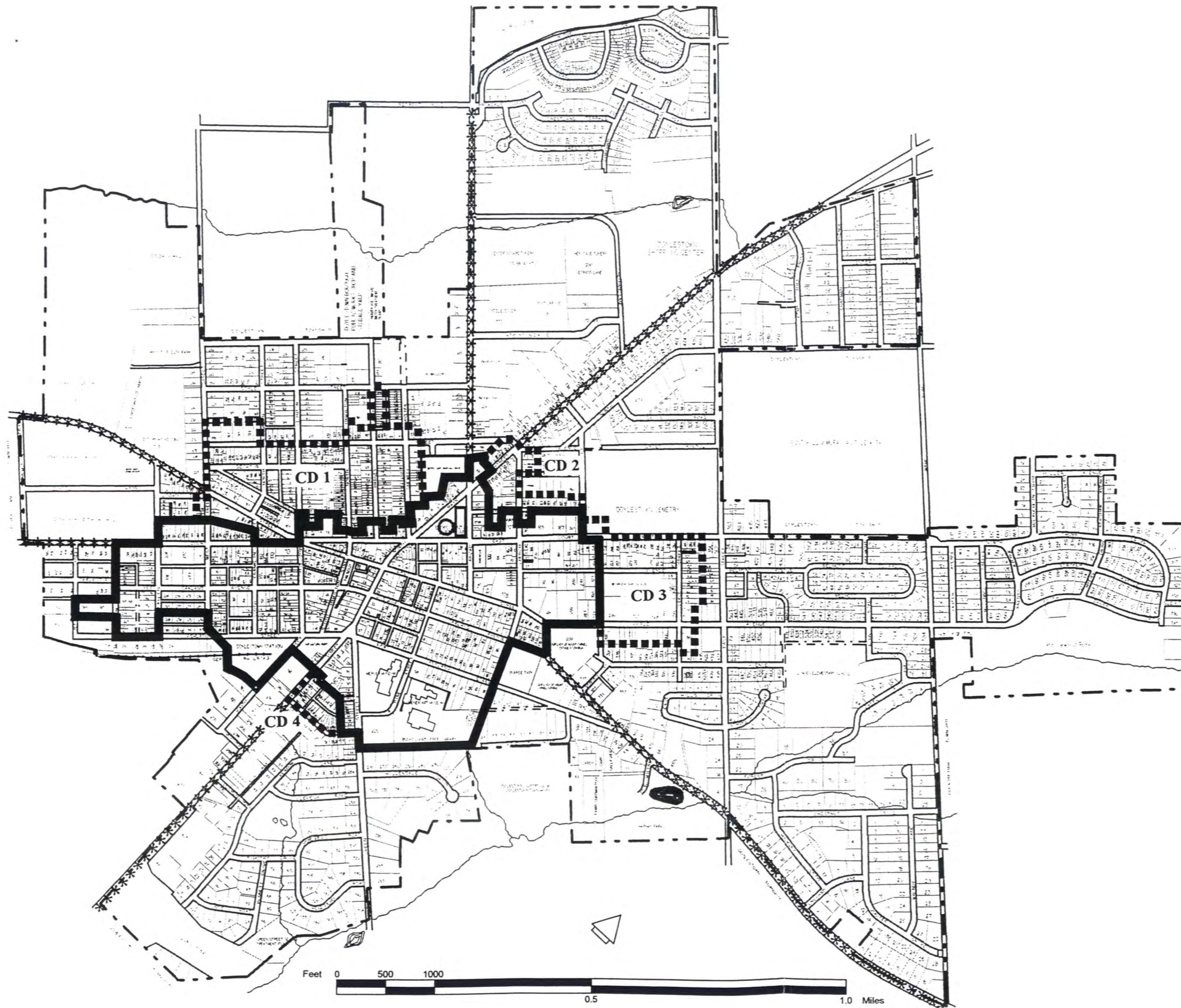


Exhibit Seven:
**HISTORIC PRESERVATION
 & COMMUNITY DESIGN**

- Boundary of Existing Historic District
- - - -** Boundaries of Proposed Conservation Districts (CD)
- ******* Gateways & Entry Corridors

Base map source: Department of Building & Zoning

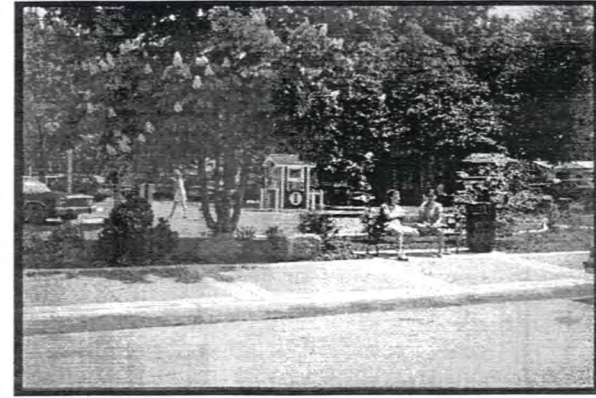
**1997 Comprehensive Plan
 Borough of Doylestown
 Bucks County, PA**

Community Planning & Research, Inc. Princeton, NJ

Streetscape Improvements

The character of a streetscape is created by the facades of the buildings lining it and the physical elements found within the public right-of-way. This includes the roadway driving and parking lanes, curbing, planting strip and sidewalk. The streetscape includes vertical elements ranging from shade trees and street lights to utility poles and traffic signals.

During the past few years, Doylestown has undertaken streetscape improvements involving brick-type sidewalks, shade trees and landscaping, pedestrian-scaled lamp posts and other coordinated street furniture such as benches, trash receptacles, bollards and traffic signals. As is the case in many historic districts, these improvements are not historically accurate, but have been designed to enhance pedestrian-friendliness, aesthetic appeal and to be compatible with the town's historic character without being visually intrusive. It is recommended that the Borough continue streetscape improvements where feasible. Target areas include logical extension of existing improvements, as well as gateways and entry corridors.



The results of the Community Vision Workshops seemed to confirm that participants are generally satisfied with the improvements undertaken to date.

Design Guidelines/Review for Gateways and Entry Corridors

A key strategy for increasing the quality of design and physical improvements between the Historic District and the remainder of the community is the adoption of design guidelines for gateways and entry corridors. Located along major streets coming into town, gateways and entry corridors are among the most heavily traveled and publicly visible places in the community (See Exhibit 7). However, since these gateways and entry corridors are situated outside the historic district in the center of town, the quality of design and physical improvements is often compromised or misdirected because there is not an officially adopted "vision" to guide and coordinate property owners and businesses. In fact, given the existing circumstances, the Borough may be fortunate that this issue is not a greater problem. Ultimately, the Borough can provide better assistance and direction to applicants by implementing design guidelines.

It is recommended that design guidelines be adopted that would establish standards to help improve the quality of design and physical improvements in a manner that is compatible with the visual and historic character of the Borough. In addition to guidelines for community design, architecture, landscaping and site improvements, standards should be set for streetscape improvements compatible with the Borough's established program in the downtown. Improving the compatibility between gateways and entry corridors and the Historic District is important for economic as well as aesthetic reasons, while another important objective is traffic calming. The Borough can enhance safety by sending a strong message to pass-through motorists by establishing a noticeable pattern of small town, pedestrian-friendly design features that are markedly different from the highway-scale features that presently exist on several major roads coming into town.

What is Design Review?

Design review is an evaluation of the appearance of proposed buildings and structures as part of the subdivision and land development approval process, with its goal being the improvement of the aesthetic quality of the built environment. The use of design review in Pennsylvania is limited, as state courts have held that aesthetic concerns alone are not a legitimate purpose of government regulation—they do not protect the health, safety, or welfare of the general public. Appearance may be a factor in a decision, but it may not be the only consideration.

Although Pennsylvania municipalities cannot base denial of a subdivision or land development approval on architectural design issues, there are other methods by which municipalities can influence design. Voluntary, non-binding design review meetings may be held between the applicant and municipal staff or design review committee. It is important that these meetings occur early in the application process, preferably at the sketch plan stage, before too many design decisions have been made by the developer.

The formulation of a design review process should begin with a determination of how the municipality defines good design. Community input, possibly through a survey, may be used to determine what features of design are important in a municipality or neighborhood. From this information and with the assistance of architects or other design professionals, a set of guiding principles of good design can be formulated and adopted by the governing body. The preparation of design guidelines, which describe and illustrate preferred design approaches provides developers a better sense of what the community is looking for.

Any design review process must walk a fine line between compatibility of development and excessive conformity. For most municipalities design review should not limit architectural styles and expressions. Quality design can take many forms.

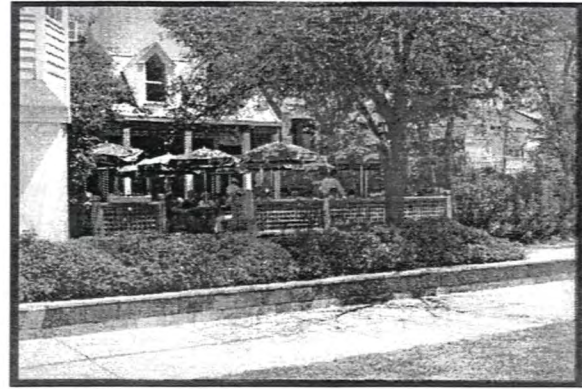
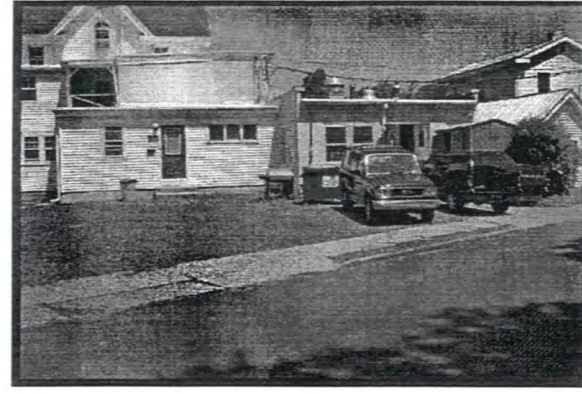
Source: "Tools and Techniques: Bucks County Land Use Plan", Bucks County Planning Commission, May 1996

*There are a lot of things which make up the character of the
Borough which people take for granted -- they're just there.*
Don Borden - Gilmore & Associates

Design guidelines and design review would establish standards to help improve the quality of physical improvements along gateways and entry corridors in the Borough. The results of the Community Visioning Survey provide guidance as to what citizens consider *appropriate* and *inappropriate* for Doylestown. Some examples are shown below.



82% of survey participants said the top scene is inappropriate for Doylestown. The solution to improving the top scene is landscaping - 86% said the bottom scene was appropriate.

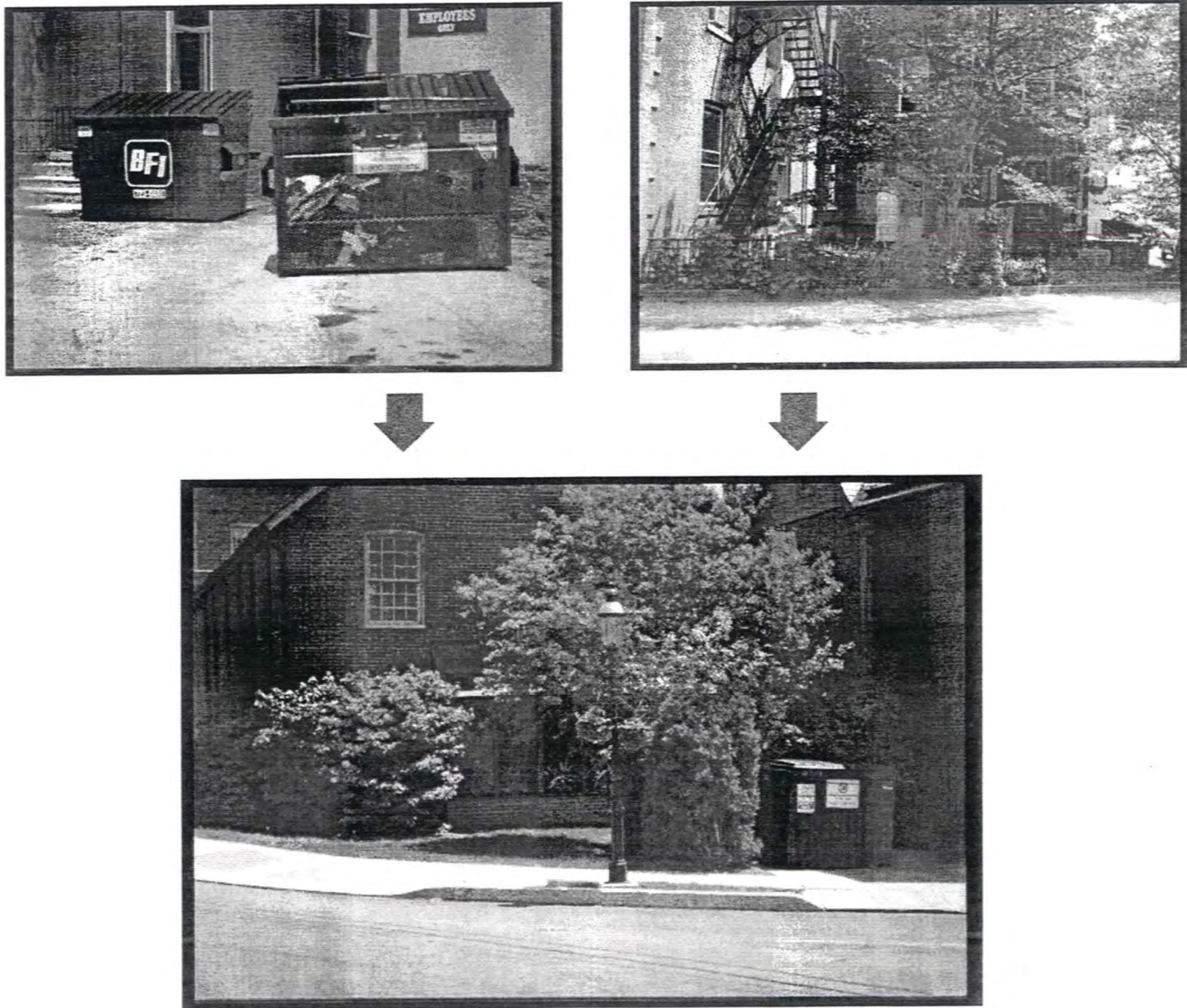


95% of survey participants said the top scene is inappropriate. The bottom scene, from Beaufort, SC, was selected as appropriate by 93% of participants.

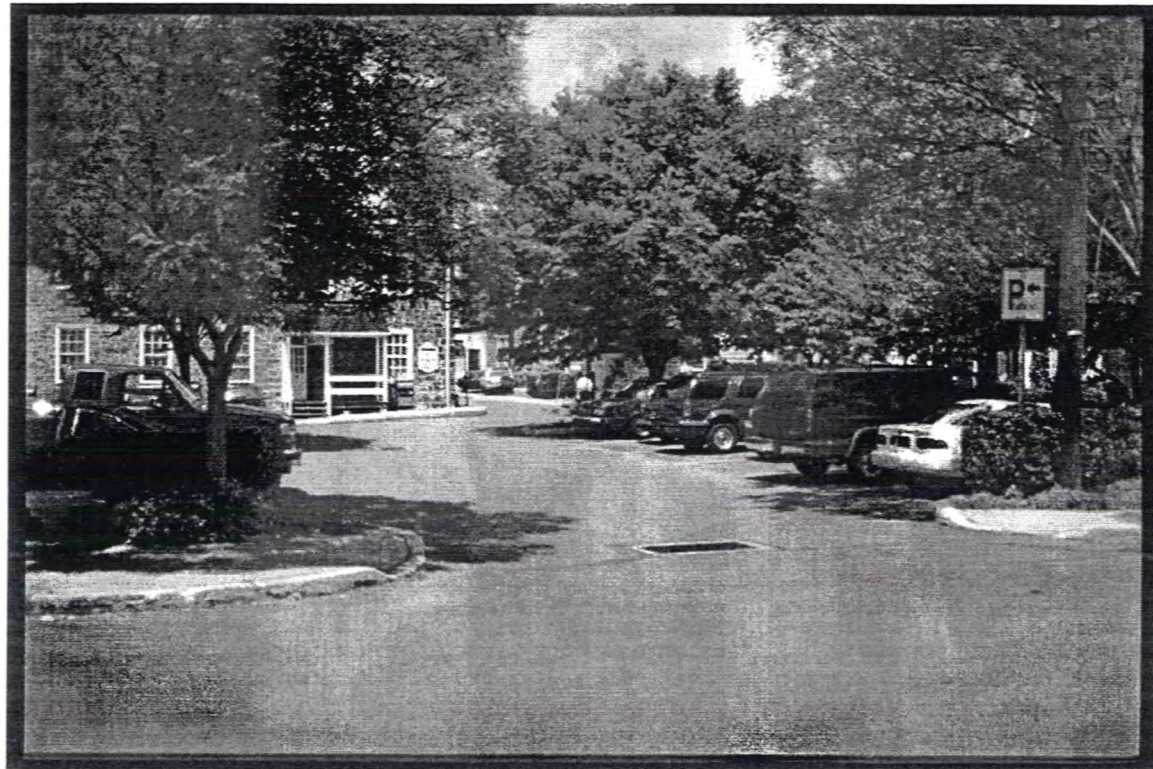
We want growth, but we don't want to cover everything with concrete.
Borough official

Hedging and Edging

From a long-range perspective, the Borough has been highly successful in preserving its special small town character. Recognizing that much of the positive community character is established in Doylestown, one supporting strategy that would further enhance the appearance and property values is establishing a “Hedging and Edging” program. This would provide a series of design improvements to screen and otherwise improve the edges of parking lots, the rear of buildings, refuse areas and other often overlooked places. By educating property owners and businesses on the benefits of such improvements, the Borough could help orchestrate voluntary upgrades by providing design guidelines, as well as requiring minimum improvements as part of applications for development.



Unattractive elements that detract from the town’s visual character was identified by citizens as one of the most significant challenges/weaknesses during the Community Visioning Workshops. Almost every participant rated the top images as inappropriate for Doylestown while 80% agreed the bottom image is appropriate. A “Hedging and Edging” program could be used as an initiative to approach property owners and suggest voluntary improvements.



"Ugly parking lots - make them look nicer if they can't go away," commented a citizen at a Community Visioning Workshop. The top scene could be improved with the landscaping solution in the bottom image which 85% of survey participants found appropriate. A "Hedging and Edging" program could provide guidance for improving parking lots.

Shade Trees

Shade trees are important to the appearance and function of the Borough in a number of ways. Trees located along the street create attractive streetscapes which contribute to the character of the community and the value of adjacent properties. The canopy created by shade trees helps reduce solar heat gain, particularly on asphalt surfaces, such as streets, during the summer. Tree-lined streets act as a “traffic calming” measure, subtly encouraging motorists to drive slowly and with more caution.

Citizens confirmed the importance of shade trees from their viewpoint during the *Community Visioning Workshops*. A majority of workshop participants selected planting shade trees as a priority for spending tax dollars on Borough improvements. In response to the strong citizen preference for more shade trees, Borough Council increased shade tree funding by 400%. Responsive government actions, like that by Borough Council, are a critical step in implementing this Plan.

Signage

The proliferation of traffic and other official signs along Borough streets is a recent concern raised by citizens during the *Community Visioning Workshops*. These signs, which are often installed by other levels of government, have a cumulative effect in deteriorating the visual quality of the Borough’s streetscapes.

There are several solutions to this problem. The first is to work with PennDOT and other agencies to consolidate multiple signs and signposts into fewer locations along the street. Another is for the Borough to initiate a “softer” sign post treatment, such as wooden posts or painting the present aluminum posts a dark color that visually recedes into the streetscape. Exploring alternative signage designs offers a range of possibilities from signboards to an historic sign post standard. In addition, the Borough could establish a landscaping requirement to help mitigate the appearance of a streetscape where a new sign is installed.

We’re moving from a town of trees to a town of signs!
citizen comment

TRAFFIC, PARKING, PUBLIC TRANSPORTATION & PEDESTRIAN CIRCULATION

Traffic calming is a form of traffic planning that seeks to equalize the use of streets between automobiles, pedestrians, bicyclists, and playing children. This is accomplished through the use of devices and techniques that reduce traffic volume and speed in neighborhoods while maintaining maximum mobility and access.

Traffic Calming — 1995 American Planning Association

TRAFFIC, PARKING, PUBLIC TRANSPORTATION & PEDESTRIAN CIRCULATION

The Comprehensive Plan must address the movement of people and goods in accordance with Section 301 (a)(3) of the MPC. This may include expressways, highways, local streets, parking facilities, public transit routes and facilities including the train station, pedestrian and bikeway systems.

The 611 and 202 by-passes will take care of most of the through-traffic within the Borough. Everything else possible must be done to discourage through-traffic or extraneous traffic and to facilitate access to the by-passes, in order to move traffic in and out of the Borough as rapidly and as easily as possible and with the least amount of disruption of internal activities.

1969 Doylestown Comprehensive Plan

Past and continuing efforts by the US 202 and US 611 By-Passes to divert traffic around rather than through the Borough have provided some relief to local traffic conditions. However, deficiencies and less than desirable design conditions still exist along several roadways. Traffic growth from regional development has also produced new areas of traffic congestion and added to others which already existed.

1994 Doylestown Borough-Wide Transportation Study

The above prediction and assessment, stated 25 years apart, provide an interesting juxtaposition of *planning* and *reality* in terms of Doylestown’s traffic situation. While the By-pass has diverted some traffic around the center of Doylestown, sections of the project are yet to be completed, thus compromising its efficiency. Meanwhile, the level of service on many Borough roadways, especially major streets and intersections, continues to worsen. But even with completion of the By-pass, congestion within the Borough may not be noticeably relieved. This will be compounded by additional traffic impacts expected from thousands of new housing units in the surrounding municipalities. During the past decade, traffic from surrounding growth has filtered into and through the Borough by using major streets, where volumes have increased and level of service decreased; while increasing use of local streets for short-cuts is impacting the quality of life in previously tranquil neighborhoods.

Transportation Study

The Borough’s Police and Parking Committee initiated a Transportation Study prepared in 1994 by FAZ Associates. The goal of this study was to define traffic, circulation and parking conditions and identify improvements to alleviate the problems. The Study maintained a focus on the operation of major roads and State Highways — State Street/ Ashland Avenue (SR 202/SR 3002), Main Street (SR 1001), West Court Street (SR 3003/SR 3000), and Swamp Road (PA 313). The Study noted that the most significant pedestrian problem observed was the pedestrian crossing on N. Main Street between the Court House and the County Parking Garage. Areas identified as having accident problems in the Transportation Study are shown on Exhibit 8: Circulation Problems.

The Study identified a number of areas of concern, which can be grouped into the following general categories:

- Intersections along N. and S. Main Street in terms of traffic operation, traffic flow, roadway capacity or pedestrian movements;
- Management of the intersections and driveways fronting along Swamp Road in light of the potential for significant traffic growth on this roadway;
- Isolated intersections in need of safety or capacity improvements;
- Access, parking and circulation in the vicinity of the Central Bucks West and Doyle Elementary Schools.

Many of these areas of concern will be subject to further detailed study prior to devising recommended improvements. Specific intersections and other locations targeted for traffic improvements in the Transportation Study are contained on Exhibit 9: Circulation Strategies.

Parking Study

The Borough's Revitalization Committee initiated a Parking Study prepared in 1995 by Orth-Rodgers & Associates. The goal of this study was to analyze downtown parking conditions and define improvements to alleviate any problems. The Study maintained a focus primarily on parking that services downtown business, governmental and cultural uses.

Despite an overwhelming perception that a parking problem exists, the Study found that there is adequate available parking to accommodate demand, even during peak times. The Study identified a number of recommendations, some of which have already been implemented:

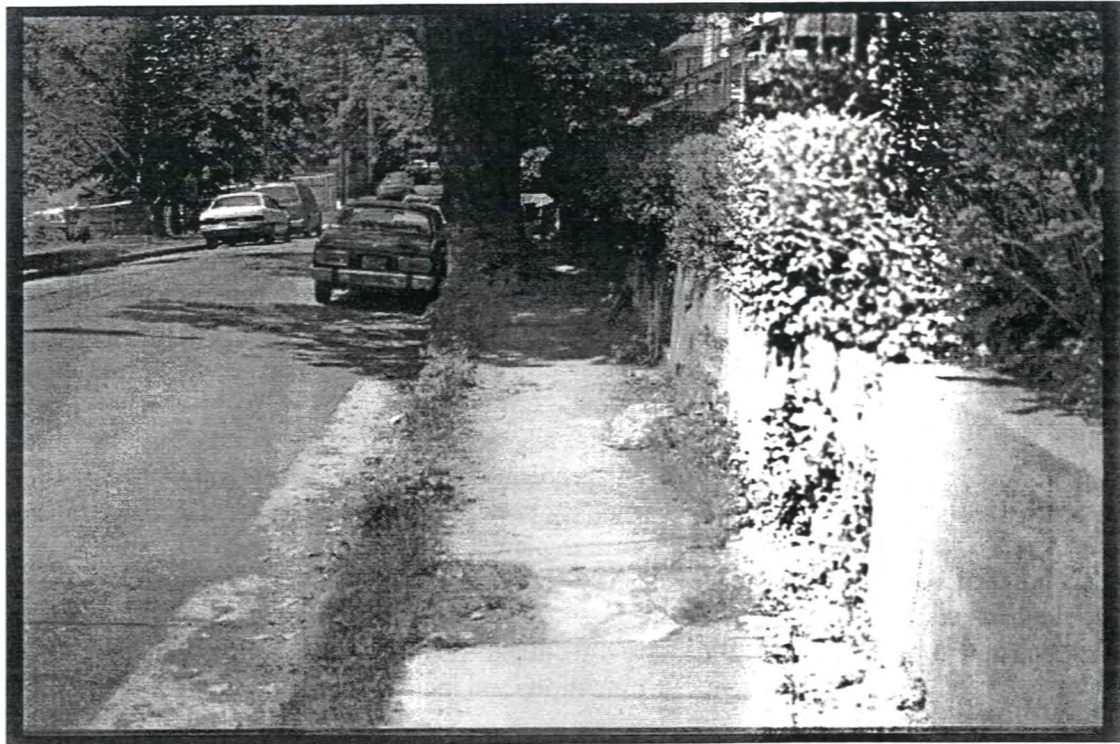
- Encourage increased use of County Parking Garage.
- Continue/expand public information effort — to employees as well as customers/clients.
- Develop and implement a comprehensive directional and information signing program.
- Increase enforcement of parking meter time limits and increase \$2.00 fine for parking at an expired meter to \$5.00.
- Convert about 20 permit spaces in the Clinton Street Lot to long-term metered spaces.
- Create additional spaces in Wood Street Lot.
- Create some additional spaces at Plaza West Lot.
- Consider purchase of smaller, off-street lots as available.
- Convert some 10 hour spaces to 2 hour spaces.

Traffic Hot Spots

At the *Community Visioning Workshops*, participants were asked to identify the five worst traffic spots in the Borough. This technique allowed for an understanding of citizens' perceptions of traffic "hot spots" in comparison to circulation problems identified through analytical methodologies in the 1994 Transportation Study. In many situations, citizen-identified "hot spots" correlated with the Transportation Study. In other instances, to use an expression, "perception was everything". This was especially true as residents identified pedestrian conflicts in their immediate neighborhoods. The traffic hot spots were tabulated in a composite format and are identified on Exhibit 8: Circulation Problems.

Pedestrian Circulation

The *Community Visioning Workshops* identified inadequate pedestrian and bicycle safety as one of the most significant weaknesses/challenges facing the Borough. Pedestrian circulation can be improved by stepping up repairs of deteriorated sidewalks as well as enhancements to the pedestrian realm such as planting additional shade trees, expanding streetscape improvements traffic calming.



Every participant in the Community Vision Survey rated this as inappropriate for Doylestown.

The Vision - Traffic Calming

Traffic, parking and pedestrian circulation problems pose the greatest threat to the community. The vision involves a long-term effort to reduce the speed of pass-thru traffic, dramatically increase pedestrian and bicycle safety, and reduce the negative impacts of traffic on the daily lives of citizens by implementing a host of “traffic calming” improvements. The plan acknowledges that vehicular traffic will continue to pass through the community, but this can occur in a safe and logical manner as determined by the residents, not the pass-thru drivers. Moving traffic at a safer, slower pace should be accompanied by enhancing awareness among motorists that they can by-pass the community more expeditiously before entering town.

Exhibit Eight:
**CIRCULATION
PROBLEMS**

Traffic Hot Spots:

- ★ 5 - 10
- ★ 11 - 20
- ★ 21 - 40
- ★ 40+

(Source: Identified by residents attending the
Community Visioning Workshops, June 1996)

**Number of Accidents
(January 1992 - April 1994)**

(Source: *Transportation Study*,
FAZ Associates, 1994)

Base map source: Department of Building & Zoning

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Strategies for Traffic Calming and Circulation Improvements

From a quality of life standpoint, the importance of addressing transportation-related issues was confirmed by the *Community Visioning Workshops*. Workshop participants overwhelmingly identified *traffic and parking* as the most significant weakness/challenge facing the Borough. The *Community Visioning Workshops* allowed citizens the opportunity to articulate exactly what *traffic and parking* problems most affect the quality of life in the Borough. This public input stressed the importance of addressing the needs of two users of the transportation system who are often overlooked — pedestrians and bicyclists. The Workshops also provided consensus on at least part of the solution — introduction of *traffic calming* measures to slow vehicular speeds, increase safety for pedestrians and bicyclists and enhance the livability of the Borough's neighborhoods.

In general, the public appears to be supportive of traffic calming. In part, this may be due to the fact that the Borough has, consciously or not, undertaken traffic calming improvements such as the brick paving and landscaping improvements in the Civil War monument at the intersection of Main and Court Streets, other streetscape improvements in recent years. These improvements were designed to better accommodate pedestrians and create an enhanced sense of pedestrian awareness on the part of drivers. Another reason Doylestown citizens probably support traffic calming is the fact that the community has a lower automobile ownership rate, which translates to a higher reliance on pedestrian trips, than other places. According to the 1990 Census, 18.6% of Borough households own no automobile and 37.3% own just one vehicle.



84% of participants in the Community Vision Survey said the above traffic calming improvements are appropriate.

As discussed earlier in this section, traffic will continue to be a problem in Doylestown and there is probably no single solution that will create a noticeable impact. However, by introducing a formal traffic calming program, this Plan is addressing another level of traffic problems and improvements — particularly with a neighborhood level focus on pedestrians and bicyclists — not addressed in the 1969 Comprehensive Plan or the 1994 Transportation Study. The table on the following page is a palette of traffic calming devices and how they could be used in Doylestown.

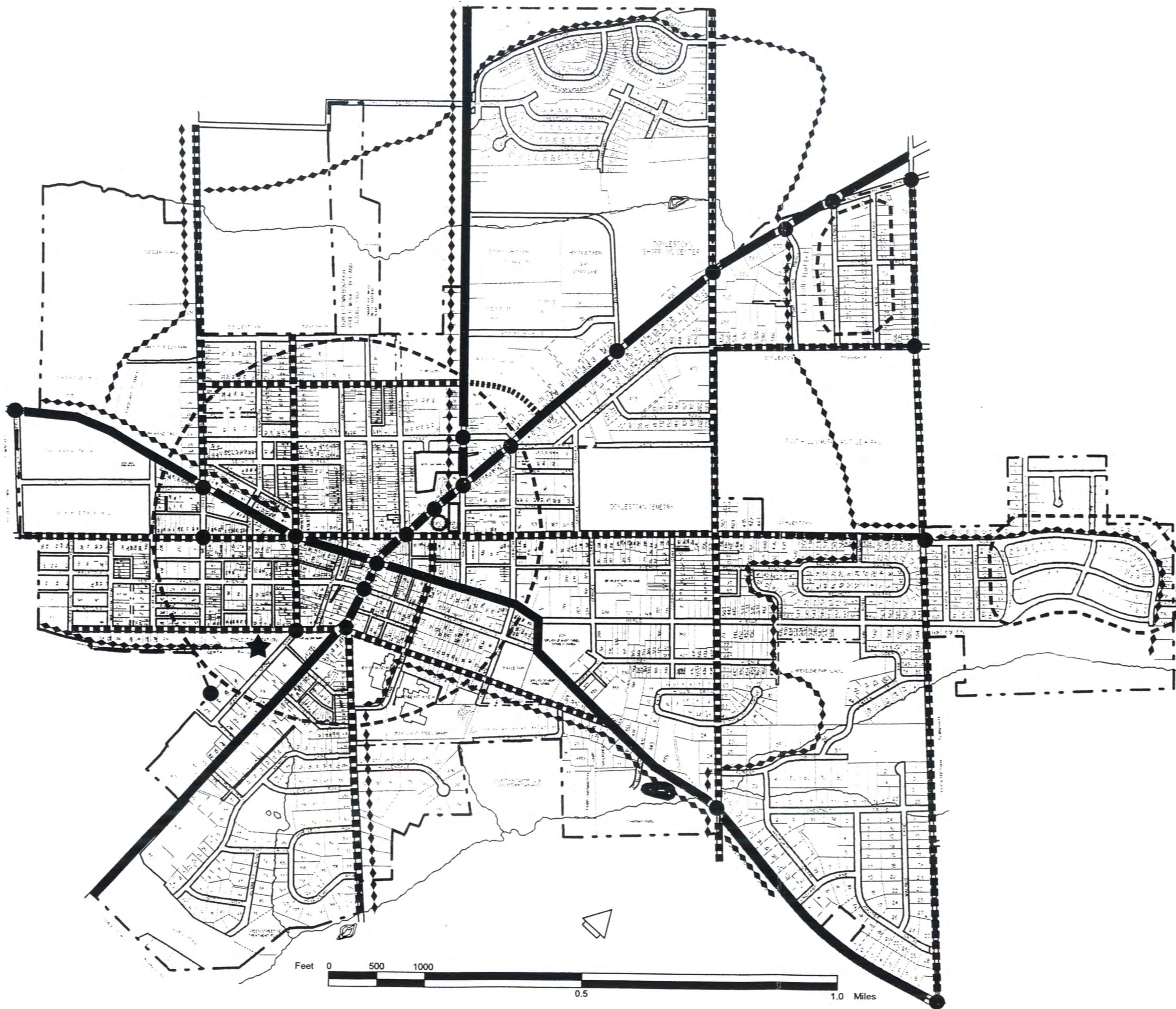


Exhibit Nine:
**CIRCULATION
STRATEGIES**

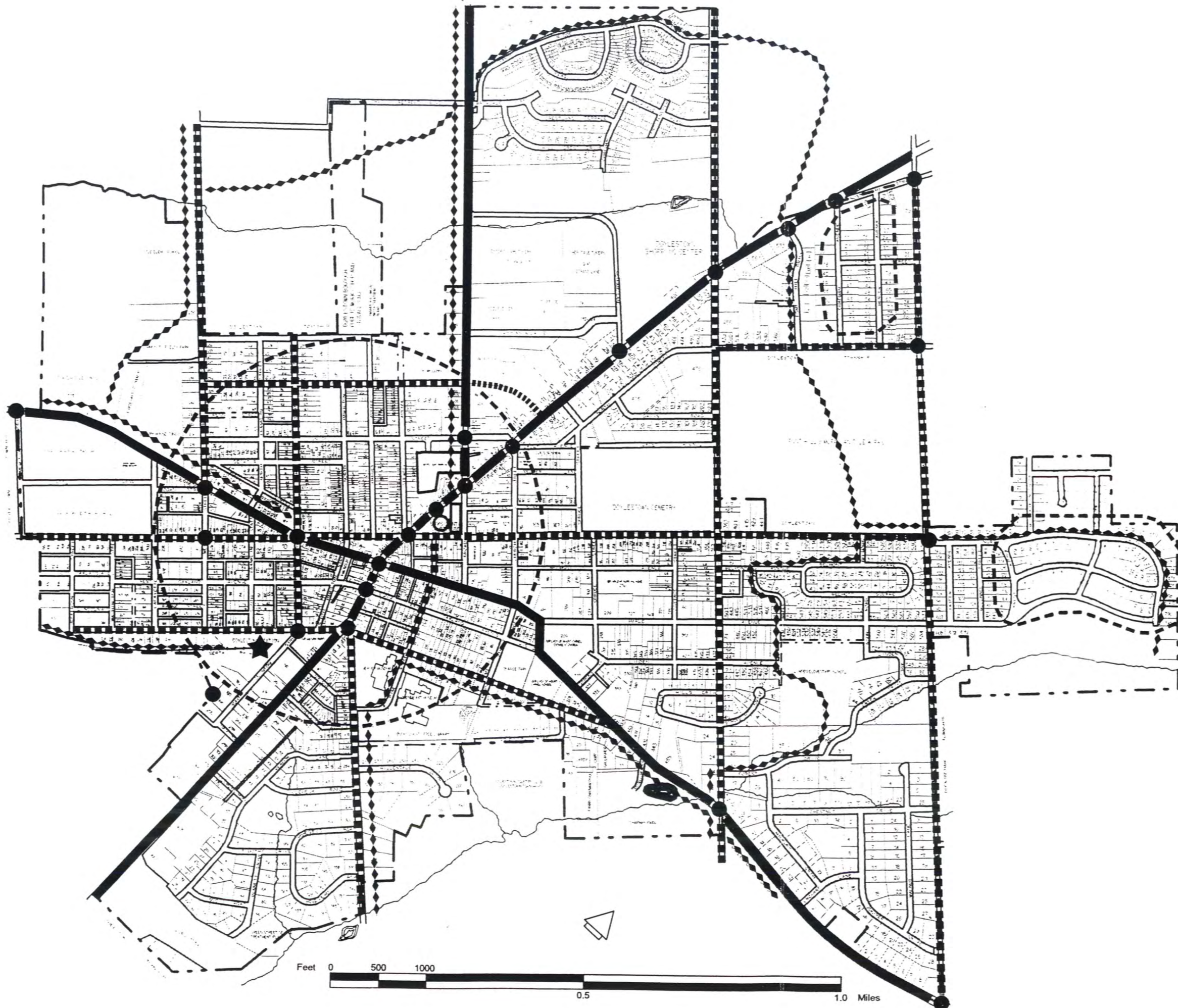
- Entry Corridors**
- - - Secondary Corridors**
- Proposed Traffic Improvements**
(Source: *Transportation Study*,
FAZ Associates, 1994)
- - - Neighborhood Traffic Calming**
- ◆ - Hike & Bike System**
- ★ SEPTA Intermodal Hub**

Base map source: Department of Building & Zoning

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Exhibit Nine:
**CIRCULATION
STRATEGIES**



- Entry Corridors**
- Secondary Corridors**
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(Source: *Transportation Study*, FAZ Associates, 1994)
- Neighborhood Traffic Calming**
- Hike & Bike System**
- SEPTA Intermodal Hub**

Base map source: Department of Building & Zoning

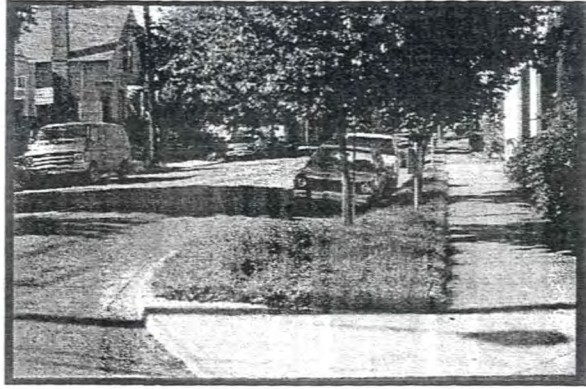
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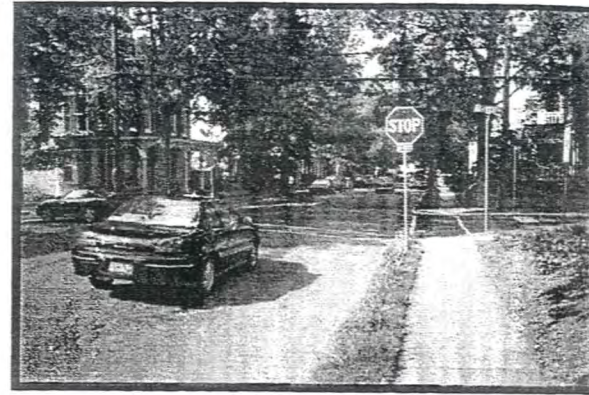
- Interchange Decision Points
- Entry Corridors
- Neighborhood Traffic Calming
- Hike & Bike System
- SEPTA Intermodal Hub

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Bucks County, PA**

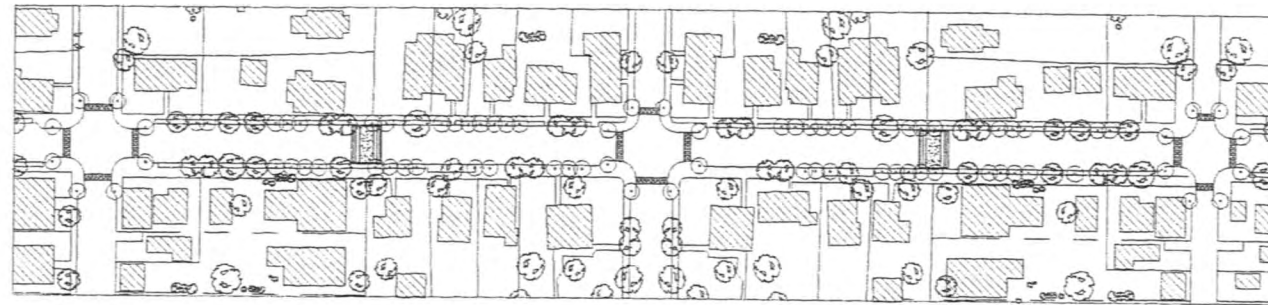
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Corner bump-outs/curb extensions, such as that pictured above from Portland, OR, can be appropriate in certain instances. "Removing parking at the corners can make intersections safer," commented one participant at the Community Visioning Workshops.



Four-way stop signs are another option for traffic calming at intersections.



Traffic calming devices such as textured crosswalks and speed platforms can be used in combination along secondary corridors to enhance awareness of neighborhood gateways.

If properly applied, traffic calming has been effective in producing the following results:

- Reducing speed;
- Reducing heavy traffic and cut-through traffic, particularly during peak hours;
- Reducing stop-start driving;
- Increasing safety for drivers, pedestrians, bicyclists and children playing in the street;
- Reducing the chance of being killed or seriously injured in a car-related accident;
- Reducing noise and pollution;
- Enhancing the livability and property values in neighborhoods;
- Enhancing the visual quality of neighborhoods by decreasing the visual intrusiveness of roads and signage and increasing greenery.

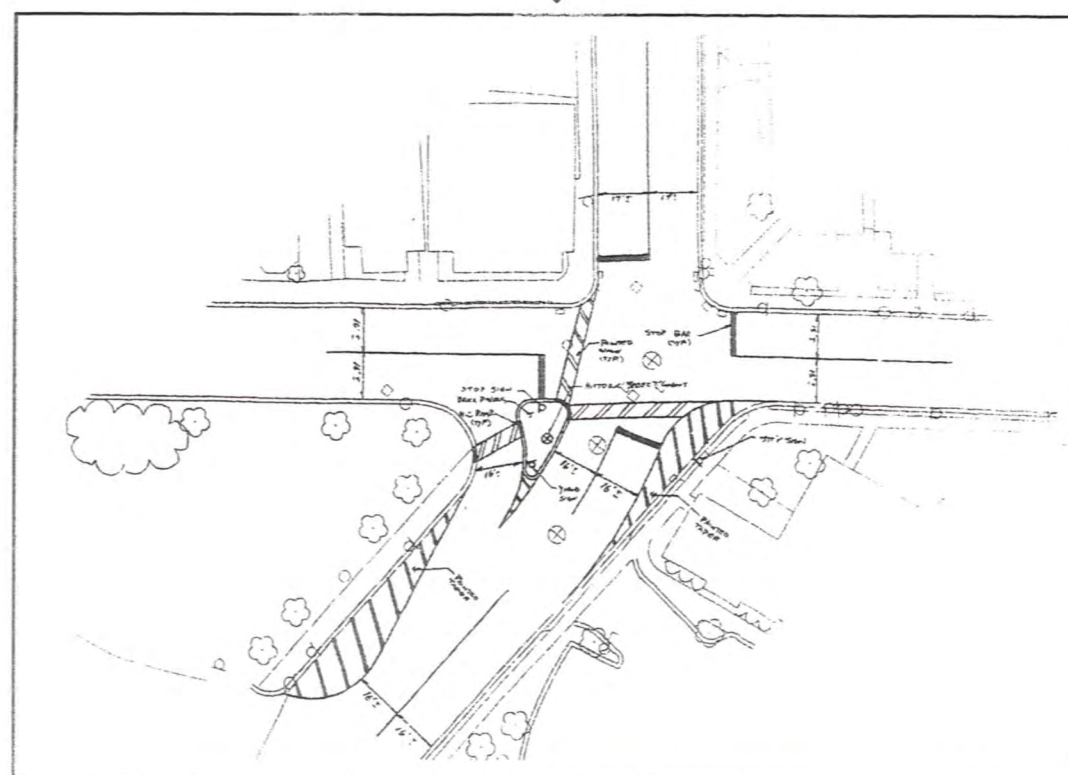
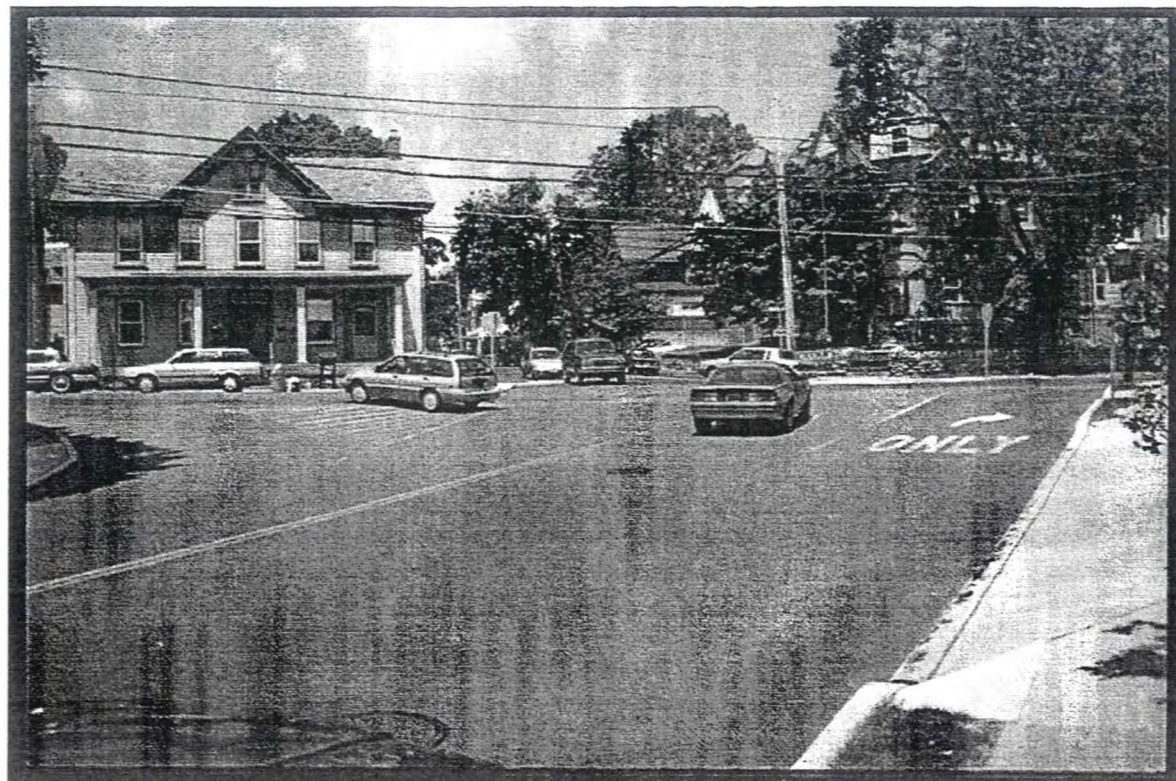
The application of traffic calming in residential neighborhoods will require development of a specialized planning process. This process should involve the following steps:

- Identify problem areas through observation and citizen input — establish criteria for selection/ prioritization
- Identify alternative traffic calming techniques — educate officials and citizens about techniques
- Neighborhood agreement — a petition signed by a majority of residents/ property owners requesting exploration of traffic calming should be obtained before planning begins
- Prepare plan in conjunction with a neighborhood traffic committee and Police Department
- Neighborhood agreement on the plan — a petition signed by a majority of the neighborhood to assure agreement on the specific measures to be implemented
- Install traffic calming on a test basis with monitoring and evaluation
- Neighborhood agreement on the test — a petition signed by a majority of the neighborhood to assure agreement on the effectiveness of the test devices
- Install final traffic calming devices

If the Borough proceeds with a traffic calming program several other issues should be addressed related to costs. First, the budget for such a program will need to be addressed. Second, is whether individual neighborhoods will be allowed to pay for installation, or expedited installation or design-enhanced installation. Third, the cost of installing and maintaining traffic calming devices should be carefully weighed against any potential savings in traffic safety enforcement by the Police Department, as well as stabilization/enhancement of property values in the area.

While many of the Borough’s traffic calming strategies are focused at the neighborhood level, there is a regional component as well that needs implementation. For instance, proposed improvements at highway interchange decision-points are located outside the Borough, within the township and PennDOT’s jurisdiction. Furthermore, due to the traffic impacts projected from growth in surrounding municipalities, the Borough should establish a dialogue with nearby communities and the County.

Anything that makes the traffic slow, not fly through the intersection or come in residential areas is in our best interests.
citizen comment



The Clinton/Ashland intersection is one of the worst in the Borough. Planned improvements take a cue from the brick-paved traffic island at the Main/Court intersection. Source: Gilmore & Associates.

Hike & Bike Systems

There are presently two major regional hike and bike systems in the planning and implementation stages. The first is a joint Borough-Township bikeway system, of which several legs already exist or have recently been implemented. This system could be expanded by providing a greenway along the Cooks Run Creek (see chapter on Community Facilities).

The second regional system is the Doylestown/New Hope Recreation Path. Still in the planning stages, the goal of this path is, “To link existing or planned recreational trails in Doylestown, Buckingham, Lahaska, Solebury and New Hope for families, walkers, joggers and bicyclists to safely enjoy the recreational, cultural and scenic benefits of our community”. Plans show two possible routes into Doylestown — one suggested by the pathway planners, the other favored by the Bike Club.

With respect to both of the trail systems described above and, in terms of bicycle mobility in general, the Borough needs to enhance the identity, visibility and legibility of preferred bicycle routes through town. Presently, there are designated bike routes, but the specific streets and pathways, as well as the system in its entirety, are not readily perceivable to either bicyclists or motorists. It is recommended that the Borough explore preparing an updated, more comprehensive bicycle circulation plan. This would allow planning for the most appropriate linkages to regional trail systems and providing safer, more identifiable routes and designation techniques through the center of town. Any efforts to improve bicycle circulation has three critical benefits:

- To increase safety for bicyclists, especially children
- To encourage increased bicycle riding by residents (which means reduced automobile trips and , thus, less local traffic and pollution)
- To act as a traffic calming device by heightening motorist awareness that they are sharing certain streets with bicyclists

Intermodal Transportation Hub at SEPTA Station

A major objective of the Bucks County Comprehensive Plan is to promote the development of intermodal transportation strategies and facilities. The Doylestown SEPTA station is targeted as a regional transit center in the County Plan. Locally, the Revitalization Committee also targeted the Doylestown station as a transportation center with the following improvements:

- Promoting commercial development/adaptive re-use of the freight platform area
- Expanding parking facilities at the station
- Create an express train to Philadelphia during morning and evening rush hours and for special events
- Create a SEPTA bus stop at the station
- Interconnect New York City bus service at the station
- Provide car rental service at the station
- Create a weekend tourist jitney service that hubs at the station
- Establish a full-time jitney/taxi service based at the station
- Continue the marketing program with SEPTA to promote tourism via mass transportation in Central Bucks



Participants in the Community Visioning Workshops liked the idea of a jitney, such as the one pictured above from Natchez, MS, based at the SEPTA station.

COMMUNITY FACILITIES

*Infrastructure maintenance and enhancement
will be critical to the continued evolution of the Borough.*

Thomas J. Comitta

COMMUNITY FACILITIES

The Comprehensive Plan must address community facilities which may include education, recreation, municipal and county facilities, storm drainage and other utilities in accordance with Section 301 (a)(4) of the MPC.

The Cultural District

Doylestown is blessed with perhaps the finest concentration of cultural assets in the region. This cultural aspect of the community is highly valued by the citizens of the Borough. In the *Community Visioning Workshops*, participants overwhelmingly stated that one of the top strengths opportunities of the Borough is its role as a cultural center.

The Mercer Museum, located on Pine Street on the south side of the downtown, was constructed by Dr. Henry Mercer in 1914. This monumental structure houses his extensive collection of early American tools and other artifacts. Next to the Mercer Museum is the James A. Michener Art Museum. Located within the Old County Prison, the museum offers both permanent collections and a variety of cultural events. This cultural area is completed by the Bucks County Free Public Library.

One of the problems faced by the concentration of cultural facilities in the Borough is the existing zoning. At present the area where the Mercer Museum, James A. Michener Art Museum and the Bucks County Free Public Library are situated is zoned for residential use. Consequently, the cultural facilities constitute existing non-conforming uses and zoning variances are required for any future expansion. In order to better recognize the existence of these facilities and their continued use and expansion, it is recommended that the area be considered for a special “cultural district overlay zoning”, or perhaps designated as a separate zoning district altogether. (See Exhibit 11).

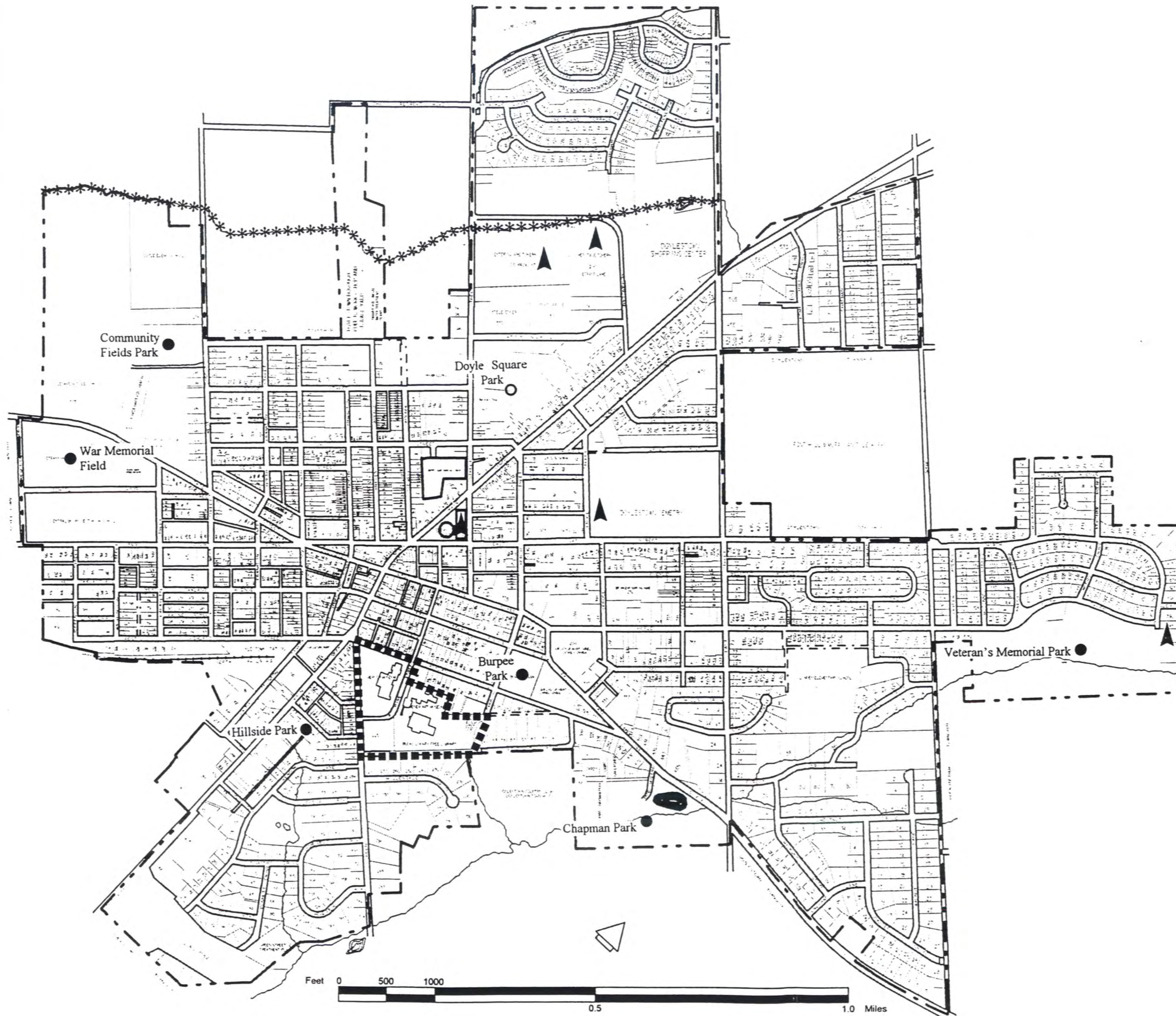
County Government Facilities

The Bucks County Administration, County Courthouse, Department of Human Services, and Area Agency on Aging are located in Doylestown. The county has no foreseeable plans for facility expansion of any facilities in Doylestown. The 2.7 acre Greenwood Dairy property has been considered for an administrative building, but it may not be large enough for such a project and is currently being used as a parking lot. At some point, the county may add more floors to its parking garage. In terms of access, the county would like to eventually complete the interchange at North Broad Street and the 611 Bypass, in order to provide a quicker and somewhat more direct route to the county government complex.

Public Schools

To accommodate a growing student population, the Central Bucks West High School and the Lenape Middle School have recently finished construction of additional classroom space. In addition, the High School improvements include a new parking lot which will take the place of the bus barn. The school district has no other foreseeable plans to expand its facilities in the Borough.

Exhibit Eleven:
**COMMUNITY
FACILITIES**



- Cultural District Overlay
- Existing Parks
- Proposed Parks
- ***** Proposed Cook's Run Creek Greenway
- ▲ Sites for Wireless Communications Facilities

Base map source: Department of Building & Zoning

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Parks, Recreation and Open Space

The Borough has six parks located throughout the community. In the west end, residents are served by Community Fields Park and the War Memorial Field; the east side offers Chapman Park and Veteran's Memorial Park at Maplewood; and Hillside Park and Burpee Park can be enjoyed in the central part of the Borough. In addition, residents are able to enjoy several Doylestown Township and Bucks County parks nearby.

Based on the present location and distribution of parks in the Borough, the area least served by any dedicated open space is the northwest quadrant of Doylestown, roughly bounded by East Court Street to the east, North Broad Street to the west and the Borough boundary to the north. Therefore, it is recommended that the Borough prioritize park and open space planning for this under-served portion of the community. Any major redevelopment along the North Broad Street Corridor could provide a new park as a required amenity for the project and, which would also serve the needs of the entire area.

Within the Central Business District, the Revitalization Committee has been searching to create a "town square" type of open space. To date, efforts to explore this concept for the parking area/plaza in front of Mellon Bank at the corner of Main and State Streets have not been successful. It is unclear whether another location that is as centrally located and visible to the public can be found. In lieu of establishing an actual "town square" gathering place, the Borough should continue its efforts to keep its remaining public spaces, including streets, "clean and green".

The Parks and Recreational Board have plans to mail out surveys to Doylestown residents by the summer of 1997. The survey will ask them to comment on the existing facilities and programs and on what they would like to see improved. The Board's goal is to stress program implementation rather than creating new physical facilities. One of the questions in the survey would help determine the improvements needed for different age groups. It is hoped that plans for new programs as a result of the surveys will be part of the budget for 1998.

Open space protection has become an essential issue in Bucks County. With tourism as the predominant industry, it is necessary for the county to maintain its attractiveness for tourists as well as its livability for residents. In order to ensure the compatibility of the county's unique character and environment with economic prosperity, the Bucks County Open Space/Farmland Preservation Task Force was established in 1995. The goals of this open space program include the preservation of farmland, provision of parks and recreational areas and the protection of unique and natural environmental features by providing funds to municipalities.

The Borough is slated to receive a little over \$240,000 if this program is approved. It is recommended that a proposal to preserve the Cooks Run Creek as a greenway and pedestrian/bicycle path connecting with other areas in the Borough and the Township be considered for a portion of these funds. The concept for this regional open space system was made by a joint committee of the Borough and Township as part of the 1992 North Broad Street Corridor Plan prepared by the Bucks County Planning Commission.

Other regional open space efforts include a joint Borough-Township bicycle pathway system. Several legs of this system are complete and further planning and implementation is continuing. The Doylestown/New Hope Recreation Path is another regional open space system in the planning stages. (refer to Hike and Bike System on page 64).

PennDOT Facility

The Pennsylvania Department of Transportation (PennDOT) has maintained a highway service yard on North Broad Street for decades. The site contains offices and a yard where trucks, plows and other service equipment is stored for servicing state roadways. In order to assemble a larger, more desirable tract of land for redevelopment along the North Broad Street Corridor (in conjunction with the Mrs. Paul’s site), it is recommended the Borough continue to work with the state to relocate this facility to a larger, less intrusive site.

Stormwater Drainage

One of the issues identified in the 1992 North Broad Street Corridor Study was storm water drainage problems in the portion of the Borough draining toward the Cooks Run Creek. In order to address this problem, it is recommended the Borough explore possible solutions in conjunction with any major redevelopment along the North Broad Street Corridor (e.g., the Mrs. Paul’s/PennDOT sites).

Wireless Communications Facilities

Accommodating wireless communication facilities is a fairly recent challenge for municipal land use. The Borough recently arranged to lease space on the municipal water tower adjacent to the Doylestown Cemetery for wireless communication service providers to place antennae and satellite dishes. Leasing antenna space on government-owned sites, such as the municipal water tower and the County Courthouse, is a reasonable strategy for addressing this issue. It is recommended that the Borough consider requiring all wireless communications sites to be located on municipal, county or other suitable properties as a means to control the proliferation of such facilities.

Sewer and Water Facilities

It is assumed that the Doylestown (Act 537) Sewer Plan will govern the provision of sewer and water service in the Borough, subject to capacity and system design constraints.

IMPLEMENTATION

Community participation in the planning process can also lead to greater success in implementing a plan...Approaching and reconciling differences in the context of developing goals, objectives, and policies can reduce conflicts when it comes time to take action on issues.

"Tools and Techniques: Bucks County Land Use Plan",
Bucks County Planning Commission, May 1996

IMPLEMENTATION

The Comprehensive Plan must address the interrelationships between the various components of the plan in accordance with Section 301 (a) (4.1) of the Pennsylvania Municipalities Planning Code (MPC). The Plan must also address short-range and long-range implementation strategies of the plan in accordance with Section 301 (a) (4.2) of the MPC. This chapter focuses on implementation by returning to a discussion of the themes of this Plan.

Interrelationships Between the Plan Components

The interrelationships between the primary components of the plan is contained in the five themes of the plan which are expressed in the introduction section of the plan (see pages 2-3).

Legal Status of the Comprehensive Plan

Once a municipality has adopted a comprehensive plan, the following municipal actions must be reviewed by the planning agency to determine if they are in accordance with the objectives of the comprehensive plan:

- The location, opening, vacation, extension, widening, narrowing, or enlargement of any street, public ground, pierced, or watercourse;
- The location, erection, demolition, removal, or sale of any public structure located within the municipality.
- The adoption, amendment, or repeal of an official map, subdivision and land development ordinance, zoning ordinance or provisions for planned residential development, or capital improvements program; or
- The construction, extension or abandonment of any water line, sewer line, or sewage treatment facility.

The governing body must consider the determination of the planning agency. However, the governing body need not abide by their recommendation. The comprehensive plan is not a binding document on municipal actions.

Source: "Tools and Techniques: Bucks County Land Use Plan", Bucks County Planning Commission, May 1996

Short- and Long-Range Implementation Strategies

The following implementation strategies are intended to help enable individuals and groups to understand the roles they can play in implementing this plan. The strategies have been provided in an action matrix format for ease of use.

Activity	Local Effort	State/County Assistance
<i>Regional Growth</i>		
Establish dialogue on development and transportation issues with surrounding municipalities & county	DPC facilitates effort	Technical assistance from BCPC
<i>Housing</i>		
Housing rehabilitation and maintenance Educate community and enforce codes where necessary	DBZ	
Increase home ownership Educate community and selective amendments to codes	DPC	
<i>Land Use and Development</i>		
Amend zoning, subdivision & land development ordinances - Research and implement amendments - Monitor and evaluate new process	DBC	Technical assistance from BCPC
Prepare and adopt design guidelines - Educate community - Incorporate both formal and informal design review	DPC / HARB	
Redevelopment of the Mrs. Paul's and PennDOT sites - Amend zoning and adopt design guidelines - Amend Official Map	DBC	Cooperation in site relocation from PennDOT
<i>Economic Development</i>		
Promote / enhance cultural institutions & tourism	DRB / BCTC	Coordinate promotion with BCTC, SEPTA
Continue partnerships & programs	DRB / SEPTA	Coordinate with various entities
Continue Main Street Manager program	DRB	

Activity	Local Effort	State/County Assistance
<i>Historic Preservation and Community Design</i>		
Explore Conservation Districts	HARB / DBC	
Pursue certified local government status	HARB	Technical and financial assistance from DCA
Prepare and adopt design guidelines - Educate community - Incorporate both formal and informal design review	HARB	
Continue streetscape improvements	DBZ / DRB	
Hedging & Edging program Educate community	COC / DPC	
Continue / Expand Shade Tree program	STC	
Reduce signage clutter Coordinate signage consolidation	DBZ / HARB	Technical & financial assistance from PennDOT
<i>Traffic, Parking, Public Transportation and Pedestrian Circulation</i>		
Improve pedestrian circulation - Enforce sidewalk maintenance - Expand Shade Tree program	DPC / DBZ / STC	
Traffic calming - Establish pilot program - Monitor and evaluate improvements	DPC / DPD	Coordinate interchange decision points with surrounding municipalities and PennDOT
Expand Hike & Bike Systems	BHC / DPC / BCPC / BCTC	
Create intermodal transportation hub at SEPTA station	DRB	Technical and financial assistance from PennDOT, SEPTA

Activity	Local Effort	State/County Assistance
<i>Community Facilities</i>		
Consider cultural district zone Amend zoning	DBC / DPC	
Establish additional park space - Create Doyle Square Park on Mrs. Paul's/PennDOT sites - Preserve Cooks Run Creek as greenway	DBC / DPZ	
Expand joint Borough-Township bicycle system	BHC / DPC	
Relocate PennDOT facility	DBC	Cooperation from PennDOT
Wireless communications facilities Amend zoning to permit on desired sites and prohibit from other areas	DBC	

Abbreviations used above:

COC - Chamber of Commerce
DBC - Doylestown Borough Council
DPC - Doylestown Planning Commission
DRB - Doylestown Revitalization Board
DBZ - Department of Building & Zoning
DPD - Doylestown Police Department
HARB - Historic and Architectural Review Board
BCP - Bucks County Planning Commission
SEPTA - Southeast Pennsylvania Transit Authority
BCTC - Bucks County Tourist Commission
STC - Shade Tree Commission
BHC - Bike & Hike Committee

Sustainable Communities

As quality of life becomes an increasingly important requisite for a community’s economic health, local officials and citizens across the country are trying to define what a “sustainable” community is and in some cases track progress using quantifiable measures. Although as diverse as the communities exploring them, these attempts in general take an integrated look at the social, economic, and ecological aspects of their community.

Source: *Land Use In America*, Henry L Diamond & Patrick F. Noonan, The Report of the Sustainable Use of Land Project, Island Press, 1996