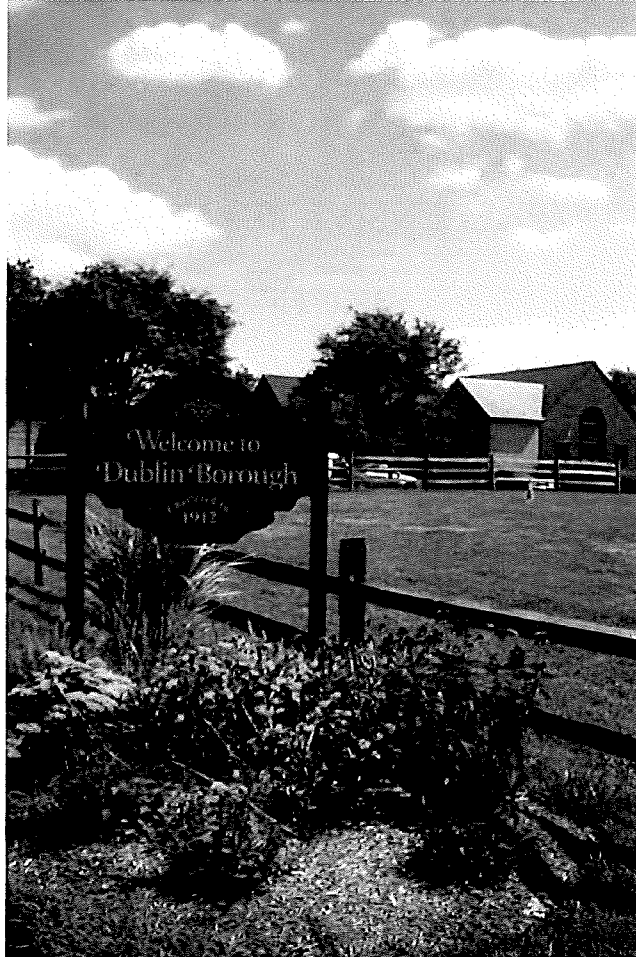


# DUBLIN BOROUGH



## COMPREHENSIVE PLAN UPDATE

**2005**

**DUBLIN BOROUGH  
COMPREHENSIVE PLAN UPDATE**

**ADOPTED**

**JULY 11, 2005**

Prepared By:



**BOUCHER & JAMES, INC.**

# MINUTES OF DUBLIN BOROUGH COUNCIL MEETING, MONDAY, JULY 11, 2005

CALL TO ORDER The July 2005 Council Meeting was held at Dublin Borough Hall and was called to order by Chairman ProTem James Seigel at 7:38 p.m. The public was reminded that the proceedings were being recorded to facilitate preparation of meeting minutes.

## ELECTED OFFICIALS

Mayor:	Kent Moore	
Council:	Robert Pellegrino *	William Lester
	Jeffrey Sharer	Robert P. Pavlek, Jr.
	James Seigel	Brent Smith
	Christopher N. Hayes *	

## APPOINTED OFFICIALS

Borough Manager:	Paul A. Williams
Borough Solicitor:	Rich Howard, Esq.
Borough Engineer:	Thomas F. Zarko, P.E.
Officer in Charge:	Sergeant Lehman
Fire Chief/Emergency Mgmt. Coord.:	M. Philip Meyers
Water and Wastewater Superintendent:	Stefan Green

\* Not present

VISITORS REGISTERED- Pattie VanArtsdale, 120 Maple Avenue, Dublin; Howard Koenig, Ann Kuznicki, Dublin Tec Center, 123 N. Main Street, Dublin; Loren Schultz, Dublin Tec Center, 123 N. Main Street, Dublin; Scott Moyer, 138 N. Main Street, Dublin; Clifford Moyer, 182 N. Main Street, Dublin.

ACTION ON MINUTES OF PREVIOUS MEETINGS Motion by Mr. Pavlek, second by Mr. Lester, to approve minutes of the June 13, 2005, all favored. Motion Mr. Smith, second Mr. Pavlek to approve the minutes of the June 27, 2005, all favored.

RATIFY PAYMENT OF BILLS Motion Mr. Seigel, second Mr. Pavlek to approve the June 2005 bills as listed in the Administration Report: General Fund - \$40,129.89; Water Fund - \$13,653.77; Sewer Fund - \$53,801.32; Highway Aid Fund - \$1,997.38. Mr. Sharer inquired about the payment made from the Sewer Fund to Passerini Construction in the amount of \$4100.00. It was explained that the payment made was for the repairs that the Trenchless Repair Service was not able complete and half of the amount would be credited from the amount still owed to Trenchless Repair Service. All favored.

## REPORTS FROM BOROUGH OFFICIALS

Mayor - Mayor Moore reported that Thomas Supplee retired on June 30, 2005 and he would be greatly missed. Mayor thanked Sergeant Lehman for his extra hours and dedication.

Borough Manager - Mr. Williams summarized his written report and is on file in addition to the report Mr. Williams informed Council that he and Mr. Zarko will be meeting on July 13, 2005 with the three property owners that would be affected by the High Street Sanitary Sewer proposed easement for alternative design.

Fire Chief Meyers – Mr. Meyers summarized the written report for June to Borough Council and is on file. Mr. Meyers questioned the Planning Commission minutes enclosed in the agenda packet that indicated in lieu of a Community Impact Study for the Moyer Subdivision Project that a \$250.00 donation per proposed new dwelling unit be made to the BMS and asked that the Fire Company be included in future donations.

Dublin Regional BMS – Max York reported that a quarterly report will be submitted rather than a month to month since the calls fluctuate.

Sergeant Lehman – Sergeant Lehman summarized the written monthly report for June to Borough Council and is on file. Sergeant Lehman reported that Officer Kirk remains out on disability. Sergeant Lehman reported that required maintenance repairs are being made to the vehicles and informed Council that Unit 31-2 that was involved in the accident should be back in service soon.

Water and Wastewater Superintendent – Mr. Green reported that Greg Szaulus has took a test for his Waste Water Operators License. Mr. Green reported that he had did an inspection of the water tower and in appeared to be good condition.

Borough Engineer – Mr. Zarko reported he would be meeting with the residents about the alternative repair needed on High Street. Mr. Zarko reported that bids are due back on July 20, 2005 for the first phase of the I & I project for the foam root treatment along Elephant and Middle Roads. Mr. Zarko reported that in accordance with Act 57 he is in the process of amending the tapping fee calculations and would have a preliminary draft by the next meeting and the deadline for adoption of an Ordinance was June 30, 2005.

COMMUNITY COMMENTS - Howard Koenig owns undeveloped property at 170 Elephant Road expressed concern that the draft Comprehensive plan is marked for open space and he does have plans to develop the property. Two years ago he had submitted a sketch plan to Council for review to develop the 5.5 acres, but did not pursued any further due to the fact that there was no sewer EDU's available. His concern was if he would be able to build after the comprehensive plan was adopted. Cliff Moyer expressed concern about the Comprehensive Plan and gave the history of his involvement with the Borough over the years. He expressed concern that he was not in favor of the paper road proposed that would impact his property and he felt it was an infringement and unconstitutional to American people and concerned of what that will do to his property value. Mr. Scott Moyer expressed concern of the paper road that would impact the undeveloped property located behind 146 Elephant Road, felt it would destroy property values and felt the Borough was selling out. Mr. Moore commented that he resented some of the comments Scott Moyer had made and reminded him that the Official Map / paper road had already been adopted. Mr. Moore stated that we are doing what we can with all the growth around us and he appreciated his opinion. Mr. Smith replied to Scott Moyer's comments that we are doing the best to find ways to improve the Borough with limited revenue.

PUBLIC HEARING: COMPREHENSIVE PLAN UPDATE - Judy Stern-Goldstein from Boucher & James presented the Comprehensive Plan at the public hearing. Judy Stern-Goldstein indicated that Council could adopted the plan as drafted and voting on the comprehensive plan does not change the already adopted Ordinance of the Official Map. Judy Stern-Goldstein summarized the plan and reported that Bucks County Planning Commission responded with advisory comments to the proposed Comprehensive Plan Update. Judy indicated the proposed plan meets and fulfills the needs of the Borough and reminded Council that this is an update to the already existing plan and that certain portions of the existing plan were not changed. Stern-Goldstein addressed the concern of Mr. Koneing about his property being marked as open space and reported that it is only indicated



as a land use and that this does not change the zoning of the property and his rights for development is not taken away since it is zoned as residential. Judy Stern-Goldstein explained the Comprehensive Plan under the Pennsylvania Municipalities Code (Act 247) forms the basis for land use and policy decisions within a municipality and the update focuses on the land use and transportation. The Plan was drafted to have mixed use zoning to the downtown area. Except for the three remaining parcels having a size of any consequence, everything else is developed and mixed use should be encouraged along Main Street and the Main Street Advisory Revitalization Board needs to have an intricate part of planning. Judy Stern-Goldstein indicated that with change brings opportunity and to make the best out of all opportunities. The Zoning and the Subdivision and Land Development Ordinance need to be updated to reflect and implement the recommendation and promote mixed use that will increase the value of a property. The 26 acre Moyer Tract is an important piece of the plan to have commercial use and the potential to bring in jobs and local opportunity. It was explained that the road location is not set in stone and could be adjusted and the road would not be developed unless the property affected are developed. Judy Stern-Goldstein closed by advising Council members action on the plan could be taken and the recommendations from June 27, 2005 to change land use from single family to mixed use on TMP #10-4-89-1 and change the rear portion TMP# 10-4-121 from mixed use to single residential would be reflected in the adopted Comprehensive Plan. Brief discussion took place as to whether to adopt the plan as presented. There were no further public comments. Motion Mr. Pavlek, second Mr. Smith to adopt the Comprehensive Plan. All favored.

CONCEPTUAL SKETCH PLAN - DUBLIN TEC CENTER - Don Lederach of Donovan & Associates introduced Jim Litskin to Council to present an informal Conceptual Sketch Plan at the Dublin Tec Center. The Conceptual Sketch Plan proposes two new buildings on the lot and may require zoning relief from Council. The plan as proposed had constraints to the original alignment of the paper street and adjustment would need to be considered to preserve the 100-150 year old oak tree located on the property. The two new buildings proposed would be three stories and have parking in the rear of the buildings. No action was necessary since formal application had not been made. Council recommended that an access management strategy be considered and have adjacent owners of properties of the diner, post office and auto supply included in the discussion to reduce and/or eliminate curbcuts on Main Street. Council was in general agreement with the Conceptual Sketch Plan and the proposed alignment of the paper street opposite Deep Run Road in order to preserve the stately tree.

ADOPTION OF ORDINANCE NO. 266 - EAST BRANCH PERKIOMEN WATERSHED - DEP imposed as a requirement that the Borough adopt an ordinance and administer regulations governing stormwater management on individual properties resulting from additions, alterations, accessory buildings and the like in the East Branch Perkiomen Creek Watershed. The deadline for the adoption was in February 18, 2005 and is similar to the Tohickon Ordinance passed in 2004. Members of Council in general were not in favor of the Ordinance due to the burden placed upon the residents and administration to enforce the Ordinance. First Motion Mr. Seigel, second Mr. Sharer with Mr. Pavlek not in favor and Mr. Lester and Mr. Smith abstaining from the vote did not pass. Then, Mr. Lester and Mr. Smith, in protest, reconsidered their vote to be in favor of the Ordinance since it was a mandate. Motion carried four to one.

ADOPTION OF RESOLUTION NO. 2005-10 – FEE SCHEDULE OF EAST BRANCH PERKIOMEN WATERSHED ORDINANCE – Motion Mr. Seigel, second Mr. Lester to adopt fee schedule for the East Branch Perkiomen Watershed to cover costs in accordance with modified fee schedule provided with the model Ordinance. Motion passed four to one with Mr. Pavlek opposed.

AUTHORIZATION TO ACKNOWLEDGE A NINETY DAY EXTENSION OF PRELIMINARY PLAN – ANDREW MOYER SUBDIVISION – The Moyer Subdivision plan submitted on April 25, 2005 required a 90 day extension due to outstanding issues with the plans submitted. To date, the Planning Commission has reviewed and given advisory recommendations. The CKS review letter provided comment on definition of lot area having significance due to a proposed easement area for an existing, private stormwater conveyance system. At this time there is a conflict of interest with Borough Solicitor in that Mr. Kracht has represented Mr. Moyer in other legal issues and Borough Council will need to seek new legal counsel on this issue. Motion Mr. Seigel, second Mr. Lester to acknowledge the granting of a 90 day extension, from the date new or revised plans are filed. All favored

AUTHORIZATION TO SEEK LEGAL COUNCIL FOR THE MOYER SUBDIVISION – Mr. Williams reported that a zoning issue that would need to be addressed. Mr. Williams suggested that Terry Clemmons to be used in the interpretation of the zoning ordinance. Motion Mr. Seigel, second Mr. Smith to authorize Mr. Williams to seek legal council, if needed, in the interpretation of Moyer Subdivision as long as cost are reimbursed by applicant. All favored.

ADOPTION OF RESOLUTION 2005-11 – APPLICATION TO BORROW MONEY - PENNVEST – Motion Mr. Smith, second Mr. Pavlek to adopt the resolution that will allow the Borough to make application to PennVEST yet is not obligated to accept terms if application is accepted. All favored.

AUTHORIZATION OF LETTER OF RESPONSIBILITY TO BORROW PENNVEST FUNDS – This letter is a companion to the Resolution and is a required action of the application of financial assistance in the amount of \$703,750.00. Motion Mr. Seigel, second Mr. Pavlek to authorize the Letter of Responsibility. All favored.

#### COMMITTEE REPORTS

Public Safety Committee – Mr. Pavlek reported that the committee will be placing an advertisement to accept resumes for part-time and full-time Police Officers. Mr. Pavlek reported at this time the committee is having a study done of the Police Department by the Governor's Center.

#### OLD BUSINESS

Mr. Smith inquired when the Rita's Water Ice would be opening. Mr. Williams thought that it would be open within the week.

COUNCIL COMMENTS

Mayor Moore commented that he would not apologize for the renaming of the park to Supplee Park because it has been an honor to have the Supplee family serve the community and they have demonstrated commitment and dedication through the years. Mr. Williams has followed up with the family who donated the ground and they didn't want it forgotten how the land was acquired by the Borough and they were not offended by the renaming of the park. He was working on a proposal to duly acknowledge the family.

COMMUNITY COMMENTS

Ms. York commented on Chief Philip Meyers comment earlier that the Dublin Fire Company be included in any donations.

ADJOURNMENT By mutual consent of attendees to adjourn at 10:10 p.m. to an executive session to discuss a personnel matter. Motion Mr. Smith, second Mr. Pavlek. All favored.

Paul Williams <sup>BR</sup>

Paul A. Williams  
Borough Manager

## ***Consulting Engineers***

Corporate Headquarters  
1456 Ferry Road, Building 500  
Doylestown, PA 18901  
215.345.9400

## **Acknowledgements**

**Mayor**  
Kent K. Moore

### **Dublin Borough Council**

Robert M. Pellegrino, President	William E. Lester
Jeffrey Sharer, Vice-President	Robert P. Pavlek
James Seigel, Chairman Pro-Tem	Brent E. Smith
Christopher N. Hayes	

### **Dublin Borough Planning Commission**

Russell Rodgers, Chairman	Marvin Detweiler
Richard Sepela, Vice Chairman	J. Eugene Miller

### **Main Street Revitalization Advisory Committee**

Susan Coburn-Barndt	Yvonne Leathead
April Donahue	Joseph Policare
Ann Kuznicki	John Slaymaker

**Borough Manager**  
Paul A. Williams

We would also like to acknowledge former members of Borough Council, the Planning Commission, and the Main Street Revitalization Advisory Board that assisted during their term of office or appointment as well as the Administrative Office staff.

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## Introduction

A Comprehensive Plan under the Pennsylvania Municipalities Code (Act 247) forms the basis for land use and policy decisions within a municipality. Comprehensive Plans review demographics, land use, economic trends, and the needs of residents to arrive at goals and objectives for future development. Typically, a Comprehensive Plan will include the following:

- A statement of objectives of the municipality concerning the location, character, and timing of future development.
- A plan for land use, which may include provisions for the amount, intensity, character, and timing of land use. In addition, land use plans may include a plan to meet the housing needs of present residents and of those individuals and families anticipated to reside in the municipality.
- A plan for movement of people and goods.
- A plan for community facilities and utilities.
- A statement of the interrelationships among the various plan components, which should include a discussion of short and long range plan implementation strategies.
- A statement indicating that the existing and proposed development of the municipality is compatible with the existing and proposed development and plans in contiguous portions of neighboring municipalities.
- A plan for the protection of natural and historic resources to the extent not preempted by federal or state law.

While the Pennsylvania Municipalities Planning Code states that Comprehensive Plans should be reviewed and amended every ten years, it is typical for smaller municipalities, such as Dublin Borough, to only review those portions of their existing Comprehensive Plans and amend those sections that are most needed.

Therefore, since housing is stable within the Borough, housing demographics will be reviewed, but no new housing policy will be established within this document. Additionally, in 2001, the Borough adopted an Open Space Plan. That plan will not be rewritten for this document, as it is included in its entirety as an addendum within Appendix A of this report. This Comprehensive Plan Update will focus on land use, transportation, and how those elements interrelate.

For this plan update the Borough mailed one survey to each household within the Borough, as part of a seasonal newsletter. Of 851 households in the Borough a total of 98 surveys were completed within the allotted two week time frame. This calculates to a return rate of 11.51%, with a vast majority of responders owning their own homes (80.4%). However, in comparison to the 2000 Census, only 42.5% of Dublin Borough residents own their own homes. Geographically, the response was evenly split between north and south of Main Street; 48.3% of the respondents live north of Main Street and 51.7% lived south of Main Street. Other data from the survey is reported throughout this document, with the tabulated results in Appendix C.

## Demographics

According to the Borough's 2001 Open Space Plan, Native Americans who called themselves the Lenni Lenape first inhabited the land which is now Dublin Borough. The first European immigrants to the area arrived in the 18<sup>th</sup> Century from Germany and England. As the population grew a village was formed along Dublin Pike, as State Route 313 was known. That village was officially incorporated as a Borough in 1912.

Dublin Borough, bordered on the west by Hilltown Township and on the east by Bedminster Township, is approximately one half (0.54) square mile in size. As part of the Pennridge area of Bucks County, it is located in a region that has grown consistently over the last ten years.

However, because of the limited available land area, residential development and the population has not grown at a pace matching that of neighboring municipalities. Dublin Borough only grew 5% between the 1990 to 2000 Census tabulations (from 1,985 to 2,083 persons, respectively). In addition, the U.S. Census Bureau estimated that the population has grown another 5% between 2000 and 2003, to a total population of 2,202.

The number of dwelling units increased as well, yet at a rate slightly behind the population increase (840 to 869, an increase of 3%). As a comparison, Hilltown Township had a 14% increase in population and Bucks County increased 11.6%.

Overall, the population trends in the Borough are:

	Dublin	Bucks County
<b>Population</b>		
1990	1,985	479,211
2000	2,083	597,635
Percent Change	5%	25%
<b>Age</b>		
Under Age 18 – 2000	26.4%	25.7%
Under Age 18 – 1990	29.2%	30.4%
65 and Older – 2000	8.3%	12.4%
65 and Older – 1990	7.5%	12.3%
<b>Households</b>		
Persons per household – 2000	3.10	3.17
Persons per household – 1990	3.10	3.24
Family Households - 2000	61.2%	73.6%
Family Households - 1990	63.3%	80.0%



	Dublin	Bucks County
<b>Housing Units</b>		
1990	840	199,959
2000	869	225,498
Percent Change	3%	13%
<b>Housing Tenure</b>		
Owner Occupied	42.5%	77.4%
Renter Occupied	57.5%	22.6%

The median age in the Borough is 31.5 years old, which is younger than the county's median age of 37.7 years. Slightly more than 21% of the Borough residents are between the ages of 30 and 39 years old, and 28.4% are under the age of 19 years old. These two age cohorts make up exactly 50% of the population of Dublin Borough, but count for 44% of the population within Bucks County as a whole.

Families are defined by the Census Bureau as "a group of two or more people who reside together and who are related by birth, marriage, or adoption." Conversely, those persons within the population that are not part of Families are defined as "single householders" or "living with unrelated persons." Within Dublin, slightly more than 60% of the Borough's population is considered the member of a Family. That is significantly less than the 73% of Bucks County residents considered to be members of a Family. Dublin Borough's average family size is 3.10 persons. This Family size average has not changed between the 2000 and 1990 Census tabulations. This is uncharacteristic when compared to Bucks County as a whole, and, in fact the Nation as a whole. According to the U.S. Census Bureau, Family and Household sizes have been decreasing, even for growing areas, for the past 30 years. Of note, Bucks County's average family size is slightly higher at 3.17 persons, decreasing from 3.24 persons in 1990.

In comparison to a more recent 'snapshot' of Borough residents, 84.7% of the people that responded to the Borough survey could be considered a Family household. The following chart details the exact response rate by family type (those categories considered Family households are marked with a "\*\*")

Family Type	Percent to Total
Single-No Children	11.22%
*Single Parent	5.10%
*Couple-Children at home	38.78%
*Couple, no children	18.37%
*Empty Nest	8.16%
Retired Single	3.06%
*Retired Couple	14.29%

Housing ownership rates, according to the 2000 Census results, indicate that 57.5% of the Borough housing units were renter occupied and 42.5% were owner occupied. However, in the Borough's survey, over 80% of the respondents were homeowners. The following chart shows that only 17.89% of the respondents are living in apartments and over 80% were potentially

homeowners ('single-family detached' homes are not guaranteed to be a homeowner occupied living situation).

Home Type	Percent to Total
Apartment	17.35%
Single Family Detached	75.51%
Two-Family Attached	3.06%
Rowhome/Townhome	2.04%
Mobile Home	0.00%
Other	2.04%

Since the majority of survey responses were from homeowners and family households, it indicates a sense of ownership of a municipality. This sense of ownership is fostered when you are raising or have raised children in a municipality and/or own land (as in a home).

However, as stated, persons that rent their homes outnumber the people who own their homes. Typically, households that rent are more transient and have less household income. This is true in Dublin Borough as well. The Borough's median household income of \$48,235 as reported in the 2000 Census was comparatively lower than the \$59,727 figure for Bucks County. (It should be noted that homeowners make up over 77% of the entire Bucks County population.)

When reviewing other areas of the demographic profile for Dublin Borough, and comparing that information to survey respondents, most results were not reflective of the census profile. In one instance, according to the census, only 24.1% of the residents have lived in their home more than 20 years (prior to 1980). However, of the survey respondents, 47.42% replied that they had lived in the Borough longer than 30 years. The exact tabulation of the length of residence for survey responses is as follows:

Length of Residence	Percent to Total
Less than one year	10.53%
More than one year, less than two years	9.47%
More than two years, less than five years	16.84%
More than five years, less than 10 years	14.74%
More than 10 years, less than 20 years	16.84%
More than 20 years	31.58%

Also, of note in the census is that over 75% of the homeowner occupied units in the Borough were built before 1990 (76.3%), with 42% of those units built between 1970 and 1990. Additionally, sixty-three percent (63%) of the units defined as renter occupied were built between 1970 and 1980.

In conclusion, while not mirroring the exact profile produced by the Census four years prior to this study, the survey results provide a snapshot of the current situation in Dublin Borough. The respondents to this survey have a large stake in the future of the Borough; they have a sense of ownership in the Borough and a genuine concern for the future of Dublin Borough.

### **Statement of Community Goals and Objectives:**

To provide redevelopment opportunities along the major traffic corridors within the Borough and plan for the development of the remaining tracts of land within Dublin Borough in a manner that will address current and future traffic needs and provide needed services to Borough residents.

#### **Land Use**

*Goal:* To guide the form and manner of development of the few remaining parcels within the Borough in an approach conducive to the health, safety, and welfare of its residents.

*Objective:* Ensure the zoning regulations of the Borough and encourage the type of development most needed within the Borough.

*Objective:* Actively coordinate development activities with adjacent Townships.

*Goal:* To ensure the residents of the Borough have adequate opportunities to use retail establishments and services within the Borough.

*Objective:* Actively develop the remaining tracts of land with retail establishments and other commercial venues.

*Objective:* Work with local businesses to ensure the needs and wants of residents are met.

*Goal:* To provide ample opportunity and assistance in the redevelopment of properties along the major traffic corridors within the Borough.

*Objective:* Investigate potential grants and other funding sources for the development of a Main Street Program or other redevelopment funding sources.

*Objective:* Work with the Main Street Revitalization Advisory Board to develop specific goals and a plan of action for parcels along Main Street.

*Objective:* Review and revise the Borough's Zoning Ordinance to provide opportunities for the adaptive reuse and/or redevelopment of underutilized parcels within the Borough and to provide opportunities for mixed use development along the North and South Main Street, and Maple Avenue corridors.

*Goal:* To strike a balance between development and open space preservation for remaining tracts of land.

*Objective:* Identify those parcels that are not prime for development or may have environmentally fragile areas to preclude them from development.

*Objective:* Create development regulations that cluster any commercial development and preserve open space as a buffer between future commercial development and existing residential uses.

## **Transportation**

*Goal:* To alleviate current traffic congestion on the Borough's main thoroughfares.

*Objective:* Identify the intersections within the Borough that are most congested and develop plans in coordination with Penn DOT to alleviate that congestion.

*Objective:* Explore the need for new traffic signals, retiming of existing traffic signals within the Borough, or the development of a "closed loop" system for the intersections within Dublin Borough, those near the Borough, and along the Route 313 corridor.

*Objective:* Study the existing curb cuts and parking for areas of conflict between vehicular and pedestrian access, areas in need of improvement, potential shared parking areas, potential shared access, potential "centralized" parking areas, and potential interconnections between parking lots.

*Goal:* To plan for the development and impact that any future developments may have on the Borough's road network.

*Objective:* Explore the potential impact of development based on type, density, and trip generation.

*Objective:* Actively coordinate traffic needs with future development in adjacent municipalities.

*Goal:* To study and plan for improvement to the Borough's pedestrian network.

*Objective:* Actively coordinate redevelopment within the Borough's Main Street Corridor to ensure that pedestrian connections between businesses are established.

*Objective:* Explore opportunities to create a more "walkable" community and work to connect neighborhoods with pedestrian/bicycle trails, and connect neighborhoods to parks and commercial areas.

*Objectives:* Study, evaluate the condition of, and map the existing sidewalks and develop a plan for filling in "gaps" in the sidewalk network and develop an estimate of new, reconstruction, and/or rehabilitation costs.

## **Land Use**

### **Existing Conditions**

Primarily residential and 95% developed Dublin's land use has remained and will continue to remain relatively unchanged. As with most Boroughs of this size, the land use patterns are varied and many parcels have multiple uses.

As seen on the existing Land Use Map, Map 1, it is evident that single-family residential is the predominant use within the Borough. However, along the major roadways, the uses are a mixture of commercial and residential.

Most commercial land uses in the Borough consist of small-scale retail and service establishments. While not exclusively, this use exists typically within or immediately adjacent to the Main Street corridor. The largest commercial use, a Shop-n-Bag grocery store, has been in the Borough since the early 1980's. In more cases than not, industrial uses within the Borough are combined with a commercial use; with most sharing office space with those uses, or having an outlet for the goods manufactured on site. Those industrial uses within the Borough tend to be low impact, small-scale manufacturing.

Institutional uses within the Borough include St. Luke's United Church of Christ, Dublin Volunteer Fire Company, U.S. Post Office, Dublin Borough Hall and Police Station, and the Pennsylvania State Police Barracks.

There are three vacant parcels within the Borough. The first, located along Elephant Road in a primarily residential area, is unlikely to be developed as a commercial development. However, the other two parcels are ripe for commercial development. Of these other parcels, one is on North Main Street across the street from the Dublin Village Plaza, the other, at Rickert Road and North Main Street, is also known as the Moyer Farm.

The site across from the Dublin Village Plaza is completely vacant, but posted for sale and development. The Moyer Farm is the lone agricultural use in the Borough. Currently the Moyer Farm has a single family detached home (still habited), and a gift shop. The dairy ceased operation as a business in September 2003, when the dairy herd was sold at auction.

### **Historic Resources**

Recently the Heritage Conservancy completed a survey of buildings in Dublin Borough, with the intent of preparing an application for the designation of the Main Street corridor as a Historic District on the National Register of Historic Places. Within the Main Street corridor, it was determined that 138 buildings and one site would be considered as elements that contributed to the historic integrity of the district. Twelve buildings and one site would be considered as non-contributing to the historic integrity of the district. The key buildings contributing to the historic district include the Reuben Stever Hotel (c. 1790, currently the Dublin Inn), Jonas D. Moyer Store (c. 1860, currently Dublin Hardware), St. Luke's United Church of Christ (c. 1891), Willy

Knight automobile manufacturing building (c. 1870, 114 South Main Street), and the Dublin Fire Company House (c. 1925).

The survey report, included as Appendix D of this document, states that “some changes have occurred to the buildings, but the changes are minor and overall the district retains its integrity of location, setting, materials, design, workmanship, feeling, and association.” However, after an initial visit from the Pennsylvania Historical and Museum Commission (PHMC) it was determined that the proposed district does not meet National Register Criteria. The PHMC cites that “alterations at the principal crossroads have compromised the integrity of the proposed district,” and that Dublin’s Main Street District does not compare favorably with similar communities in Bucks County, “based on historic architecture and integrity.” (Reference the letter from Andrea L. MacDonald, Pennsylvania Historical and Museum Commission included in Appendix E.) The Borough intends to pursue a reevaluation by the PHMC of the Dublin Historic District for inclusion on the National Register of Historic Places.

### **Natural Resource Summary**

Soils of Dublin Borough, according to the 2001 Open Space Plan are, for the most part, considered wet soils. They exhibit a moderate to high runoff potential with slow or very slow infiltration. These soils are predominantly of the Abbottstown-Doylestown-Reaville association and are weathered from the shale and sandstone underlying the Borough. The underlying geology, the Brunswick and Lockatong Formations, each have a different effect on the availability of groundwater for Dublin Borough. The 2001 Open Space Plan reports that the Brunswick Formation yields 50 to 200 gallons of water per minute and the Lockatong Formation yields 50 to 100 gallons of water per minute. Because of this yield, Dublin Borough is able to provide 100,000 gallons of water per day for domestic, industrial, and commercial uses.

There are no natural sources of surface water within the Borough. Although part of the East Branch of the Perkiomen and Tohickon Creek watersheds, there are no perennial streams within Dublin Borough. Surface channels found in the northern portion of the Borough are typically seasonally wet, and were likely dug for farm field drainage when the outer areas of the Borough were farmed. The 2001 Open Space plan states (page 18), that the channels “serve a vital function by conveying stormwater from the Borough to the tributaries of the Tohickon Creek” (in Bedminster Township).

The 2001 Open Space Plan, located in its entirety in Appendix A, also documents one wetland area, in the Open Space of Dublin Orchards, but that there are most likely other wetlands within the Borough that are “most likely” unmapped (p. 18). In addition, that Plan does not detail any woodland areas, but discusses the importance of wooded areas along property lines and the aesthetic value of street trees.

### **Open Space**

As stated, the 2001 Open Space Plan is a thorough review and determination of Dublin Borough’s Open Space and Parkland needs. In summary, the objectives of that plan are as follows:

- Preserve open space land in and adjacent to the Borough that is necessary for passive and/or active recreational purposes.
- Protect the integrity of significant cultural historic resources.
- Protect and enhance the quality of the natural resources found within the Borough.
- Ensure that resident activity or future development does not degrade or destroy the sensitive natural resources of the Borough.
- Establish an open space network which links activity centers and significant open space areas.
- Protect those areas that provide scenic vistas and visual qualities within and around the Borough.
- Encourage pedestrian travel in Borough for recreation and basic transportation.
- Maintain a continuing commitment to open space planning.

### **Current Zoning**

The Zoning Ordinance divides the land area of Dublin Borough into the following Zoning Districts:

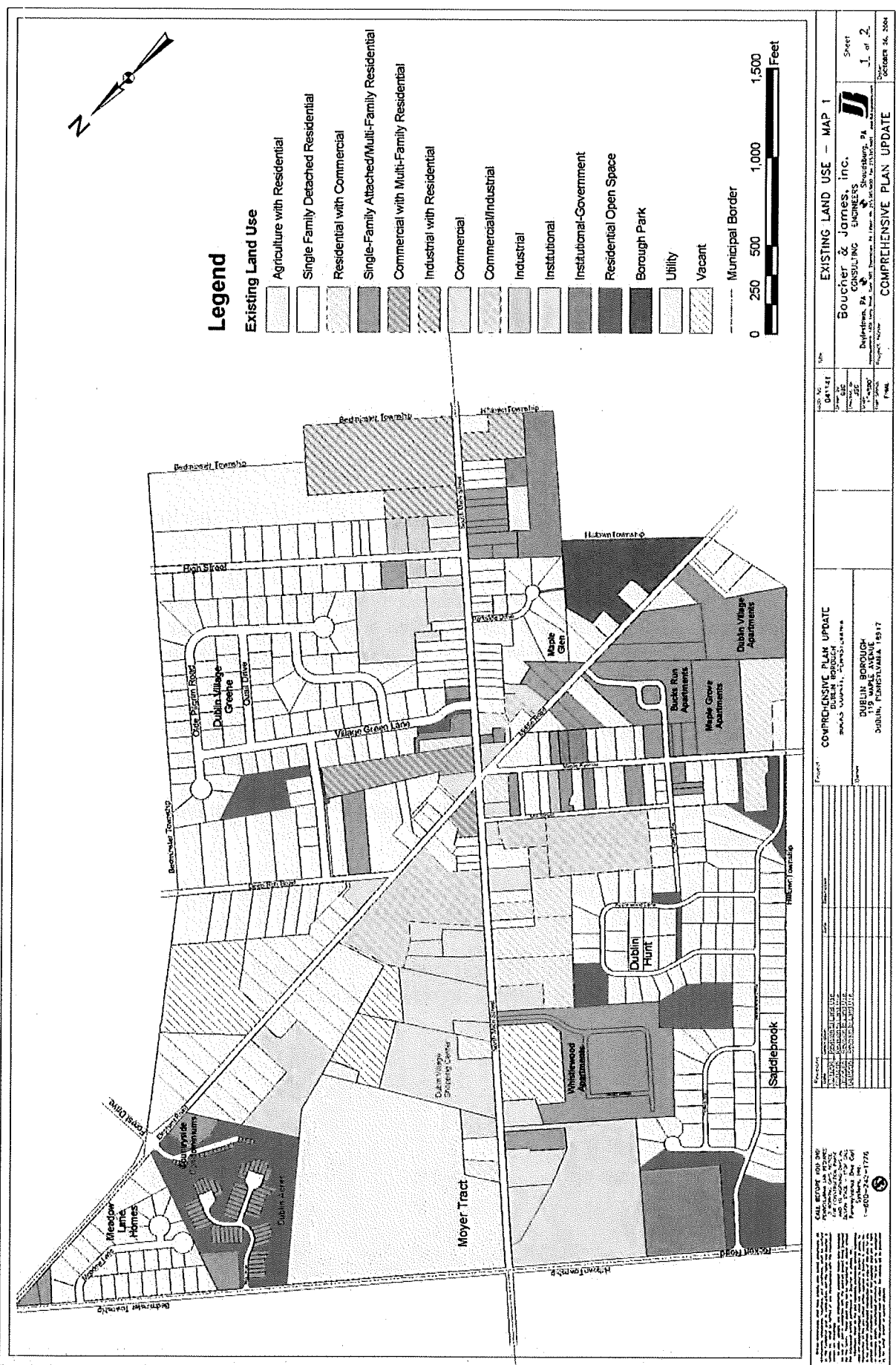
*R-1 Mixed Use Residential District* Establishes an area that accommodates all types of residential structures, single-family and multi-family, to ensure a balanced community, and through clustered development, preserve areas of open space for recreational use by the residents.

*R-2 Neighborhood Conservation Residential District:* Aimed at retention of the existing character of established residential areas in addition to providing for infill development.

*C-1 Central Commercial:* Providing for the continuation of the commercial core area, the traditional business center of the Borough.

*C-2 Regional Commercial:* Provision for the future development of regionally oriented commercial, with minimal impact on adjacent residential land uses.

*IND Industrial District:* Encouraging the development of industrial uses to contribute to the Borough's economic base and minimizing the impact on adjacent residential land.



<b>EXISTING LAND USE - MAP 1</b> <b>Boucher &amp; James, Inc.</b> CONSULTING ENGINEERS Doylestown, PA Project No. 041141 Date 04/14/11 Scale 1" = 100'		Sheet 1 of 2 Date October 26, 2004
<b>COMPREHENSIVE PLAN UPDATE</b> DUBLIN BOROUGH DUBLIN, PENNSYLVANIA 19117		
Project No. 041141 Date 04/14/11 Scale 1" = 100'	Project Name Project Location Project Description Project Status	Project Manager Project Engineer Project Designer Project Checker



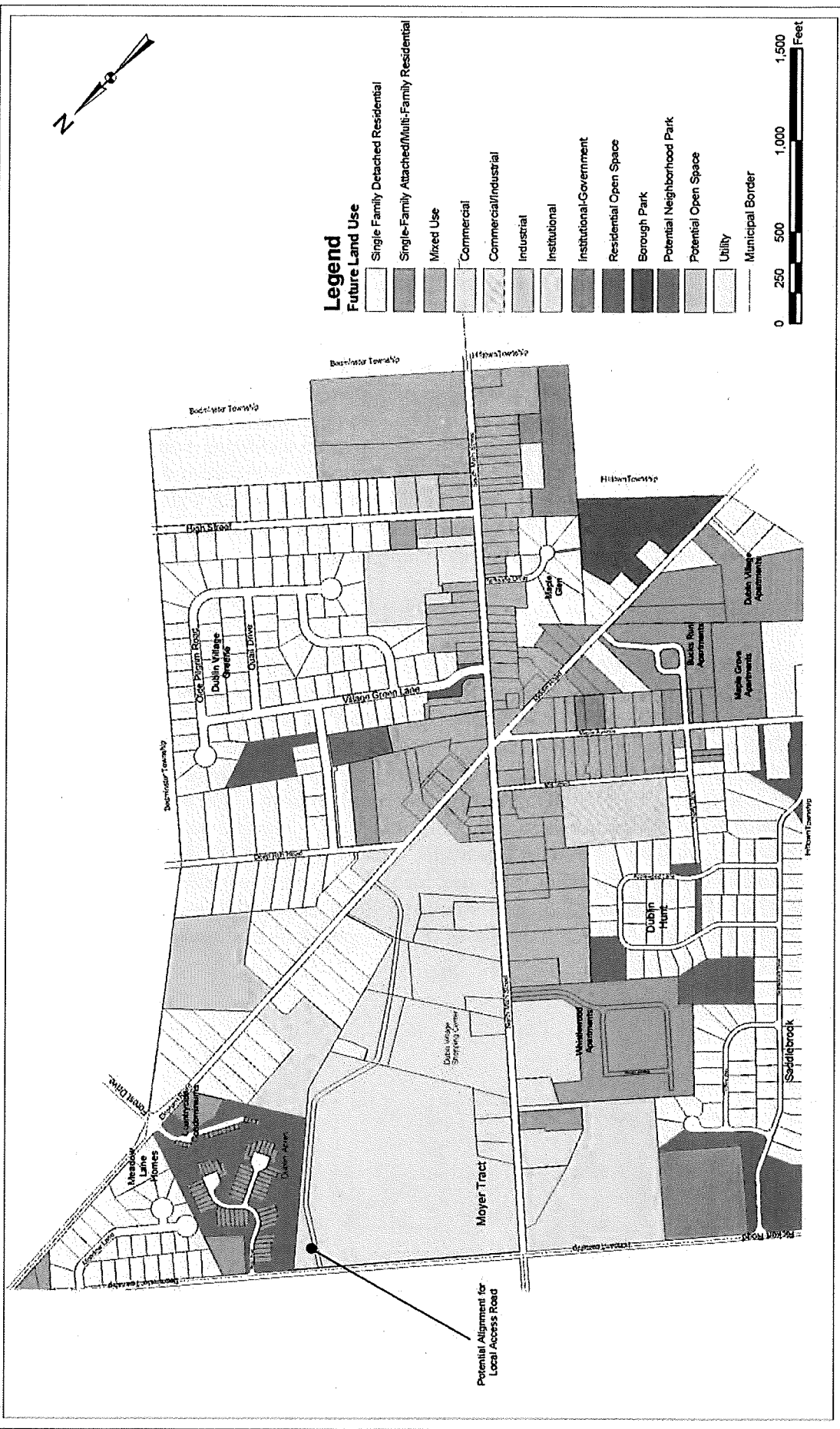
## **Neighboring Municipality Comprehensive Plan Review**

### **Hilltown Township**

The recently adopted (2003) Comprehensive Plan Update for Hilltown Township recommends extremely low-density residential developments in the area bordering to the west and small scale, 'neighborhood' commercial developments (PC-2 Zoning) to the north of the Borough. Hilltown Township's PC-2 Zoning District is typically residential conversions, which is a method of redevelopment widely used in Dublin Borough. However, a density conflict may be created because of the lot sizes already present within Dublin Borough and what is recommended in Hilltown Township's Comprehensive Plan Update. However, considering both municipalities are calling for a residential use, the conflict is not extreme. In addition, residential areas in Dublin are well established and Hilltown's Township Comprehensive Plan Update does not call for a change in the existing Zoning District for Hilltown Township, therefore the potential density conflict is one that already exists and is managed adequately.

### **Bedminster Township**

Bedminster Township's Comprehensive Plan, adopted in 1996, recommends a rural residential land use from Schott Road to Bedminster Road (Rte. 113), and commercial uses from Bedminster Road to Rickert Road. Their Future Land Use Plan also identifies a development area south of Dublin Borough to Apple Butter Road, in which the future density permits a minimum of a 40,000 square foot lot for a single family detached dwelling, or a minimum of 15,000 square foot lot for a single-family detached cluster subdivision. This non-cluster density, as with Hilltown Township's Comprehensive Plan, may be a density conflict with Dublin Borough. However, as with Hilltown Township, this conflict is minimal. In addition, Bedminster Township's Comprehensive Plan also identifies a future commercial development area going east from the Elephant Road and Bedminster Road intersection to the eastern border of Hilltown and Bedminster. The exact details of density, potential land uses, and a timeframe for development are not detailed.



<b>COMPREHENSIVE PLAN UPDATE</b> DUBLIN BOROUGH BUCKS COUNTY, PENNSYLVANIA DUBLIN BOROUGH 115 MAPLE AVENUE DUBLIN, PENNSYLVANIA 19017		Date: <b>DATE</b> Prepared by: <b>DATE</b> Checked by: <b>DATE</b> Approved by: <b>DATE</b> Project Name: <b>DATE</b>	Title: <b>FUTURE LAND USE - MAP 2</b> Boucher & Jones, Inc. 2010 Doylestown, PA 2010 Doylestown, PA	Sheet: <b>2</b> of <b>2</b> October 26, 2004
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## **Future Land Use Plan**

Ensuring that there is ample and adequate housing for residents of Dublin Borough is always a priority. However, because of the stability of housing within the Borough, it is not a major focus of this plan. This Future Land Plan focuses on two aspects of future land use in Dublin Borough, one the redevelopment of existing parcels and the other is planning for the development of vacant parcels.

### **Redevelopment**

Land use, while controlled by municipal zoning ordinance, is driven by market forces, and because Dublin is nearly fully developed, opportunities for redevelopment are plentiful. Controlling this redevelopment has been, and continues to be, a priority for Dublin Borough. Currently, the Borough uses the Main Street Revitalization Advisory Board as an advisory body.

The first priorities of the Main Street Revitalization Advisory Board should be to develop goals and broad guidelines for redevelopment of the Main Street corridor, determine parameters for design guidelines to ensure the historic integrity of Main Street is maintained, and the development of a Mixed Use District for the Zoning Ordinance. Also, the Board should study the parcels fronting on Main Street and identify those parcels that are in the most need of redevelopment or are most likely candidates for redevelopment.

For the Borough to aid in the redevelopment of the Main Street corridor, a comprehensive review of the Zoning Ordinance and Subdivision and Land Development Ordinance (SLDO) should be completed. The review and potential rewriting of the Zoning Ordinance and SLDO should focus on making those regulations more accommodating to redevelopment and identifying those areas within the Ordinances that may conflict with these goals.

In addition, as an ongoing long-term focus, the Borough and the Main Street Revitalization Advisory Board should investigate potential funding sources from the county, state, and national agencies. Included in Appendix D is basic information about Pennsylvania's New Communities Program, a new all-inclusive program for the Main Street, Elm Street, and Enterprise Zone Programs. The Main Street Program (the most applicable to Dublin Borough), according to Pennsylvania's Department of Community and Economic Development, includes grants for a long-term fundraising plan, assessment of a local market area, development of design guidelines, and parking studies. There may be some question about Dublin Borough's population base not being large enough to qualify for that program. However, the option should not be discounted. There is precedent for including a regional population as part of the initial Main Street Program development.

### **Vacant Parcels**

Producing this Comprehensive Plan as a planning tool for the development of the remaining parcels within Dublin Borough affords an opportunity to ensure the needs of Borough residents are met, the character of any development matches existing character, and a potential destination

for residents of the Borough and the region is created. Each vacant parcel is listed below with recommendations for its future use.

*Opposite Dublin Village Plaza*

The development of the tract across the street from the Dublin Village Plaza is primarily influenced by its location on Main Street. The parcel is zoned C-2, Regional Commercial, and is being marketed as a commercial development. Of note, is that the site is currently under an agreement of sale, but no development plans have been presented to the Borough for commentary or formal review. Given the proximity to another medium/large commercial development, the current Zoning District, and the acreage (nearly five acres), this parcel would logically be developed as a commercial property. Commercial use is recommended and should be encouraged to the best of the Borough's ability.

*Elephant Road Parcel/ Meyer Tract*

On Elephant Road, a vacant five acre parcel sits amidst a primarily residential area and is zoned R-1. The neighboring land uses make development of a commercial or industrial land use problematic. Without further study it is unclear if Elephant Road could support the traffic generated by those types of developments. In the recent past the site has been proposed to be developed residentially. An informal sketch plan had been submitted to the Borough, but currently there is no active subdivision or land development application pending for this site.

The leading responses from the survey regarding how to develop the remaining open tracts of land were open space (preserved) and open space (with trails). Due to this parcel's proximity to residential areas and the preference for open space preservation, this parcel being preserved as open space would be logical and therefore recommended by this Plan Update.

*Moyer Tract*

Located at Rickert Road and Main Street, this twenty-six (26) acre parcel is the largest remaining tract of land within the Borough, and therefore the most important when considering the next ten years of development of Dublin. Options for developing the Moyer Tract are as follows.

Industrial

The 1985 Comprehensive Plan recommended that the majority of this tract should be developed as an industrial use. However, an industrial use would not be beneficial to the Borough and its residents currently living in this area. Rarely are new purely industrial uses developed in smaller Boroughs such as Dublin Borough. New industrial development is typically planned in a large industrial complex, with access to major transportation corridors. This site does not have adequate land area to sustain a large development, such as an industrial/office complex. According to survey results, Large Office and Small Office complexes were not highly rated as needed in the Borough. They rated as a value of 9.27 for a Large Office Complex and 7.02 for a Small Office Complex. (The scale was a rating between 1 and 12, twelve being least desired.) In addition, as detailed later in this Plan Update, it is the feeling of residents that Main Street (Route 313) is congested enough. Overall, the adequacy of Main Street to handle an increase in overland shipping traffic (trucks and semi-tractor trailer traffic) is questionable.

Therefore, because the land use is not desired in the Borough, added congestion to Main Street is unwanted by Borough residents, and the transportation network may not support this use, an industrial development is not recommended for this site.

#### Residential

The construction of more housing would place an unnecessary strain on the Borough's ability to provide the essential services and burden the transportation network even more. Currently, 48.9% of the respondents to the survey feel that Borough services are in need of some improvement and 24.4% feel that services are in need of great improvement (the remaining 26.7% felt Borough services were in need of no improvement). Adding more residential uses would only add to the demand on services. In addition, the Borough's survey indicated that 76.1% of the respondents thought that no new residential units were needed in the Borough. Therefore, a residential use is not recommended.

#### Park/Open Space

As stated previously, the preferred option for development by the survey respondents was preserved open space or open space with trails. This is a viable option for the Moyer Tract. However, municipal acquisition of a parcel the size of the Moyer Tract may be cost prohibitive, unless public sources of funding become available.

However, it should also be considered that a majority (64.58%) of respondents stated that they either use the existing parks, answering "never" or infrequently ("a few times per year"). This may indicate that parks are an idealistic choice when considering the development of the area a person lives in, but it is not a land use that permits for the highest, best, and most frequent use.

That being said, there are numerous programs within Bucks County and the Commonwealth of Pennsylvania's Department of Agriculture Land Trust Reimbursement Program to permanently preserve farmland. Also, there are potential grants from Pennsylvania's Department of Conservation and Natural Resources, for the preservation of land as parkland. Information about these programs and other potential grants has been included in Appendix D. These potential funding sources should be investigated. However, it is not this Plan's recommendation for the 'final' use of this land. Other practical uses of this parcel should be investigated, as detailed in the next option, Commercial.

#### Commercial

By far the most practical use of this large tract of ground would be for commercial development. This land use would bring needed tax ratable development into the municipality, which would ease the strain on municipal services, bring jobs into the community, and provide local opportunities for retail establishments.

Of the survey respondents, Medium Retail (drug stores or grocery stores) would be the preferred type of business to locate within the Borough. Showing that there is demand for shopping within the Borough, over 77% of the respondents stated they shop for groceries within the Borough at least once a week (a combination of weekly and daily) and 46.9% shop for 'other retail goods' as frequently.

In whatever manner this parcel is developed, and because of the extreme development pressure on this parcel, coordination with the adjacent municipalities is absolutely necessary. It is the last large parcel within Dublin Borough and the last large-scale opportunity to make a destination for residents of Dublin and the community. Coordination with adjacent municipalities will aid in creating a sense of place and a sense of destination. Disjointed development between the three municipalities will only continue to heighten traffic problems and potentially create redundancy in services and retail uses.

### **Land Use Plan Implementation**

In the short term, the Borough should continue to monitor and encourage the potential development of the parcel across Main Street from the Dublin Village Plaza and the preservation of the 5-acre parcel on Elephant Road. If both of these parcels develop as this Plan recommends, it would not constitute an extreme change to the land use and physical make up of the Borough. It would address two of the immediate and largest concerns of Borough residents, open space and the need for commercial development.

As another short term goal, to be completed within a year of adoption of this Plan, a comprehensive review of the Borough's Zoning Ordinance should be undertaken. This is not to say that some amendments, such as a Mixed Use Zoning District for the Main Street Corridor, and an amendment updating the Sign Regulations, could not be implemented in the next few months, but a comprehensive review, revision, and adoption of the entire Zoning Ordinance and Subdivision and Land Development Ordinance could realistically be completed within a year.

Also, for the short term, the Borough should direct the Main Street Revitalization Advisory Board to develop goals and broad guidelines for redevelopment. Conversely, for long term redevelopment planning, funding programs for redevelopment should be investigated.

For the long term planning of the Moyer Tract, it is recommended that the Borough develop zoning regulations that encourage village scale retail development, either as a new zoning district or as a revision to an existing district. A village development on the Moyer Tract type would serve two purposes.

The first purpose would be a combination of developing the needed tax ratable development and the needed opportunity for shopping within the Borough, as the residents stated they prefer within the survey. The second purpose would be to preserve some of the parcel as open space. It is feasible to have an open space set aside with any village development. This, again, was stated as a preference by the respondents of the survey. In addition, an open space set aside would both serve as a buffer for the neighboring residential areas and aid in preserving the semi-rural nature of the Borough. In addition to any new Zoning District or revised Zoning Ordinance should be coordinated with Bedminster Township to ensure there is complimentary land uses.

## **Transportation Plan**

### **Existing Conditions**

The road network in the Borough is well established. The Borough is crisscrossed by two major arterials, Elephant Road and Main Street (Route 313). Survey respondents felt that traffic was a major issue for the Borough. Over 64% of the respondents indicated that traffic was often a problem within the Borough and over 33% felt that traffic was congested during the typical morning and evening rush hours.

Main Street (Route 313) between Manor Drive and Rickert Road has over 17,000 vehicle trips per day, according to the Delaware Valley Regional Planning Commission. Exact numbers for Elephant or Maple Roads were not available. Survey respondents felt that Main Street (both south and north) was the most congested of all the major streets within the Borough (averaging a value of 1.5 out of 6, when asked to rank the Borough's most congested roadways).

In addition, one of the concerns expressed in the survey was to study the potential to install a traffic signal at the entrance to the Dublin Village Plaza.

### **Transportation Plan**

#### *Vehicular Movement*

As development within and outside of Dublin Borough occurs the Route 313 corridor will continued to be impacted. Preservation of the character of Main Street and Dublin Borough, while still alleviating the burden of traffic on Route 313, is the highest priority.

While most new traffic will come from development within Bedminster and Hilltown Townships, development along the entire corridor should be understood. To understand the impact of the development outside of the Borough, it will take coordination with those municipalities along the complete distance of the Route 313 Corridor. Therefore, it is recommended that Dublin Borough take a leading role in the reconvening of the Route 313 Corridor Task Force.

For development within Dublin Borough, priorities would need to include the following:

- A study of the need for improved traffic signalization (including the development of a closed loop system of traffic signal timing), which should include a plan for implementation.
- A study of existing curb cuts and parking for areas of conflict between vehicles and pedestrians.
- A study identifying potential areas for shared parking.
- A study identifying and mapping potential locations for shared driveways for businesses along Main Street.
- A study of potential "centralized" parking areas.
- A study of potential interconnections between parking lots of individual businesses.

Widening Route 313 would be the simplest solution for new and existing congestion on Main Street. However, this would be contrary to the existing character of Dublin Borough. Main

Street may be a major thoroughfare between Doylestown and Quakertown, but Dublin Borough has a small town character to it, one that will not be preserved by widening Main Street.

Most important for the future of Dublin Borough is an understanding of the impact development of the Moyer Tract will create. If the Moyer Tract is developed as recommended in this Plan Update there would be additional traffic congestion on Main Street (Route 313).

One option to lessen the burden on Main Street would be to divert the traffic from Main Street (Route 313) onto a local access road behind any potential development on the Moyer Tract. A potential local access road could be planned as a one way diverter, with two lanes for southbound traffic only. Or, potentially, this access road could permit traffic in a north and southbound direction, and connect with local residential streets to lessen local traffic on Main Street.

Currently, Bedminster Township is in the process of planning for an access road, with the aim of connecting to a similar road in Dublin Borough. Bedminster Township is attempting to memorialize a future paper street by adopting an Official Map. The proposed road is planned north of the Rickerts Road and North Main Street area. An Official Map, once adopted by a municipality, is merely a representation of potential roadways, open space, or other municipal land use. Specifically concerning new roadways, an Official Map does not represent the opening of a street, taking of land for a road, or obligate a municipality to maintain the land represented as a future roadway (Reference Pennsylvania Municipalities Planning Code, Section 404).

Therefore, to ensure that any future access roads also best serve Dublin Borough's best interest, it is recommended that Dublin Borough coordinate with Bedminster Township on the location of this access. It is further recommended that Dublin Borough investigate and potentially adopt an Official Map, to memorialize the Borough's desired location for this access road.

#### *Pedestrian Movement*

While the Borough of Dublin, when compared to the surrounding area, is a compact semi-urban area, there is no interconnection between the neighborhoods within the Borough. Most residential subdivisions and neighborhoods are completely isolated, with the only pedestrian access via the existing roads. Pedestrian access from the neighborhoods to the Main Street Corridor is similar, but typically the roads are not residential in character, and access to the parks within the Borough are best accessed by driving, not walking. However, because Dublin Borough is 95% built out, acquiring land or easements for the construction of trails can be extremely difficult and prohibitively expensive.

The planning and construction of trails in an area that is developed as extensively as Dublin Borough can be a major challenge, but it is needed to ease the traffic burden within the Borough. Therefore, it is recommended that the Borough commission a Borough-wide study for potential trail development. This study should identify important linkages (both internal and external to the Borough), develop an inventory of sidewalks throughout the Borough, identify ownership for rights-of-way, identify ownership of areas for potential easements, and identify important destinations.



### *Transportation Plan Implementation*

The highest priority for Dublin should be to alleviate traffic congestion along the Main Street Corridor. The Borough will need to consider the access road option as put forth by Bedminster Township. Dublin Borough should work with the Route 313 Corridor Task Force, review the previously published Route 313 Corridor Study, and determine the need and feasibility for a closed loop system or other signal timing changes along Main Street. In addition, when the parcel across the street from the Dublin Village Shopping Center is developed, the Borough should address the need for a new signal in that area.

As a second priority, the Borough should study the existing conditions within the Main Street Corridor. A study of curb cuts, sidewalks, parking, and signs must be completed. This study will let Dublin Borough develop a unified plan for access points and pedestrian movement along the entire area. With shared access, shared parking areas, adequate sidewalks, and other shared access-ways people will be 'encouraged' to leave their cars in one area and continue shopping along the length of the corridor and will present a unified plan for potential redevelopment.

The third priority should be to complete a Borough-wide access/trail study. Currently, access to shops and businesses along Main Street can realistically only be done by car, which adds to the congestion along Main Street. Devising a plan that simplifies pedestrian access from neighborhoods and removes the need to drive to businesses and recreation areas will ease the traffic burden on the entire Borough.

Finally, as a low priority but still a feasible way to alleviate traffic congestion, is a study of potential public transportation opportunities. Currently the only public transportation available in Dublin is one stop by the Trans Bridge Line at the First Savings Bank (142 South Main Street). This bus line is a commuter line that runs between Bethlehem and New York City (via Doylestown and Newark International Airport), and while this service is run by a private company, the availability of this service should be promoted within the Borough. In addition, the Borough should investigate the potential of developing jitney connections to Doylestown, Perkasio/Sellersville, and Quakertown. Through coordination with Bucks County TMA the Borough may be able to determine if there is a need for an expansion of the Doylestown Dart, or be included in the development of future small-scale transit development.

### **Plan Element Interrelationships**

Overall, it is the intent of this plan to present viable options for the effective and efficient use of the remaining land tracts within the Borough and guide existing redevelopment efforts. Within this plan, the elements studied are consistent in their aim of attaining the Statement of Community Goals, to control and develop the remaining tracts of land within the Dublin Borough. The two elements studied in this Comprehensive Plan Update are inexorably tied together. Any potential change of the land use of the remaining tracts of land will be the Borough's last large-scale opportunity to control and plan for the future of Dublin.

## Action Plan

Land Use		
<b>Goal: To guide the form and manner of development of the few remaining parcels within the Borough in an approach conducive to the health, safety, and welfare of its residents.</b>		
Objective	Action Item	Priority*
Ensure the zoning regulations of the Borough encourage the type of development most needed within the Borough.	Complete a comprehensive review and amendment to Dublin Borough's Zoning Ordinance and Subdivision and Land Development Ordinance	High
	Investigate and implement Mixed Use Zoning for the Main Street Corridor	High
	Develop Zoning regulations that permit village-scale development	Medium
	Create a Zoning Ordinance that is more "user-friendly;" an Ordinance that eases the burden on existing owners in redevelopment of properties along Main Street	High
Actively coordinate development activities with adjacent Townships.	Coordinate with Bedminster Township on the development of the Rickerts Road & N. Main Street intersection	On-going
<b>Goal: To ensure the residents of the Borough have adequate opportunity to use retail establishments and services within the Borough.</b>		
Objective	Action Item	Potential Funding
Actively develop the remaining tracts of land with retail establishments and other commercial venues.	Complete a comprehensive review and amendment to Dublin Borough's Zoning Ordinance and Subdivision and Land Development Ordinance	High
	Develop Zoning regulations that permit village-scale development	Medium
	Create a Zoning Ordinance that is more "user-friendly;" an Ordinance that eases the burden on existing owners in redevelopment of properties along Main Street	High
Work with local businesses to ensure the needs and wants of residents are met.	Develop Goals and Objectives for redevelopment along the Main Street Corridor	Medium
	Study parcels on the Main Street Corridor and identify those that are most likely candidates for redevelopment or are in the most need of redevelopment	Medium
	Complete a Parking Study of the Main Street Corridor	Medium

\* High Priority is to be completed within the next year, Medium Priority is to be completed within the next two to five years, Low is to be completed between five and ten years of plan publication

<b>Land Use</b>		
<b>Goal: To provide ample opportunity and assistance in the redevelopment of properties along the major traffic corridors within the Borough.</b>		
Objective	Action Item	Priority*
Work with the Main Street Revitalization Advisory Board to develop specific goals and a plan of action for parcels along Main Street.	Develop Goals and broad outlines for redevelopment along the Main Street Corridor	High
	Study parcels on the Main Street Corridor and identify those that are most likely candidates for redevelopment or are in the most need of redevelopment	Medium
	Determine parameters for design guidelines to ensure historic integrity is maintained	Medium
	Investigate and implement Mixed Use Zoning for the Main Street Corridor	High
Review and revise the Borough's Zoning Ordinance to provide opportunities for the adaptive reuse and/or redevelopment of underutilized parcels within the Borough and to provide opportunities for mixed use development along the North and South Main Street Corridors.	Complete a comprehensive review and amendment to Dublin Borough's Zoning Ordinance and Subdivision and Land Development Ordinance	High
	Develop Zoning regulations that permit village-scale development	Medium
	Create a Zoning Ordinance that is more "user-friendly;" an Ordinance that eases the burden on existing owners in redevelopment of properties along Main Street	High
	Develop Goals and broad outlines for redevelopment along the Main Street Corridor	High
	Investigate and implement Mixed Use Zoning for the Main Street Corridor	High

\* High Priority is to be completed within the next year, Medium Priority is to be completed within the next two to five years, Low is to be completed between five and ten years of plan publication

<b>Land Use</b>		
<b>Goal: To strike a balance between development and open space preservation for remaining tracts of land.</b>		
Objective	Action Item	Priority*
Identify those parcels that are not prime for development or may have environmentally fragile areas to preclude them from development	Complete a natural resources study of vacant parcels.	Medium
Create development regulations that cluster any commercial development and preserve open space as a buffer between future commercial development and existing residential uses	Develop Zoning regulations that permit village-scale development	High
	Complete a comprehensive review and amendment to Dublin Borough's Zoning Ordinance and Subdivision and Land Development Ordinance	High
<b>Transportation</b>		
<b>Goal: To alleviate current traffic congestion on the Borough's main thoroughfares</b>		
Objective	Action Item	Priority*
Explore the need for new traffic signals, retiming of existing traffic signals within the Borough, or the development of a "closed loop" system for intersection within or immediately adjacent to Dublin Borough.	Investigate potential changes for signalized intersections within and nearby the Borough	High
	Investigate the need for a new signal at the Dublin Village Plaza as the parcel across Main Street is developed.	Medium
Study the existing curb cuts and parking for areas of conflict between vehicular and pedestrian access, areas in need of improvement, potential shared parking areas, potential shared access, potential "centralized" parking areas, and potential interconnections between parking lots.	Complete a study of the curb cuts (driveway entrances) along the Main Street Corridor for potential shared entrances, areas of conflict, and interconnection between parking lots.	Medium
	Complete a parking study for the Main Street Corridor	Medium
	Complete a sidewalk study for the Main Street Corridor	Medium
Identify the intersection within the Borough that are most congested and develop plans in coordination with PennDOT to alleviate that congestion	Spearhead the reformation of the Route 313 Corridor Task Force	High
	Actively work with PennDOT to develop and review potential changes to Route 313	On-going

\* High Priority is to be completed within the next year, Medium Priority is to be completed within the next two to five years, Low is to be completed between five and ten years of plan publication

<b>Transportation</b>		
<b>Goal: To plan for the development and impact that any future developments may have on the Borough's road network.</b>		
Objective	Action Item	Priority*
Explore the potential impact of development based on type, density, and trip generation.	Complete a thorough traffic study for Route 313 and the entire Main Street Corridor	Medium
Actively coordinate traffic needs with future development in adjacent municipalities.	Spearhead the reformation of the Route 313 Corridor Task Force	High
	Explore the potential for mass transit opportunities	Low
To study and plan for improvement to the Borough's pedestrian network	Complete an inventory of the sidewalks, identifying those areas in need of connection and rehabilitation.	Medium
	Explore the feasibility of creating a trail network within the Borough	Low
<b>Goal: To study and plan for improvement to the Borough's pedestrian network</b>		
Objective	Action Item	Priority*
Actively coordinate redevelopment within the Main Street Corridor to ensure that pedestrian connections between businesses, connections to neighborhoods, and connections to parks are established	Complete a study of the curb cuts (driveway entrances) along Main Street and develop a plan for coordinating and consolidating access points	Medium
	Complete a parking study for the Main Street Corridor	Medium
	Complete an inventory of the sidewalks, identifying that area in need of connection and rehabilitation.	Medium
Explore opportunities to create a more "walkable" community and work to connect neighborhoods with pedestrian/bicycle trails and connect neighborhood to parks and commercial areas	Complete an inventory of the sidewalks, identifying that area in need of connection and rehabilitation.	Medium
	Complete a study of the curb cuts (driveway entrances) along Main Street and develop a plan for coordinating and consolidating access points	Medium
Study, evaluate the condition of, and map the existing sidewalks and develop a plan for filling in "gaps" in the sidewalk network and develop an estimate of new, reconstruction, and/or rehabilitation costs.	Complete an inventory of the sidewalks, identifying that area in need of connection and rehabilitation.	Medium

\* High Priority is to be completed within the next year, Medium Priority is to be completed within the next two to five years, Low is to be completed between five and ten years of plan publication

## **Appendix A: Open Space Plan**

## Appendix B: Survey

Dublin Borough is beginning the process of updating the Borough's Comprehensive Plan. This document, as established by the Pennsylvania Municipalities Planning Code, Act 247 will serve to establish broad goals and criteria for the growth, development, and redevelopment of the Borough.

Public participation in this process of updating the Comprehensive Plan is invaluable. The following survey will help demonstrate the needs, desires, and concerns of the residents of Dublin, and will assist us in establishing the goals and objectives that will guide Dublin for the foreseeable future.

Please return this survey when completed to Borough Hall before October 8, 2004. Thank you in advance for your cooperation. If you have any questions, please call Paul Williams at 215-249-3310 in the Borough offices.

**1) Do you live:**

- ☐ A. Generally North of Main Street (Route 313)?  
☐ B. Generally South of Main Street (Route 313)?

**2) How long have you lived in Dublin Borough? (please check one selection)**

- |  |  |
|--|--|
| <input type="checkbox"/> A. Less than 1 year                     | <input type="checkbox"/> D. More than 5 years, less than 10 years  |
| <input type="checkbox"/> B. More than 1 year, less than 2 years  | <input type="checkbox"/> E. More than 10 years, less than 20 years |
| <input type="checkbox"/> C. More than 2 years, less than 5 years | <input type="checkbox"/> F. More than 20 years                     |

**3) Do you: (check one)**

- ☐ Own the home you currently live  
☐ A. in  
☐ Rent the home you currently live  
☐ B. in  
☐ C. Other living arrangement

**4) What type of home do you live in? (check one)**

- |   |   |
|---|---|
| <input type="checkbox"/> A. Apartment                         | <input type="checkbox"/> D. Rowhome/Townhome              |
| <input type="checkbox"/> B. Single Family Home (not attached) | <input type="checkbox"/> E. Mobile Home                   |
| <input type="checkbox"/> C. Two Family Home (attached)        | <input type="checkbox"/> F. Other (please list):<br>_____ |

**5) What type of residential units are most needed in the Borough:**

(rank your choices, 1 being the most needed, 6 being the least needed)

- |  |   |
|--|---|
| <input type="checkbox"/> A. Single Family Detached Homes | <input type="checkbox"/> E. Townhomes/Rowhomes                      |
| <input type="checkbox"/> B. Apartments                   | <input type="checkbox"/> F. Nursing or Retirement Homes             |
| <input type="checkbox"/> C. Two Family Home (attached)   | <input type="checkbox"/> G. No new residential buildings are needed |
| <input type="checkbox"/> D. Mobile Homes                 | <input type="checkbox"/> H. Other, please list:<br>_____            |

**6) Which of the following describes your family: (check one)**

- |  |   |
|--|---|
| <input type="checkbox"/> A. Single-No Children           | <input type="checkbox"/> Empty Nest (couple/single-no children at home) |
| <input type="checkbox"/> B. Single Parent                | <input type="checkbox"/> F. Retired Single (including widow/widower)    |
| <input type="checkbox"/> C. Couple with Children at home | <input type="checkbox"/> G. Retired Couple                              |
| <input type="checkbox"/> D. Couple, no children          | <input type="checkbox"/> H. Other, please list:<br>_____                |

**7) Please rank the following businesses as the most needed in the Borough:**

(rank your choices, 1 being the most needed, 12 being the least needed)

- |   |   |
|---|---|
| <input type="checkbox"/> A. Neighborhood Retail (Video Store, Deli)   | <input type="checkbox"/> G. Restaurant (fast food, take out)            |
| <input type="checkbox"/> B. Medium Retail (CVS, Grocery Store)        | <input type="checkbox"/> H. Convenience Store (no gas)                  |
| <input type="checkbox"/> C. Large Retail (Target, Home Center)        | <input type="checkbox"/> I. Gas Station with Convenience Store          |
| <input type="checkbox"/> D. Retail shopping (Clothing, durable goods) | <input type="checkbox"/> J. Gas Station without Convenience Store       |
| <input type="checkbox"/> E. Boutique Shopping (antiques, furniture)   | <input type="checkbox"/> K. Small Office spaces for start up businesses |
| <input type="checkbox"/> F. Restaurant (sit down, eat in)             | <input type="checkbox"/> L. A large office complex for businesses       |

**8) For the undeveloped land within the Borough, would you rather see:**

- |   |   |
|---|---|
| <input type="checkbox"/> A. Commercial/Shopping | <input type="checkbox"/> F. Active Recreation Park (Playground)   |
| <input type="checkbox"/> B. Industrial          | <input type="checkbox"/> G. Preserved Open Space (no development) |
| <input type="checkbox"/> C. Office              | <input type="checkbox"/> H. Open Space (trails)                   |
| <input type="checkbox"/> D. Residential         | <input type="checkbox"/> I. Other, please list:                   |
| <input type="checkbox"/> E. Passive Park        |   |

**9) How often do you use or visit parks within Dublin Borough? (check one)**

- |  |  |
|--|--|
| <input type="checkbox"/> A. Often (once or more per week)      | <input type="checkbox"/> D. A few times a year |
| <input type="checkbox"/> B. Frequently (1 to 3 times per week) | <input type="checkbox"/> E. Never              |
| <input type="checkbox"/> C. Rarely (less than once a month)    |  |

**10) If the Borough were to plan and develop a new park, please rank the following as most needed:**  
(1 being the most needed to 12 being the least needed)

- |  |   |
|--|---|
| <input type="checkbox"/> A. Playgrounds                                      | <input type="checkbox"/> G. Picnic Areas                          |
| <input type="checkbox"/> B. Sports Fields (Soccer, Softball, Football, etc.) | <input type="checkbox"/> H. Skateboard Park                       |
| <input type="checkbox"/> C. Community Center for Youth                       | <input type="checkbox"/> I. Civic Space (amphitheater, open area) |
| <input type="checkbox"/> D. Swimming Pool                                    | <input type="checkbox"/> J. Open Space with Trails                |
| <input type="checkbox"/> E. Community Center for Seniors                     | <input type="checkbox"/> K. Preserved Open Space (no trails)      |
| <input type="checkbox"/> F. Basketball Courts                                |   |

**11) How often do you shop at the following type of businesses within the Dublin?**

(check one per business)

	Daily	Weekly	Monthly	Never	
A.					Grocery Store
B.					Drug Store
C.					Restaurant (any type)
D.					Other retail goods

**12) Generally, services within the Borough are: (check one)**

(Services can include: snow removal, police/fire response, code enforcement, street maintenance, etc.)

- ☐ A. In no need of improvement  
☐ B. In need of some improvement  
☐ C. In need of great improvement



**13) For adult members of this household, generally, where do they work? (check one per adult)**

- |  |  |
|--|--|
| <input type="checkbox"/> A. Own your own business, outside of Dublin | <input type="checkbox"/> H. Other Montgomery County Area   |
| <input type="checkbox"/> B. Own your own business, in Dublin         | <input type="checkbox"/> I. Other Suburban Area            |
| <input type="checkbox"/> C. Work at home                             | <input type="checkbox"/> J. Philadelphia-Center City       |
| <input type="checkbox"/> D. Employed by a business in Dublin         | <input type="checkbox"/> K. Philadelphia-other             |
| <input type="checkbox"/> E. Doylestown                               | <input type="checkbox"/> L. New York / Northern New Jersey |
| <input type="checkbox"/> F. Other Bucks County Area                  | <input type="checkbox"/> M. Other, please list:            |
| <input type="checkbox"/> G. King of Prussia                          |  |
- 

**14) How often do you feel that there is traffic congestion in the Borough? (check one)**

- ☐ A. Often
- ☐ B. Only during typical morning and evening 'rush hours'
- ☐ C. Sometimes, but not often
- ☐ D. Only during special events
- ☐ E. Traffic congestion is not a problem in Dublin

**15) Please rank the following roads in terms of the congestion during the times listed below:**

(rank your choices, 1 being the most congested, 6 being the least congested, n/a if you do not know/have no opinion)

	Morning	Evening	Weekends	
A.				Rickert Road
B.				Elephant Road
C.				Middle Road
D.				S. Main Street (Route 313)
E.				N. Main Street (Route 313)
F.				Maple Ave.

Each category (morning, evening, and weekends) should be ranked individually

**16) Any other comments are welcome here:**

## Appendix C: Survey Results

### 1) Do you live:

A. North of Main Street	48.3%
B. South of Main Street	51.7%

### 2). How long have you lived in Dublin Borough?

A. Less than 1	10.53%
B. More than 1, less than 2	9.47%
C. More than 2, less than 5	16.84%
D. More than 5, less than 10	14.74%
E. More than 10, less than 20	16.84%
F. More than 20+	31.58%

### 3). Do you:

A. Own the home	80.41%
B. Rent the home	18.56%
C. Other living	1.03%

### 4) What type of home do you live in? (check one)

A. Apartment	17.35%
B. Single Family (not attached)	75.51%
C. Two Family (attached)	3.06%
D. Rowhome/Townhome	2.04%
E. Mobile Home	0.00%
F. Other	2.04%

### 5). What type of residential units are most needed in the Borough (rank from 1 to 6):

A. Single Family Det.	2.00
B. Apartments	4.33
C. Two Family (att.)	3.39
D. Mobile Homes	5.19
E. Townhome/Rowhome	3.41
F. Nursing/Retirement Homes	4.00
G. No new residential units needed	76.09%
H. Other	1.00

### 6) Which of the following describes your family: (check one)

A. Single-No Children	11.22%
B. Single Parent	5.10%
C. Couple-Children at home	38.78%
D. Couple - no children	18.37%
E. Empty Nest	8.16%
F. Retired Single	3.06%
G. Retired Couple	14.29%
H. Other	1.02%

**7) Please rank the following businesses as the most needed in the Borough**

A. Neighborhood Retail	4.40
B. Medium Retail	3.74
C. Large Retail	7.99
D. Retail shopping	5.68
E. Boutique Shopping	6.54
F. Restaurant (sit down)	4.71
G. Restaurant (fast food)	5.21
H. Convenience Store	8.59
I. Gas Station w/ Convenience	7.36
J. Gas Station w/o Convenience	8.51
K. Small Office	7.02
L. Large office	9.27

**8). For the undeveloped land within the Borough, would you rather see:**

A. Comm/Shopping	12.50%
B. Industrial	0.00%
C. Office	3.13%
D. Residential	5.21%
E. Passive Park	11.46%
F. Active Park	20.83%
G. Open Space (preserved)	56.25%
H. Opens Space (trail)	28.13%
I. Other	6.25%

**9). How often do you use or visit parks within Dublin?**

A. Often	9.38%
B. Frequently	9.38%
C. Rarely	16.67%
D. A few times	26.04%
E. Never	38.54%

**10). If the Borough were to plan and develop a new park, please rank the following as most needed:**

A. Playgrounds	5.08
B. Sports Fields	5.61
C. Community Center (youth)	5.87
D. Swimming Pool	6.25
E. Community Center (Senior)	6.81
F. Basketball Crt.	6.60
G. Picnic Area	5.21
H. Skateboard	8.76
I. Civic Space	7.62
J. Open Space w/ Trails	3.20
K. Preserved Open Space	4.41

**11) How often do you shop at the following type of businesses within the Dublin?**

**Grocery Store**

Daily	16.33%
Weekly	61.22%
Monthly	16.33%
Never	6.12%

**Drug Store**

Daily	1.92%
Weekly	17.31%
Monthly	11.54%
Never	69.23%

**Restaurant (any type)**

Daily	0.00%
Weekly	48.89%
Monthly	44.44%
Never	6.67%

**Other retail goods**

Daily	2.47%
Weekly	44.44%
Monthly	38.27%
Never	14.81%

**12) Generally, services within the Borough are: (check one)**

A. In no need of improvement	26.7%
B. In need of some improvement	48.9%
C. In need of great improvement	24.4%

**13. For adult members of this household, generally, where do they work? (check one per adult)**

A. Own business, outside Dublin	5.21%
B. Own business, in Dublin	6.25%
C. Work at home	7.29%
D. Employed--business in Dublin	13.54%
E. Doylestown	23.96%
F. Other Bucks Co.	29.17%
G. King of Prussia	1.04%
H. Other Mont Co. Area	31.25%
I. Other Suburban Area	5.21%
J. Philadelphia-Center City	2.08%
K. Philadelphia-other	2.08%
L. New York / Northern New Jersey	2.08%
M. Other, please list:	17.71%

**14). How often do you feel that there is traffic congestion in the Borough?**

Often	63.92%
Only during typical am/pm 'rush hours'	32.99%
Sometimes, not often	1.03%
Only during special events	0.00%
Traffic congestion is not a problem	2.06%

**Please rank the following roads in terms of the congestion during the times listed below:**

**Morning**

Rickert Rd.	4.68
Elephant Rd	3.58
Middle Rd	4.05
S. Main St (313)	1.37
N. Main St (313)	1.33
Maple Ave.	3.43

**Evening**

Rickert Rd.	4.76
Elephant Rd	3.65
Middle Rd	4.12
S. Main St (313)	1.23
N. Main St (313)	1.46
Maple Ave.	3.48

**Weekends**

Rickert Rd.	4.83
Elephant Rd	4.00
Middle Rd	4.50
S. Main St (313)	1.74
N. Main St (313)	1.83
Maple Ave.	3.92

**Additional Comments**

*Question 4 (Type of Home):*

- (20) Condo
- (34) Apartment Complex
- (64) Need more business
- (78) Condominium

*Question 5 (Residential Units needed)*

- (8) None are needed
- (21) None! Bedminster is building 1,000 right against our line! We are already overloaded Do not need more residents!
- (34) None
- (60) I think single family and high end town homes/carriage homes will draw nice residents
- (64) Need more businesses
- (74) Drug Store
- (95) Revitalize historic homes that have been apartment-ed back toward family homes (owned not rented)

*Question 8 (Undeveloped Land)*

- (18) Grazing Cattle
- (24) Mobile Home Park
- (27) Keep that small town look
- (37) Public Pool
- (50) Office would be great if they would provide jobs for Dublin residents. Otherwise, I would prefer open spaces
- (56) How much land left?
- (60) Planned properly (in regards to 'residential')
- (60) Possibly Doctor's (in regards to 'office')
- (68) Drug Store
- (74) Pool
- (85) Public Pool
- (95) Owners Choice!!! I have never believed in zoning to be constitutional or in accord with the concepts of liberty and a free society!!! So unless you are buying it, don't decide it!!!

*Question 13 (work)*

- (1) Self Employed, doing business all of Bucks
- (5) Allentown
- (6) Retired
- (20) Retired
- (22) Global Company—HQ California
- (29) Retired
- (31) Allentown
- (35) Lehigh County
- (38) Retired
- (40) Retired
- (52) Central New Jersey
- (63) Retired
- (64) New Jersey-Middle
- (69) Retired
- (74) Retired
- (77) Trenton/Central New Jersey
- (78) Jamison, PA
- (86) Lehigh Valley
- (94) Wilmington, Delaware

*Question 16 (other comments)*

- (2) There will be a total of 144 homes built within 2 miles of Dublin in the next 8 months. Dublin Village Plaza needs to be updated, added to, better shopping center food and "access" out of the back onto Elephant Road
- (3) We desperately need a drug store!
- (4) Dublin should strive to maintain a quaint country appeal. There is little remaining open space. What open space remains should be preserved.
- (8) I am concerned about the increased traffic with the future developments in Hilltown and Bedminster
- (12) Would be nice to have a grocery store that is clean and have adults working at night instead of the teenagers talking about inappropriate suggests [subjects].
- (13) We think you should more concerned about people who lived here all their life, than catering to developers.
- (14) We need a bypass!!!
- (20) Should have left hand traffic lights on 313 and Elephant Road.

- (21) We need a bypass around Dublin! 1000 new homes coming where will all those cars go & room for children at school?? Need rates senior citizens, we do not use water or sewer as much as families with children nor do we have as much trash.
- (22) 313 is brutal!
- (24) Need more grocery stores line Rednors
- (27) It would be nice to see main Street cleaned up & Streetlamps and plant trees. Maple Ave is dreadful; better quality shopping (no fast food)
- (28) Water going up. Sewer going up—we are paying as much as if not more then people with Doy. [Doylestown] address. Lets get real!
- (30) Need a stop sign or yield sign on Maple Avenue, Middle Road intersection before the light. Turning onto Middle Road from 313 is dangerous since the other cars do not stop.
- (31) Business being run at the Robison Household should cease until a zoning meeting to approve this business is applied for—Proper channels must be gone thru—No one should be allowed to start up a business with out the approval of the Borough and neighbors!! What makes them special? After all—we do line in a 'residential' not commercial area. Shut it down NOW!!!
- (32) 1) We need a decent supermarket—the shop & bag is sad—looks unclean, unkempt; 2) Sidewalks are desperately needed from Main Street to Park. Families & Kids are no the road because no sidewalks; 3) Think about purchasing the Dublin Hardware Bldg., take down bldg. & Fix traffic problem with that space.
- (33) A traffic signal is needed at the shopping center (Dublin Shop & Bag)
- (34) Although I believe the revised traffic signal permit plan is a wise idea, I do not feel it will alleviate the traffic congestion problem on Rt.313. The traffic problem in this area is preposterous; at times it takes over 4 minutes to make a right hand turn just to get out of the development and onto Rt. 313 (Mostly during rush hour) One of the major problems is because of the lights so closely spaced together and improperly times so the flow of traffic does not continue at a steady marked pace. Left hand turners is also a major problem. There are also many roads in the Borough which are in desperate need of pot-hole repair and general smoothing. As for questions 5 and 7, just because there is open land that does not mean it has to be developed. Just because there is space something does not always need to be put there. Open space, Land and trees are pleasant to look at and good for the environment. Construction, and businesses are on the other hand, an eyesore. The noise in the Borough is also way out of control; noisiest Borough I have ever lived in. Lastly, as a taxpayer giving my invaluable opinion in updating the Borough's comprehensive plan I feel that this document should be postage paid!
- (36) Do want to see the Boro built up anymore—We no longer have a small country town because of the mount of building in the last 25 years and the town is choked with traffic
- (37) Please fix Rickert Rd!!!
- (38) 106 High Street—has facilities for Auto Painting—this is illegal near residential areas, the smell makes one ill. Business overflows onto street, making hard to get around & seems to take over Church parking lot, and High street—makes way for traffic. Auto repair works on Sundays—I'd like 1 day a week without Industrial noise and motors running; 115 High Street has expanded into a small business with several employees. Large steel trucks come to unload steel on this narrow residential street. The press machines in the garage make industrial noise. Owned by Jerry Robinson. Also has UPS business; 117 High Street—also has business in large garage back of property, owned by Frank Braken; Kechners-Horseradish—loud trucks anywhere from 10:00 p.m. and often at 3 & 4 a.m. makes enough noise to keep us awake. Industry hours are supposed to be 6 a.m. to 9 p.m. Semi's and their trucks leave motors running for hours. Have to close up house to get away from noise. Originally this was to be a storage facility—not manufacturing. Also a natural barrier was to shield their facility from residential—this was never done.
- (39) Build the bypass
- (40) Why not enforce existing laws and get rid of some of the unregistered & junk vehicles at places like "Dublin Service Station," next to the Dublin Star Diner and the brick boarding house on the corner of Main Street and Village Green Lane. Most of these vehicles have not been moved in 10 years.
- (53) I like our Mayor!! Like police dept, fire dept. & Ambulance Dept. That is why I live here
- (58) "Priority" \*We need a sidewalk for people to walk safely across from Dublin Plaza on Rt. 313, on undeveloped lot. Even a gravel Walkway would be an improvement. Dangerous to walk on the road, on that stretch of road; \*We urgently need a pharmacy in the Plaza or nearby in the Borough; \*Re-surfacing maple Ave. should be a priority

- (59) Fix Maple Ave. I see no need to develop or change anything in Dublin. I like the small town feel of Dublin. Businesses come & go, they don't need help. The shopping center could use a back drive to elephant Road. But that's something not needed now.
- (60) My wife and I really enjoy living in the Orchards Subdivision. Thank you for this survey!! We both feel that Dublin has tremendous potential, with only being 4 miles from Doylestown. We need to get Maple Road fixed, lights or lanterns on 313 with a busy or steady flow of traffic into the Shops. The shopping center with Greens Cleaners and the Food Store needs a face lift badly; and an updated market. Maybe the site across from that shopping center could, potentially, be shops in a 'walking village' setting! I believe the Boro is on the right track from what I hear! Keep up the good work, re-development takes time, but Dublin could be awesome with the right plan, vision and charm. If I could ever be assistance to hesitate to ask: [left out by editor]
- (61) We need a barber shop
- (62) Referring to question #12—need some improvement; we had to call last several years about cutting grass at the field above Whistlewood, across from shopping center. Coming out of Whistlewood, can't see to the left when field is above 9" of grass?
- (63) More enforcement of "No burning of yard waste" which detracts from environment; noise regulation: barking dogs, running & revving motors after 11:00
- (64) The intersection of Maple Ave/Elephant and 313 is completely unbearable; the road condition of Maple Ave. is ridiculous, regardless of whose responsibility it is to fix; Residents of Dublin have to do 95% of their shopping outside of Dublin due to: 1) lack of viable business in town 2) the borough is not business friendly 3) the road congestion
- (65) I'm on High St. and making a left onto 313 is a challenge every time; We need a traffic light at the shopping center!; We need continued study of an alternate route through Dublin (Elephant Road)
- (66) Traffic doesn't allow for a SAFE left turn out of the Shopping Center (where Shop-n-Bag is) or out of our Apt. complex is (Whistlewood). In addition—light at 113 (north of 313) can be outrageously backed up. A nightmare to get from Doylestown to my home (Dublin) after 3:30 p.m. on weekdays!
- (67) Last winter ice was a problem on 313—People do not clear their walks—Getting to the post office was a big problem, if people would clear their walks early, right after a storm, it wouldn't be hard to keep them clear of the ice. Even 7 days later ice was still a problem—some people did not clear their sidewalks. Some of us don't drive, and have to walk.
- (70) Keep it simple please; Delayed green light for opposing sides; Traffic signal timing modification—newsletter "to address the (confusion) by motorists, --drivers from Elephant road and Maples Avenue will independently, receive a permitted green phase alternating between a green time allocation favoring the primary highway, Main Street (SR0313).
- (74) Speed on Deep Run; By Pass around town; Do what is needed to keep out ambulance here
- (76) Dublin needs a "real," "bright," "clean," "new" grocery store either in the shopping center somewhere in Dublin. A "downtown" center of Dublin would be nice
- (77) Dublin could benefit greatly from the addition of parks, decrease traffic congestion and an upgrade in overall appearance and accessibility to community retailers and restaurants, in addition to more "quality" retailers and restaurants. (Main Street) Dublin has a lot of potential to become a quaint town.
- (78) I know it will never happen, but something needs to be done about 313 traffic, it sucks!
- (79) Nightmarish traffic. Entry onto 313 nearly impossible
- (80) Intersection: 313 and Elephant road-Middle Road needs new lights and a lot of improvement. Rickert Road between 313 and Elephant Road needs great improvement!!!
- (81) Dublin Rd. in borough need's to be repaved immediately. That road is awful to travel on
- (82) Rickert Road is a disgrace & needs repaving
- (83) We need more specialty/small retail spaces to draw attention to our great town. Something beautiful to remind us of Lambertville. Shops or the like....it would be a great investment. Dublin should be a destination, not a stop along a journey.
- (84) Properties that don't trim and let weed & brambles & briars run wild.
- (86) Dublin is looking better than ever. It could be that much more quaint and village-like if we had a 313 bypass. But at the rate of the 202 bypass construction, I guess it is out of the question. Keep up the good work!
- (87) I think Dublin is a great little town. It does not need anymore apartments. It needs a good deal of sprucing up. When you drive through and actually look there's not much appeal.



- (88) More trees please. Less Concrete/Blacktop. Fix up Main Street (mostly businesses need fix-up). Less signs where multiple business signs (i.e. Dairy Queen). Clean up Tech Center (looks like a dumpy place) slow traffic down. Control night lighting (night sky protection) (Need a Starbucks)
- (90) We need turning lanes on 313 at Elephant/Middle/Maple, at Rickert and at 313. Fix the confusion with cars on Elephant, Middle & Maple at 313. Build a drugstore!
- (92) Please consider lights for Shopping Center & Post Office that work during business hours (approximately 8a-6p) even if they are sensed.
- (94) Pretty much traffic everywhere in Dublin particular due to the lack of organized traffic control. ie. Maple/Middle Road/313 intersection
- (95) Maple & Rickert are protected from congestion by their atrocious repair. Fix them! Even if it is supposedly state responsibility (Maple) or local (Rickert). I think we have some wonderful police officers but for a town less than one mile by one mile I think it IS possible we have TOO many??!! And certainly too much tied up in cruisers-How about we invest in a Cushman or a Mountain Bike the next time, so our Police will get (can get) where we live & play, rather than patrolling 313 and at WaWa.
- (98) Why has there been an increase in large trucks, dump trucks on Maple Avenue? Slow down the speed of traffic on Maple Avenue.

*Other Miscellaneous Comments:*

- (50) Q7: A fast food restaurant would probably bring revenue to Dublin, but it would be a good idea to monitor the situation first by discussing if this could be a hang out for kids in the future.
- (50) Q12: We should always strive to improve our community. We should make Dublin a place that is appealing to all who visit or drive through our town.
- (50) Q14: Changes need to be made in order to improve the flow f traffic. With the way the surrounding communities are growing, Dublin has become a main access more so now and something has to be done to keep the traffic flowing freely
- (92) Q15: Please consider Middle Maple going on their own light Elephant Road going on their own light. No left turn from D.Q. [Dairy Queen] side of 313 at this intersection. North side of 313 should have longer light to make left turns. This intersection is too dangerous and cars on 313 run red lights.
- (93) Q10: Don't need a new Park!
- (94) Q7: Car Wash
- (94) Q10: #1, Dog Park!!!
- (94) Q12: Streets-light @ Maple & 313
- (95) Q10: How about buying & annexing into the Borough the old camp pools on Frontier Road?!!?
- (95) Q12: STREETS! Also sidewalks on Dublin Borough's own park frontage on Middle Road—not just in the park area
- (98) Q6: Daughter—mother living with me

## **Appendix D: Grant Information**

Adapted from <http://www.inventpa.com/>:

### **Main Street Program:**

#### **Summary**

The Main Street Manager Component is a five-year program designed to help a community's downtown economic development effort through the establishment of a local organization dedicated to downtown revitalization and the management of downtown revitalization efforts by hiring a full-time professional downtown coordinator.

The Downtown Reinvestment and Anchor Building components use business district strategies to support eligible commercial related projects located within a central or neighborhood business district. This program has been merged into the New Communities Program.

#### **Eligibility**

- Generally, a municipality is the applicant for the Main Street Manager Component. Municipalities and redevelopment authorities are the eligible applicants for the Downtown Reinvestment and Anchor Building components. In limited cases, a Main Street non-profit or Business District Authority with two years of audited records may apply for the funds.

#### **Eligible Uses**

- For the Main Street Manager Component, administrative costs associated with the hiring of a coordinator and operating the office and design/facade are granted to private property owners within the target area. For the Downtown Reinvestment and Anchor Building components, physical improvements that are supported by a plan with clearly documented public benefit.

#### **Where to Apply**

- Diana Kerr at 717-720-7411 or [dikerr@state.pa.us](mailto:dikerr@state.pa.us)

#### **Amounts**

- Total of \$115,000 over a 5-year period.
- For Downtown Reinvestment and Anchor Building components, up to \$250,000 or one-third of the total development cost.

#### **Terms**

- Match required for Main Street Component.
- For Downtown Reinvestment and Anchor Building components, leveraged funds should be committed to be competitive.

### **Elm Street Program**

#### **Summary**

Grant funds for planning, technical assistance and physical improvements to residential and mixed use areas in proximity to central business districts.

#### **Eligibility**

- Municipalities
- Redevelopment Authorities
- Non – profit Main Street organizations
- Economic development organizations
- Neighborhood Improvement districts
- Business improvement districts

#### Eligible Uses

- Revitalization of Residential and Mixed use Neighborhoods
- Administration costs to support an Elm Street Program

#### Where to Apply

- DCED single applications form
- DCED Customer Service Center 1-800-379-7448

#### Amounts

- Up to \$250,000 is available.

#### Terms

- Administrative costs associated with hiring a full-time manager and related office expenses over a maximum five-year program term (includes one planning year and four operational years.)
- Minimum 10% local match required
- If a part time manager is appropriate a reduction in total grant and match will occur.

### **Land Use Planning and Technical Assistance Program (LUPTAP)**

#### Summary

This program provides grant funds for the preparation of community comprehensive plans and the ordinances to implement them. It promotes cooperation between municipalities in making sound land use decisions that follow or adhere to the Governor's Executive Order on Land Use.

#### Eligibility

- Priority is given to any county government acting on behalf of its municipalities, any group of two or more municipalities, or a body authorized to act on behalf of two or more municipalities.

#### Eligible Uses

- Preparing and updating of comprehensive community development plans, policies and implementing mechanisms such as zoning ordinances, subdivision regulations, functional plans such as downtown revitalization, water resource plans and land development regulations.

#### Where to Apply

- John Mizerak at 1-888-223-6837 or [jmizerak@state.pa.us](mailto:jmizerak@state.pa.us)

#### Amounts

- Applicants are to provide a minimum of 50% match consisting of cash or in-kind services
- There are no minimum or maximum amounts.

#### Terms

- Contracts for assistance are generally given for a two- to three-year period

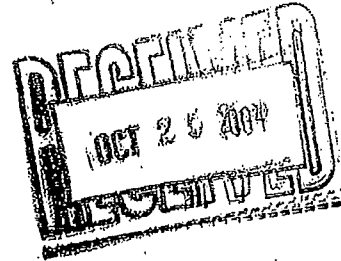
## **Appendix E: Historic Summary for Main Street Area**

P:\2004\041141\Documents\comp plan004.doc



Commonwealth of Pennsylvania  
Pennsylvania Historical and Museum Commission  
Bureau for Historic Preservation  
Commonwealth Keystone Building, 2nd Floor  
400 North Street  
Harrisburg, PA 17120-0093

October 19, 2004



David Kimmerly  
Heritage Conservancy  
85 Old Dublin Pike  
Doylestown, PA 18901

Re: Proposed Dublin Historic District, Dublin Borough, Bucks  
County, BHP File #127081

Dear Mr. Kimmerly:

Greg Ramsey and Susan Zacher of the Bureau staff had the opportunity to tour Dublin Borough on September 22. Based on their report, it is our opinion that the proposed district does not meet National Register criteria. Alterations at the principal crossroads have compromised the integrity of the proposed district. The proposed district, in our opinion, would not compare favorably with similar communities in Bucks County based on historic architecture and integrity.

We will add the information to the Bureau's Historic Resource Inventory for permanent record.

If additional information which could change your property's eligibility becomes available, please contact our office for re-evaluation.

Sincerely,

*Andrea L. MacDonald*

Andrea L. MacDonald, Chief  
Division of Preservation Services

ALM/gr  
FL18

89A

**Pennsylvania Historical and Museum Commission**

Bureau for Historic Preservation

**Commonwealth Keystone Building, 2nd Floor**

400 North Street.

Harrisburg, PA 17120-0093

Survey Code/Tax Parcel/Other No.

Municipality: Dublin Borough

**Historic Name/Other Name:**

County: Bucks County

**Address:** Roughly along Main St., Maple Ave., Middle Rd., Elephant Rd., and Mill St. Dublin Borough Bucks County

## Dublin Historic District

# SITE PLAN

See attached site plan

**PHOTO INFORMATION**



Number

Description of View

**N Main Street and Elephant Rd**

(See enclosed photo list)

**Direction of**

Camera

Z

**Photographer Name:**

**David Kimberly**

**Negative Location:**

Heritage Conservancy Doylestown, PA

Date: Jan. 2004

**Pennsylvania Historic Resource Survey Form - Data Sheet**  
**Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation**

89B

**IDENTIFICATION AND LOCATION**

Survey Code: \_\_\_\_\_ Tax Parcel/Other No.: \_\_\_\_\_

County: 1. Bucks County 017 2. \_\_\_\_\_

Municipality: 1. Dublin Borough 2. \_\_\_\_\_

Address: Roughly along Main St., Maple Ave., Middle Rd., Elephant Rd. and Mill St.

Historic Name: Dublin Historic District

Other Name: \_\_\_\_\_

Owner Name/Address: Multiple

Owner Category: X Private \_\_\_\_\_ Public-local \_\_\_\_\_ Public-State \_\_\_\_\_ Public-federal \_\_\_\_\_

Resource Category: \_\_\_\_\_ Building X District \_\_\_\_\_ Site \_\_\_\_\_ Structure \_\_\_\_\_ Object \_\_\_\_\_

Number/Approximate Number of Resources Covered by This Form: 150

USGS Quad: 1. Doylestown Quadrangle 2. \_\_\_\_\_

UTM A. 18 482340 4469260 C. 18 483200 4468810

References: B. 18 482510 4468730 D. 18 482850 4469370

**HISTORIC AND CURRENT FUNCTIONS**

Historic Function Category:	Subcategory:	Code:
A. Domestic	Single Dwelling	01A
B. Domestic	Multiple Dwelling	01B
C. Commerce/Trade	Business	02A
D. Industry/Processing/Extraction	Manufacturing Facility	10A

Particular Type: A. Hotel

B. General Store

C. Clothing Factory

D. Automobile Factory

Current Function Category:	Subcategory:	Code:
A. Domestic	Single Dwelling	01A
B. Domestic	Multiple Dwelling	01B
C. Commerce/Trade	Business	02A
D. Industry/Processing/Extraction	Manufacturing Facility	10A

**PHYSICAL DESCRIPTION**

Architectural Classification: A. Georgian 11

B. Federal 21 C. Gothic Revival 32

D. Queen Anne 45 Other: Bungalow/Craftsman, Four Square 65, 80

Exterior Materials: Foundation \_\_\_\_\_ Roof Slate 45

Walls Brick 30 Walls Stone 40

Other \_\_\_\_\_ Other \_\_\_\_\_

Structural System: 1. Wood 10 2. \_\_\_\_\_

h. 3 bays C Depth: 2 rooms B Stories/Height: 2-2 1/2 B

**HISTORICAL INFORMATION**

Dublin Historic District (continued)

Year built: X C. 1790 to X C. 1950 Additions/Alterations Dates: X C. X C.Basis for Dating: X Documentary X Physical

Explain: Local histories and styles of buildings indicate construction from the late 18th to mid 20th century.

Cultural/Ethnic Affiliation: 1. \_\_\_\_\_ 2. \_\_\_\_\_

Associated Individuals: 1. \_\_\_\_\_ 2. \_\_\_\_\_

Architects/Engineers: 1. \_\_\_\_\_ 2. \_\_\_\_\_

Builders: 1. \_\_\_\_\_ 2. \_\_\_\_\_

**MAJOR BIBLIOGRAPHICAL REFERENCES**Battle, J.H. ed. History of Bucks County, Pennsylvania. Philadelphia: A. Warner. 1887. Reprinted Spartanburg SC: The Reprint Company. 1985.Davis, W.W.H. History of Bucks County, Pennsylvania. Second Edition. New York: Lewis Publishing Co. 1905.Combined Atlases of Bucks County Pennsylvania. Reproduction of J.D. Scott, 1876 and E.P. Noll & Company, 1891. Mt. Vernon IN: Windmill Publications, Inc. 1992.Dublin Borough, Bucks County, Pennsylvania, 50th Anniversary, 1912 to 1962. Dublin 50th Anniversary Committee. 1982.**PREVIOUS SURVEY, DETERMINATIONS**

Dublin Borough Comprehensive Historic Sites Survey, Bucks County Conservancy, 1983, no determination.

**EVALUATION (Survey Director/Consultants Only)**

Individual NR Potential: \_\_\_\_\_ Yes \_\_\_\_\_ No Context(s): \_\_\_\_\_

Contributes to Potential District: X Yes \_\_\_\_\_ No District Name/Status: Dublin Historic District / Proposed

Explain: Dublin Historic District meets National Register Criterion C for architecture as an example of late 18th to mid 20th century architectural styles. It retains integrity of location, setting, materials, design, workmanship, feeling and association.

**THREATS**Threats: 2 1. None 2. Public Development 3. Private Development 4. Neglect 5. Other

Explain: Potential for widening or by-passing Main St. (PA Route 313) could reduce historic integrity of the borough.

**SURVEYOR INFORMATION**Surveyor Name/Title: David Kimmerly / Historic Preservation SpecialistDate: January 2004

Project Name: \_\_\_\_\_

Organization: Heritage ConservancyTelephone: 215-345-7020 x.109Street and No.: 85 Old Dublin PikeCity, State: Doylestown, PAZip Code: 18901

Additional Survey Documentation: \_\_\_\_\_

Associated Survey Codes: \_\_\_\_\_



PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET  
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

89C

Survey Code:

Tax Parcel/Other No.:

County: Bucks County

Municipality: Dublin Borough

Address: Roughly along Main St., Maple Ave., Middle Rd., Elephant Rd., and Mill St.

Historic/Other Name: Dublin Historic District

**PHYSICAL DESCRIPTION:**

Dublin Borough is located at the confluence of Main Street (PA Route 313 or Doylestown Pike), Elephant Road, Middle Road, Maple Street (Hilltown Road) and Mill Street. It is approximately 5 miles northeast of Doylestown and 7 miles southwest of Quakertown in central Bucks County. According to the 2000 Census the borough has a population of 2083 people. It has qualities and characteristics of a small village.

The street pattern is radial extending outward along the roads. The commercial area is centered at the main intersection and primarily extends northeastward along Main Street. Scattered industrial and manufacturing sites are located along Doylestown Pike. Residential development occurs along Main Street and along Maple Avenue, Middle Road and Elephant Road.

The houses in Dublin are small, generally three bays wide, one to two rooms deep and typically two stories tall. Many roofs are covered with slate. Walls are brick, stone and stucco covered. Most houses are set back from the street and typically are single detached houses. Architectural styles range from Georgian and Federal styles of the late 18<sup>th</sup> and early 19<sup>th</sup> century; Gothic Revival and Queen Anne from the mid- to late 19<sup>th</sup> centuries; and Bungalow/Craftsman and Four Squares from the early 20<sup>th</sup> century. The buildings are representative of the 19<sup>th</sup> century prosperity of the community and its success after it was incorporated as a borough in the early 20<sup>th</sup> century.

Historic Integrity

The historic integrity of the Dublin Historic District has been retained. The condition of the buildings is good to excellent. Non-contributing resources are few in number. There are 138 contributing buildings and one contributing site. Non-contributing resources include 12 buildings and 1 site. Some changes have occurred to the buildings, but the changes are minor and overall the district retains its integrity of location, setting, materials, design, workmanship, feeling and association.

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET  
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

89C

Survey Code:

Tax Parcel/Other No.:

County: Bucks County

Municipality: Dublin Borough

Address: Roughly along Main St., Maple Ave., Middle Rd., Elephant Rd., and Mill St.

Historic/Other Name: Dublin Historic District

**HISTORICAL NARRATIVE:**

Dublin began as a small village at the intersection of five roads on the border between Bedminster and Hilltown Townships, Bucks County. One of the roads is the Doylestown Pike or Swamp Road (now called Main Street or PA Route 313), was historically important as a main artery of Bucks County. It connected the county seat of Doylestown with the upper part of the county. According to local histories the village started as the result of the establishment of a log tavern at the intersection. Shortly after the log tavern was built a rival built a similar log tavern very near the first. Eventually the two taverns were owned by one of the tavern keepers and the village soon became known as the "double-inn". Neither of these inns is currently extant. The name "double-inn" evolved into Dublin, thus there is no association of the village with the city in Ireland.

Dublin developed as a village through the 19<sup>th</sup> century and soon various industries were established including a gristmill, carriage factory, a hotel, a wheel right shop, blacksmith shop, and a tailor shop. A post office was established in the village in 1827. A hotel, a school, and a church were also established and constructed in the 19<sup>th</sup> century.

Dublin Borough was incorporated by petition of its residents in 1912. Soon after its incorporation, streets were constructed, paved and named. A fire company was established in 1915. Electric streetlights were installed in 1922. Following the incorporation of Dublin, clothing and automobile manufacturers, a hosiery mill, the Dublin National Bank, stores, schools, churches and residences were constructed.

Key buildings in Dublin that reflect its development from a small crossroads community to an incorporated borough include the Reuben Stever Hotel, c.1790 (101 S. Main St., TMP 10004088), the Jonas D. Moyer Store, c.1860 (105 N. Main St., TMP 10004070), St. Luke's United Church of Christ, c.1891 (141 S. Main St., TMP 10004102), the Willys-Knight automobile manufacturing building, c.1870 (114 S. Main St., TMP 10004048-002), and the Dublin Fire House, c.1925 (112 Maple Ave., TMP 10004015).

National Register Evaluation

Dublin Historic District appears to be eligible for the National Register of Historic Places under Criterion C for its architecture. The buildings in the borough portray its growth and development from a small crossroads village to a small town. The approximate period of significance is c. 1790 to c.1950 to include the time period that the buildings were constructed. Dublin has good examples of late 18<sup>th</sup> and early 19<sup>th</sup> century Georgian and Federal buildings as well as Gothic Revival and Queen Anne buildings of the mid to late 19<sup>th</sup> century. Bungalow/Craftsman styles and Four Squares are also well represented and reflect the borough's early 20<sup>th</sup> century prosperity after its incorporation.

The Chalfont Historic District is similar to Dublin. Chalfont is a small borough with characteristics of a village. It has buildings of similar scale and architecture and developed very much like Dublin. The Pennsylvania Historical and Museum Commission determined the Chalfont Historic District eligible for the National Register of Historic Places in 1995. Another historic district similar to Dublin is the Blooming Glen Historic District. Blooming Glen is a small village in Hilltown Township with a variety of architectural styles and a mix of building types. The Pennsylvania Historical and Museum Commission determined Blooming Glen eligible for the National Register in 2003.

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET  
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

89C

Survey Code:

Tax Parcel/Other No.:

County: Bucks County

Municipality: Dublin Borough

Address: Roughly along Main St., Maple Ave., Middle Rd., Elephant Rd., and Mill St.

Historic/Other Name: Dublin Historic District

PHOTO LIST:

Photo #	Description	Camera Direction
1	N Main St and Elephant Rd	N
2	Jonas D. Moyer Store	N
3	Reuben Stever Hotel	NE
4	Maple St and Middle Rd	E
5	Jonas D. Moyer House	S
6	Old Post Office	NW
7	105 - 113 S Main St	SE
8	105 S Main St Grates & Grills	NE
9	109 S Main St Dublin Fast Tag	NE
10	114 S Main St Dubois Carriage Factory	W
11	113 - 119 N Main St	N
12	122 - 128 N Main St	SE
13	122 - 130 S Main St	SE
14	146 - 152 S Main St	W
15	147 - 159 S Main St	SE
16	St. Lukes UCC	NE
17	<del>105 Parkside Dr.</del> 126 - 132 S Main St	NW
18	<del>105 Parkside Dr</del> 136 S. MAIN ST	W
19	101 Deep Run Rd	SE
20	114 - 118 Elephant Rd	SW
21	113 - 119 Elephant Rd	SE
22	108 - 118 Maple Ave	W
23	111 - 119 Maple Ave	S
24	Dublin Baptist Church, West side school	SE
25	Dublin Fire House	W
26	104 and 112 Middle Rd	SW
27	104 Middle Rd	NW

# Dublin Borough Historic District

## Historic Resources Inventory Form

Tax Parcel Number	Address/Location	Resource Name	Past Use	Current Use	Year Built	Outbuildings Structures Etc.	Contributing Resources	Non-contributing Resources	Architectural Style	Materials: Roof/Walls	Width (bays)	Depth (rooms)	Height (stories)
10002003	128 N Main St		single dwelling	single dwelling	c.1830	garage	2 buildings	0	Georgian	slate / asphalt	3	1	2
10002004	126 N Main St		single dwelling	business	c.1840	garage	2 buildings	0	Federal	asphalt / asphalt	3	1	2
10002005	124 N Main St		single dwelling	single dwelling	c.1870	carriage house	2 buildings	0	Queen Anne	asphalt / aluminum	3	2	2
10002006	122 N Main St		single dwelling	business	c.1835	carriage house, chicken house	2 buildings	0	Federal	asphalt / aluminum	3	2	2
10002020	100 Deep Run Rd		single dwelling	business	c.1820		1 building	0	Georgian	asphalt / stucco	3	2	2
10002032	138 N Main St		single dwelling	single dwelling	c.1830	garage, shed	3 buildings	0	Georgian	slate / aluminum	3	1	2
10002032-001	130 N Main St	Moyer Auto Body	single dwelling	business	c.1840	garage, 2 auto body buildings	2 buildings	2 buildings	Federal	asphalt / stucco	3	2	2
10004003-001	112 N Main St		gas station	gas station	c.1975		0	1 building	Colonial Revival	asphalt / brick	5	2	1
10004009	116 N Main St		single dwelling	single dwelling	c.1840	carriage house	2 buildings	0	Georgian	asphalt / brick	3	2	2

# Dublin Borough Historic District

## Historic Resources Inventory Form

Tax Parcel Number	Address/Location	Resource Name	Past Use	Current Use	Year Built	Outbuildings Structures Etc.	Contributing Resources	Non-contributing Resources	Architectural Style	Materials: Roof/Walls	Width (bays)	Depth (rooms)	Height (stories)
10004010	N Main St at Mill St	Dairy Queen	business	business	c.1970		0	1 building	Modern	asphalt / aluminum, glass, brick	2	3	1
10004011	100 Maple Ave	Old Post Office Antiques	single dwelling / business	business	c.1825		1 building	0	Georgian	slate / stucco	6	2	2 1/2
10004012	104 Maple Ave		single dwelling	single dwelling	c.1875	carriage house	2 buildings	0	Gothic Revival	asphalt / stucco	3	2	2 1/2
10004013	108 Maple Ave		single dwelling	single dwelling	c.1875	carriage house	2 buildings	0	Gothic Revival	asphalt / brick	3	2	2 1/2
10004014	110 Maple Ave		single dwelling	single dwelling	c.1915	garage	2 buildings	0	Bungalow / Craftsman	asphalt / stone	3	4	1 1/2
10004015	112 Maple Ave	Dublin Fire House	firehouse	warehouse	c.1925		1 building	0	Colonial Revival	asphalt / brick, stone	3	6	1
10004016	114 Maple Ave		single dwelling	single dwelling	c.1840	garage	2 buildings	0	Federal	asphalt / aluminum, stucco	2	2	2 1/2
10004017	116 Maple Ave		single dwelling	single dwelling	c.1850	carriage house, smoke house	3 buildings	0	Federal	asphalt / aluminum	5	2	2 1/2
10004018	118 Maple Ave		single dwelling	single dwelling	c.1880		1 building	0	Gothic Revival	slate / aluminum	4	2	2 1/2

# Dublin Borough Historic District

## Historic Resources Inventory Form

Tax Parcel Number	Address/Location	Resource Name	Past Use	Current Use	Year Built	Outbuildings Structures Etc.	Contributing Resources	Non-contributing Resources	Architectural Style	Materials: Roof/Walls	Width (bays)	Depth (rooms)	Height (stories)
10004019	120 Maple Ave		single dwelling	single dwelling	c.1850	garage	2 buildings	0	Federal	slate / aluminum	3	2	2
10004020	122 Maple Ave		single dwelling	single dwelling	c.1865	garage, smoke house, privy	4 buildings	0	Federal	asphalt / aluminum	5	2	2
10004021	128 Maple Ave		duplex	duplex	c.1955		0	1 building	Moderne	asphalt / stone	4	3	1
10004022	134 Maple Ave		single dwelling	single dwelling	c.1850	c.1990 garage	1 building	1 building	Federal	asphalt / aluminum	3	2	2
10004023	136 Maple Ave		single dwelling	single dwelling	c.1850	garage	2 buildings	0	Federal	asphalt / asbestos	3	2	2
10004031	123 Maple Ave		single dwelling	single dwelling	c.1925		1 building	0	Bungalow / Craftsman	asphalt / stone	3	4	1
10004032	121 Maple Ave		single dwelling	single dwelling	c.1850		1 building	0	Federal	asphalt / aluminum	3	2	2
10004033	119 Maple Ave	Dublin Baptist Church / West side school	church / school	borough hall	c.1880		1 building	0	Colonial Revival	asphalt / brick, stone	2	4	1
10004034	113 Maple Ave		single dwelling	single dwelling	c.1875		1 building	0	Gothic Revival	asphalt / wood	3	2	2 1/2

# Dublin Borough Historic District

## Historic Resources Inventory Form

Tax Parcel Number	Address/Location	Resource Name	Past Use	Current Use	Year Built	Outbuildings Structures Etc.	Contributing Resources	Non-contributing Resources	Architectural Style	Materials: Roof/Walls	Width (bays)	Depth (rooms)	Height (stories)
10004035	111 Maple Ave		single dwelling	single dwelling	c.1875	carriage house	2 buildings	0	Gothic Revival	slate / brick	3	2	2 1/2
10004036	104 Middle Rd		single dwelling	single dwelling	c.1795	carriage house, privy, 2 sheds	5 buildings	0	Georgian	asphalt / stone	3	1	2
10004037	112 Middle Rd		single dwelling	single dwelling	c.1800	carriage house, shed	3 buildings	0	Georgian	asphalt / stone	4	1	2 1/2
10004048-001	105 Middle Rd		single dwelling	single dwelling	c.1845		1 building	0	Federal	slate / stucco	3	4	2
10004043-002	114 S Main St	Dubois Carriage / Willys - Knight	carriage factory / automotive mfg.	auto body shop	c.1870		1 building	0	Colonial Revival	asphalt / brick	3	10	3
10004049	111 Middle Rd		single dwelling	single dwelling	c.1810	carriage house	2 buildings	0	Georgian	asphalt / stucco	4	2	2
10004050	106 S Main St	Jonas D. Moyer House	single dwelling	offices	c.1875		1 building	0	Gothic Revival	asphalt / brick	5	2	2 1/2
10004051	108 S Main St		single dwelling	single dwelling	c.1870		1 building	0	Gothic Revival	asphalt / brick	3	1	2 1/2
10004052	120 S Main St		single dwelling	single dwelling	c.1840	barn	2 buildings	0	Federal	asphalt / aluminum	3	2	2

# Dublin Borough Historic District

## Historic Resources Inventory Form

Tax Parcel Number	Address/Location	Resource Name	Past Use	Current Use	Year Built	Outbuildings Structures Etc.	Contributing Resources	Non-contributing Resources	Architectural Style	Materials: Roof/Walls	Width (bays)	Depth (rooms)	Height (stories)
10004053	122 S Main St		single dwelling	single dwelling	c.1870	barn	2 buildings	0	Gothic Revival	asphalt / aluminum	3	2	2 1/2
10004054	124 S Main St		single dwelling	single dwelling	c.1855		1 building	0	Gothic Revival	asphalt / aluminum	3	2	2 1/2
10004055	126 S Main St		single dwelling	single dwelling	C.1860		1 building	0	Gothic Revival	asphalt / wood	3	2	2 1/2
10004056	128 S Main St		single dwelling	single dwelling	c.1845		1 building	0	Federal	slate / aluminum	3	2	2
10004057	130 S Main St		single dwelling	single dwelling	c.1825	barn	2 buildings	0	Georgian	slate / asbestos	4	2	2
10004058	132 S Main St		single dwelling	single dwelling	c.1830	carriage house	2 buildings	0	Federal	slate / vinyl	3	2	2
10004059	135 S Main St 165 Parkside Dr		farm	single dwelling	c.1810	barn	2 buildings	0	Federal	slate / stone	5	1	2 1/2
10004060	142 S Main St		single dwelling	single dwelling	c.1840		1 building	0	Federal	slate / vinyl	3	1	2
10004061	146 S Main St		single dwelling	single dwelling	c.1925	garage	2 buildings	0	Four Square	asphalt / stucco	3	3	2 1/2



# Dublin Borough Historic District

## Historic Resources Inventory Form

Tax Parcel Number	Address/Location	Resource Name	Past Use	Current Use	Year Built	Outbuildings Structures Etc.	Contributing Resources	Non-contributing Resources	Architectural Style	Materials: Roof/Walls	Width (bays)	Depth (rooms)	Height (stories)
10004062	148 S Main St		single dwelling	single dwelling	c.1925	garage	2 buildings	0	Four Square	asphalt / brick	3	3	2 1/2
10004063	150 S Main St		single dwelling	single dwelling	c.1925	garage	2 buildings	0	Four Square	slate / brick	3	3	2 1/2
10004064	S Main St (vacant)												
10004065	152 S Main St		single dwelling	single dwelling	c.1920	garage	2 buildings	0	Bungalow / Craftsman	asphalt / wood	4	2	1
10004065-001	154 S. Main St		duplex	duplex	c.1985		0	1 building	Colonial Revival	asphalt / vinyl	6	2	2
10004066	160 S Main St		single dwelling	single dwelling	c.1850	garage	2 buildings	0	Federal	asphalt / stucco	3	2	2
10004066-004	158 S Main St		single dwelling	single dwelling	c.1976		0	1 building	Colonial Revival	asphalt / aluminum, brick	4	2	2
10004066-005	156 S Main St (other half of 158 S Main St)												
10004070	105 N Main St	Jonas D. Mayer Store	general store	hardware store	c.1860	carriage house	2 buildings	0	Federal	asphalt / brick	6	5	3

# Dublin Borough Historic District

## Historic Resources Inventory Form

Tax Parcel Number	Address/Location	Resource Name	Past Use	Current Use	Year Built	Outbuildings Structures Etc.	Contributing Resources	Non-contributing Resources	Architectural Style	Materials: Roof/Walls	Width (bays)	Depth (rooms)	Height (stories)
10004070-001	Main St (vacant)												
10004071	113 N Main St		single dwelling	single dwelling	c.1925	garage	2 buildings	0	Four Square	asphalt / brick	3	3	2 1/2
10004072	115 N Main St		single dwelling	single dwelling	c.1875		1 building	0	Gothic Revival	asphalt / brick	3	2	2 1/2
10004073	117 N Main St		single dwelling	single dwelling	c.1860		1 building	0	Federal	asphalt / vinyl	3	2	2
10004074	119 N Main St		single dwelling	single dwelling	c.1860	shed	2 buildings	0	Federal	asphalt / aluminum	3	1	2 1/2
10004075	116 - 118 Elephant Rd		single dwelling	single dwelling	c.1880	barn	2 buildings	0	Gothic Revival	slate / brick	5	2	2 1/2
10004076	114 Elephant Rd		single dwelling	single dwelling	c.1890	garage, shop	3 buildings	0	Gothic Revival	asphalt / wood	3	5	2 1/2
10004081	101 Deep Run Rd		single dwelling	single dwelling	c. 1865		1 building	0	Gothic Revival	slate / stucco	3	2	2
10004082	119 Elephant Rd	North Side School	school	single dwelling	c.1880	carriage house	2 buildings	0	Colonial Revival	asphalt / stucco	3	3	1 1/2

# Dublin Borough Historic District

## Historic Resources Inventory Form

Tax Parcel Number	Address/Location	Resource Name	Past Use	Current Use	Year Built	Outbuildings Structures Etc.	Contributing Resources	Non-contributing Resources	Architectural Style	Materials: Roof/Walls	Width (bays)	Depth (rooms)	Height (stories)
10004083	115 Elephant Rd		single dwelling	single dwelling	c.1910	garage	2 buildings	0	Bungalow / Craftsman	asphalt / wood	2	4	1
10004083-001	117 Elephant Rd		single dwelling	single dwelling	c.1985		0	1 building	Colonial Revival	asphalt / stone, vinyl	4	3	1
10004085	107 Elephant Rd (vacant)												
10004086	113 Elephant Rd		single dwelling	single dwelling	c.1925		1 building	0	Four Square	asphalt / asbestos	3	3	2 1/2
10004087	111 Elephant Rd		single dwelling	single dwelling	c.1945	garage	2 buildings	0	Bungalow / Craftsman	slate / brick	3	2	1 1/2
10004088	101 S Main St	Reuben Stever Hotel / Dublin Inn	Hotel	Tavern	c.1790	shed	2 buildings	0	Federal	asphalt / stucco	3	2	3
10004089	105 S Main St	Grates & Grills	business auto showroom?	business	c.1925	c.1985 garage, shed, outbldg	3 buildings	1 building	Art Deco	asphalt / vinyl, brick	6	3	2 1/2
10004089-001	107 Elephant Rd		single dwelling	single dwelling	c.1920		1 building	0	Colonial Revival	asphalt / vinyl	4	2	1
10004090	109 S Main St	Dublin Fast Tag	business	business	c.1880		1 building	0	Colonial Revival	asphalt / asbestos	4	6	2 1/2

# Dublin Borough Historic District

## Historic Resources Inventory Form

Tax Parcel Number	Address/Location	Resource Name	Past Use	Current Use	Year Built	Outbuildings Structures Etc.	Contributing Resources	Non-contributing Resources	Architectural Style	Materials: Roof/Walls	Width (bays)	Depth (rooms)	Height (stories)
10004091	113 S. Main St		single dwelling	single dwelling	c. 1850	carriage house	2 buildings	0	Federal	asphalt / brick	4	2	2
10004092-080	Village Green Ln (vacant)												
10004092-081	Village Green Ln (vacant)												
10004093	119 S Main St		single dwelling	single dwelling	c. 1870	carriage house	2 buildings	0	Gothic Revival	slate / vinyl	5	2	2 1/2
10004094	123 S Main St		single dwelling	single dwelling	c. 1915	garage	2 buildings	0	Bungalow / Craftsman	asphalt / wood	3	2	1 1/2
10004095	125 S Main St		single dwelling	single dwelling	c. 1860		1 building	0	Federal	asphalt / aluminum	2	2	2
10004095	127 S Main St		single dwelling	single dwelling	c. 1860	carriage house	2 buildings	0	Federal	asphalt / aluminum	3	2	2
10004096	129 S Main St		single dwelling	single dwelling	c. 1850		1 building	0	Federal	asphalt / brick	3	2	2
10004097	131 S Main St		single dwelling	single dwelling	c. 1870	carriage house	2 buildings	0	Federal	asphalt / aluminum	2	2	2 1/2

# Dublin Borough Historic District

## Historic Resources Inventory Form

Tax Parcel Number	Address/Location	Resource Name	Past Use	Current Use	Year Built	Outbuildings Structures Etc.	Contributing Resources	Non-contributing Resources	Architectural Style	Materials: Roof/Walls	Width (bays)	Depth (rooms)	Height (stories)
10004098	139 S Main St		single dwelling	single dwelling	c.1870	c.1990 garage	1 building	1 building	Federal	slate / aluminum	2	2	2 1/2
10004099	135 S Main St		single dwelling	single dwelling	c. 1840	carriage house	2 buildings	0	Federal	asphalt / slate	3	2	2
10004100	135 S Main St (rear)	St. Lukes Cemetery	cemetery	cemetery	c.1980		0	1 site					
10004101	137 S Main St		single dwelling	single dwelling	c.1850	carriage house	2 buildings	0	Federal	slate / brick	3	2	2
10004102	141 S Main St	St. Lukes United Church of Christ	church	church	c.1891	shed	2 buildings	0	Queen Anne	slate / slate, brick, stone	6	4	3 1/2
10004102-001	141 S Main St	St. Lukes Cemetery	cemetery	cemetery	c.1862		1 site	0					
10004102-002	147 S Main St		single dwelling	single dwelling	c.1925	garage	2 buildings	0	Four Square	slate / brick	3	3	2 1/2
10004103	151 S Main St		single dwelling	single dwelling	c.1810		1 building	0	Georgian	asphalt / aluminum	3	1	2
10004118.001	159 S Main St		single dwelling	single dwelling	c.1915	garage	2 buildings	0	Colonial Revival	asphalt / stone	9	2	2 1/2

# Dublin Borough Historic District

## Historic Resources Inventory Form

Tax Parcel Number	Address/Location	Resource Name	Past Use	Current Use	Year Built	Outbuildings Structures Etc.	Contributing Resources	Non-contributing Resources	Architectural Style	Materials: Roof/Walls	Width (bays)	Depth (rooms)	Height (stories)
10004119	153 S Main St		single dwelling	single dwelling	c.1920	c.1980 garage	1 building	1 building	Bungalow / Craftsman	asphalt / brick	3	2	1
10004120	155 S Main St		single dwelling	single dwelling	c.1940	garage	2 buildings	0	Bungalow / Craftsman	asphalt / aluminum	3	2	3
10004123	138 Maple Ave		single dwelling	single dwelling	c.1820		1 building	0	Federal	asphalt / brick, stone	3	2	3

Contributing Buildings 138  
 Contributing Structures 0  
 Contributing Sites 1

Non-Contributing Buildings 12  
 Non-Contributing Structures 0  
 Non-Contributing Sites 1

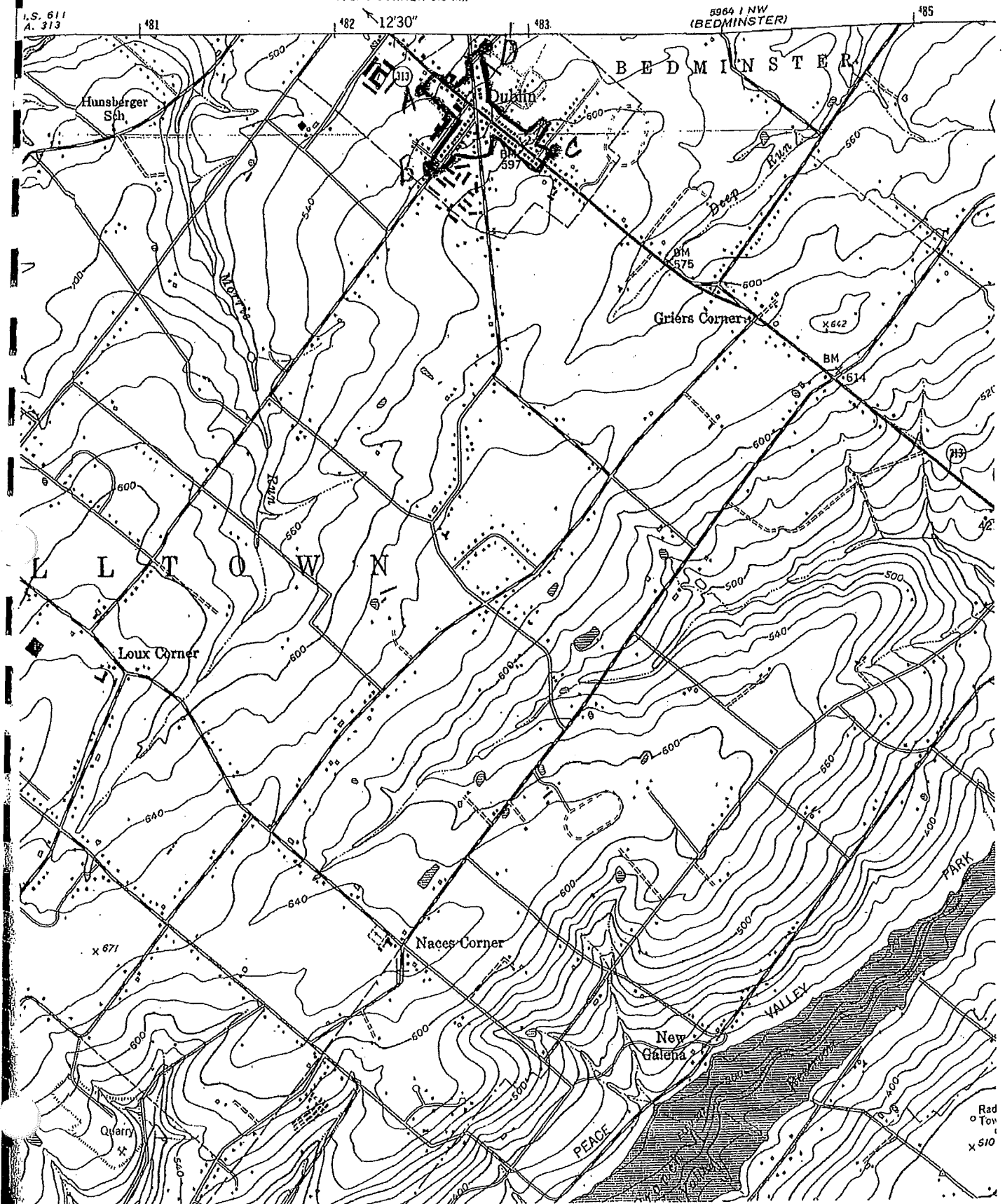
DUBLIN HISTORIC DISTRICT  
BUCKS COUNTY  
POYLES TOWN QUADRANGLE

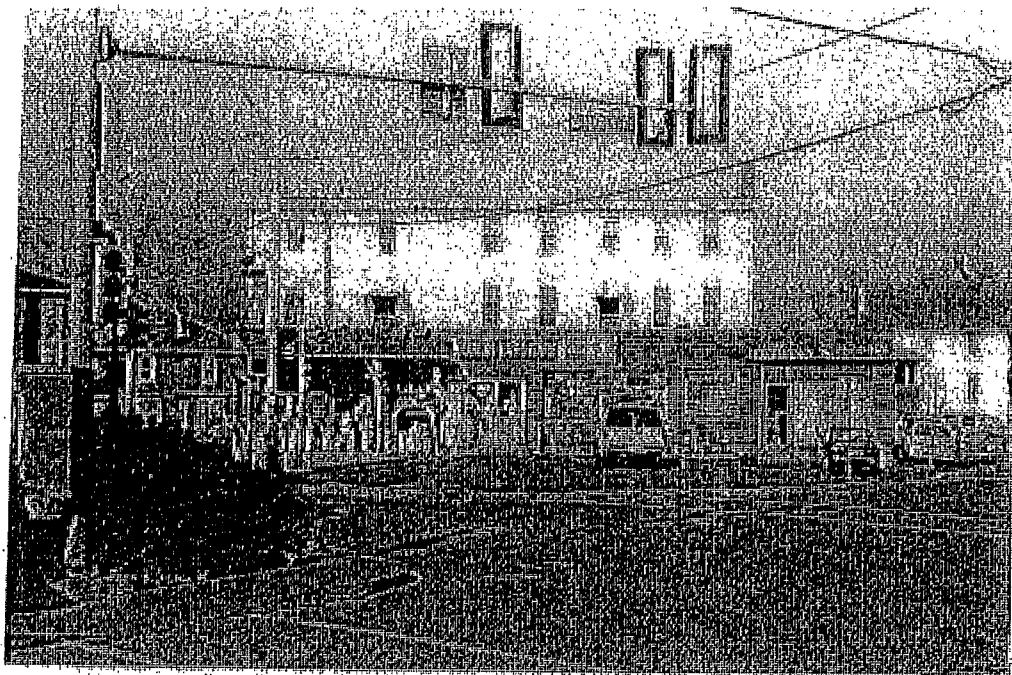
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KULPS CORNER 0.5 MI.

U.S. 611  
A. 313

5964 1 NW  
(BEDMINSTER)





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#3



#4



#5



#6



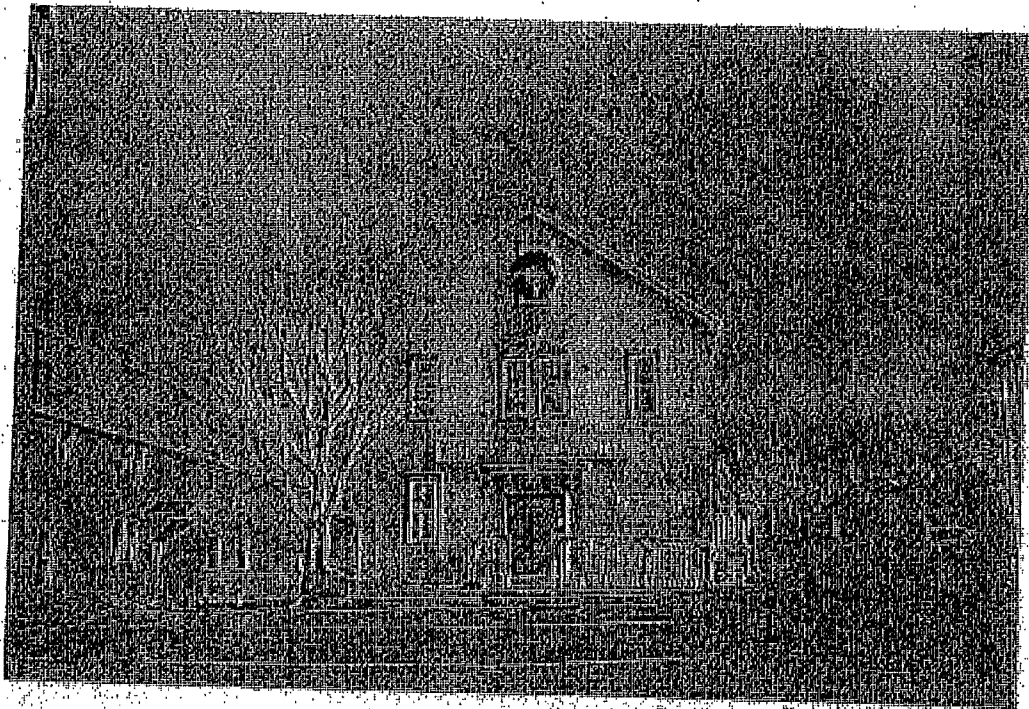
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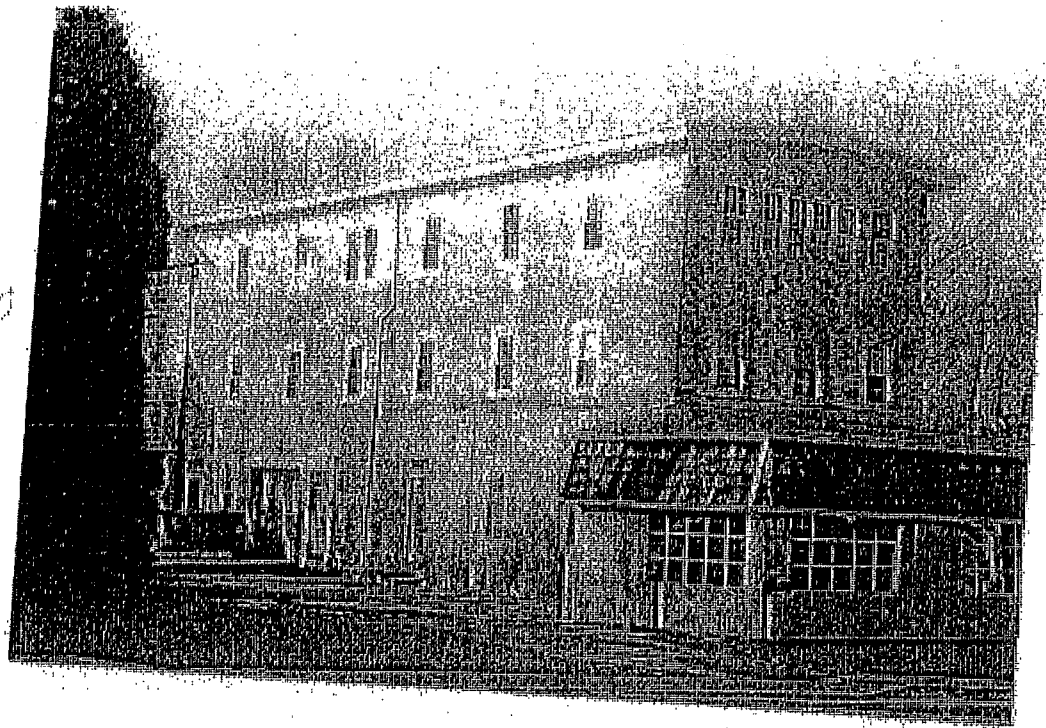
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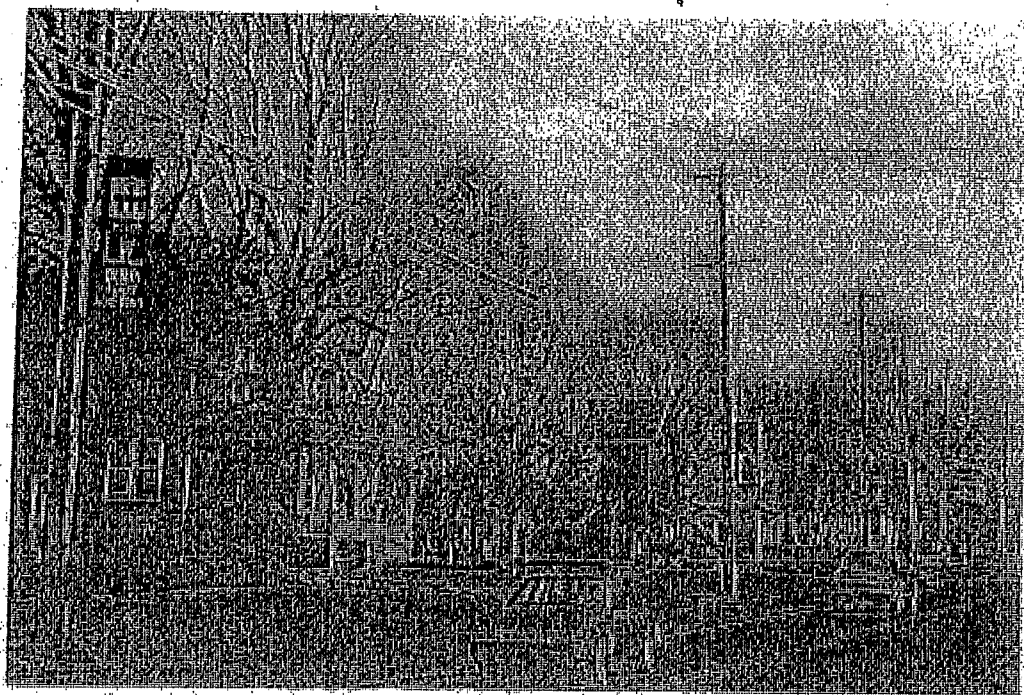
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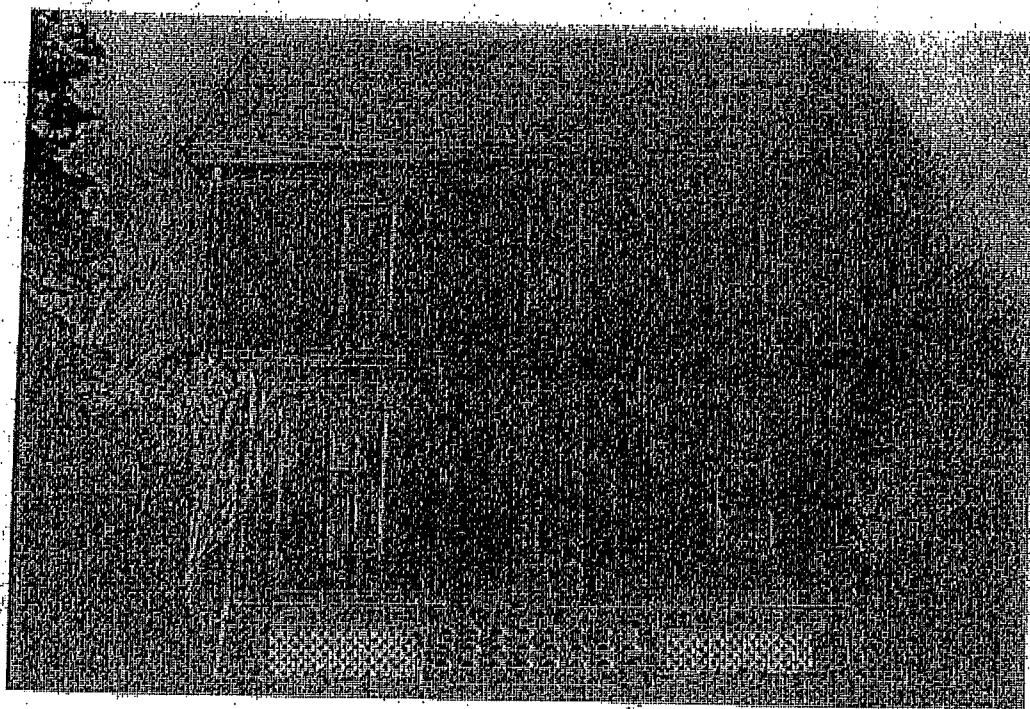




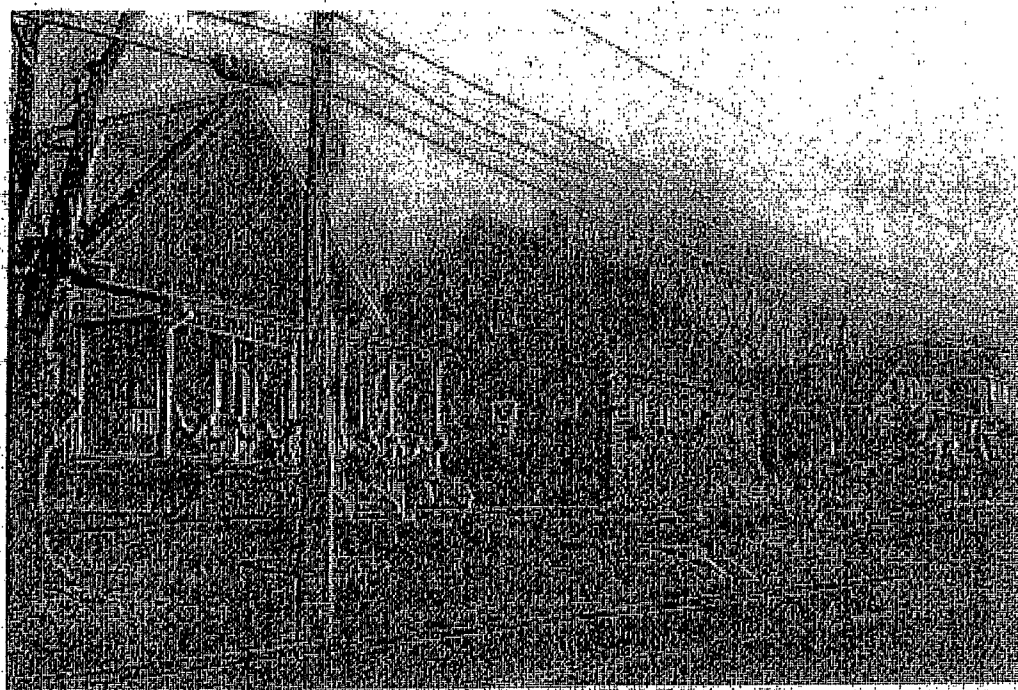
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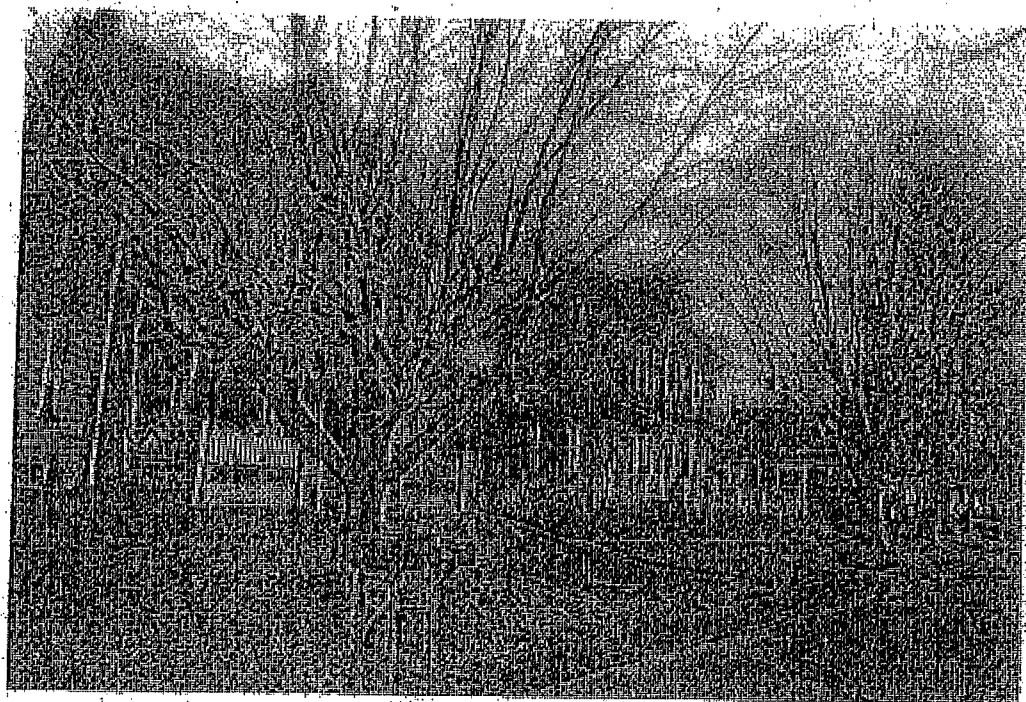


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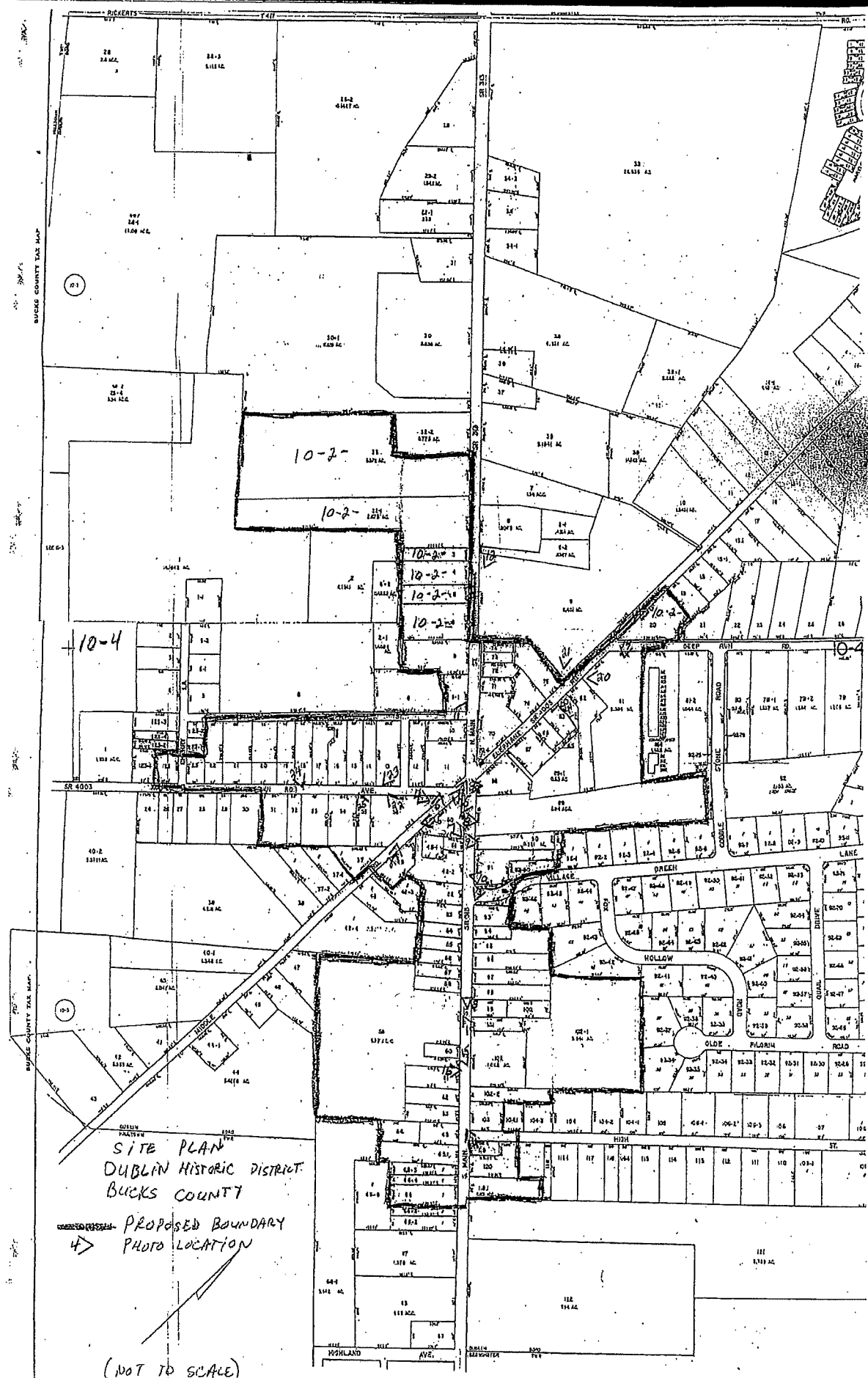
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#29









**RESOLUTION OF DUBLIN BOROUGH**

**BUCKS COUNTY, PENNSYLVANIA**

**RESOLUTION NO. 2014-03**

**WHEREAS**, the Pennsylvania Borough Code provides in relevant portion at Pa RCP section 53.301 that municipalities may adopt and amend a Comprehensive Plan; and

**WHEREAS**, pursuant to said authority, Dublin Borough duly adopted an amended version of its Comprehensive Plan on July 11, 2005; and

**WHEREAS**, pursuant to Pa RCP section 53.301 Dublin Borough desires to adopt an Amendment to its Comprehensive Plan, said amendment being entitled a "Revitalization and Visioning Plan" consisting of fifty-eight pages and incorporated herein by reference as Exhibit "A".

**WHEREAS**, the Borough has forwarded this proposed Amendment to the Bucks County Planning Commission for review; and

**WHEREAS**, the Borough has also held a public hearing so that interested individuals could comment upon the Amendment; and

**WHEREAS**, the Borough has also sent the proposed Amendment to contiguous municipalities and the Pennridge School District for comment.

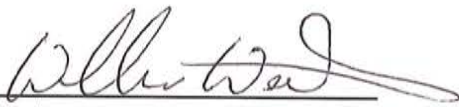
**NOW, THEREFORE**, be it resolved by Dublin Borough Council as follows;

1) The Borough's Comprehensive Plan is hereby amended to include that document attached hereto as Exhibit "A" and entitled "Revitalization and Visioning Plan".

2) Any provision of the Borough's existing Amended Comprehensive plan inconsistent with Exhibit "A" is hereby amended to be consistent with the Amendment adopted hereby.

**RESOLVED** this 27<sup>th</sup> day of January, 2014.

**DUBLIN BOROUGH**

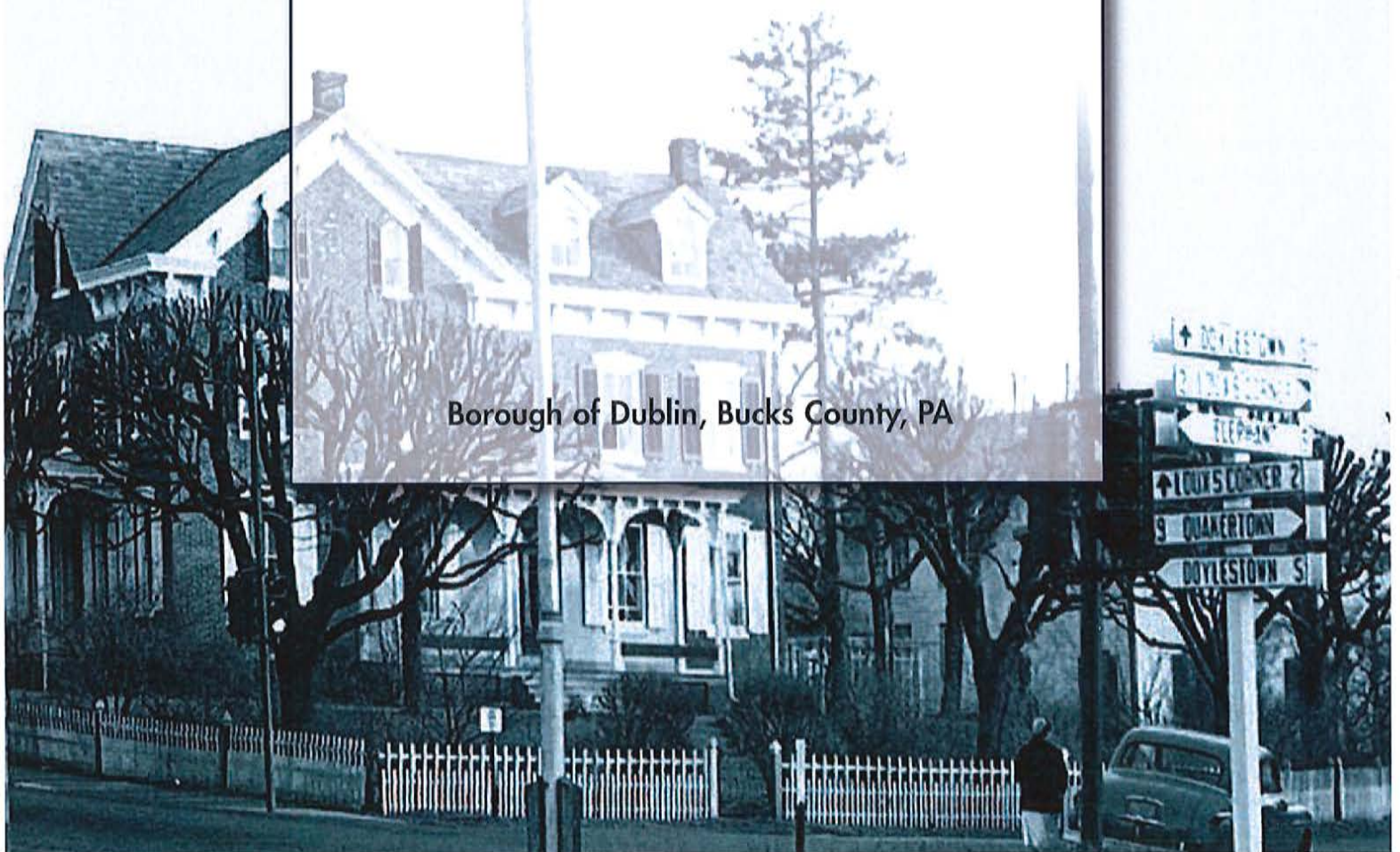
  
Attest:

  
Jeffrey Sharer, President

June 2013

# Revitalization and Visioning Plan for Dublin Borough

Borough of Dublin, Bucks County, PA





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June 2013

# **Revitalization and Visioning Plan for Dublin Borough**

Dublin Borough,  
Dublin, PA

Delaware Valley Regional Planning Commission (DVRPC)

*Prepared by*  
Carter van Dyke Associates  
Doylestown, PA

## Acknowledgments

### Revitalization & Visioning Plan Task Force

Chris Hayes, *Task Force Co-Chair, Borough Mayor*

Eugene Miller, *Task Force Co-Chair, Discover Dublin*

Lynn Bush, *Executive Director*

*Bucks County Planning Commission*

Scott Homel, *Partner, Pintzuk Brown Realty Group, Inc.*

Mark Horne, *Senior Vice-President, Critical & Support Services, Grand View Hospital*

Ann Kuznicki, *Dublin TEC Center*

Charles Lomax, *The Lomax Companies*

Dave Nyman, *President*

*Pennridge Chamber of Commerce*

Robert Pellegrino, *Dublin Planning Commission and Chair, Bucks County Planning Commission*

Jill Reeder, *Chief Financial & Operations Officer*  
*Pearl S. Buck International*

Nick Rosica, *President, Dublin Borough Council*

Loren Schultz, *Dublin TEC Center*

David A. Sebastian, *Senior Community Planner*  
*Bucks County Planning Commission*

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Bill Wert, *Dublin Borough Manager*

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### Lead contacts

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Eugene Miller, *Discover Dublin, Inc.*

### Lead agency contact

Bill Wert, *Dublin Borough Manager*

### Borough Council Members

Nicholas Rosica, *Council President*

Jeffrey Sharer, *Council Vice President*

Brent Smith, *Chairman Pro-Tem*

Shawn Harty, *Member*

John Munley, *Member*

Robert Pavlek, *Member*

Jamie Priester, *Member*

Christopher Hayes, *Mayor*

### Special thanks to

Allison Hastings, PP, AICP

*Manager, Office of Strategic Partnerships, Delaware Valley Regional Planning Commission (Grant Administrator)*

Pennsylvania Department of Transportation *(Grant Agency)*

Federal Highway Administration, Penna. *(Grant Source)*

Pearl S. Buck International *for the use of their facilities*

Dublin Business Community

Dublin Residents

## Funding

The project was funded by a *Transportation Community Development Initiative Grant* from the Delaware Valley Regional Planning Commission (80%) with additional funding provided by Discover Dublin, Inc. (15%) and Dublin Borough (5%).

The statements, findings, conclusions, recommendations and other data in this report are solely those of the authors and do not necessarily reflect the views of any of the funding agencies for this project.

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# Background



## **Brief history of planning efforts**

In 2011, the Borough of Dublin secured a Transportation and Community Development Initiative (TCDI) grant from the Delaware Valley Regional Planning Commission (DVRPC) to create a Revitalization and Visioning Plan. Matching funds were provided by *Discover Dublin*, a nonprofit organization, whose membership includes many borough businesses, and by Dublin Borough.

The Borough issued a request for proposals from Professional Planning Consultants to prepare a Revitalization & Visioning Plan for Dublin Borough in May 2012. The purpose of this Revitalization & Visioning Plan (RVP) was to develop planning tools and marketing materials that all stakeholders in the Borough can reference to help guide future business and community development, significantly assisting efforts to entice businesses to remain in Dublin as well as attract new businesses to relocate to Dublin. It should also encourage the residents of the Borough to utilize those businesses in their backyards, and reinforce that Dublin Borough is a great place to live, work, play, and visit.

## Current planning documents

Dublin currently has the following Borough-specific planning documents:

- A 2005 Comprehensive Plan Update, prepared by Boucher & James.
- An April 2010 Open Space Plan, prepared by Boucher & James.
- A Subdivision and Land Development Ordinance, updated on May 24, 2004.
- A Zoning and Map Ordinance, updated on November 26, 2007.
- A Regional Act 537 Sewage Plan.

## Study area

While the vision plan study looked at the entire area of the Borough, it focused primarily on those properties that surround Route 313, which functions as the main transportation corridor and core of the Borough's business district. Currently, the business district has an approximate occupancy rate of 80%.

Dublin has two primary zoning districts designed to accommodate commercial and business opportunities; with a few exceptions, the Borough's vacant or underutilized parcels are located within these zones. These will be discussed more completely below.

## Stakeholders

There are a number of partners who played an active role in the development of a vision plan for Dublin and who can contribute to the success of this program, including:

- the residents of Dublin Borough
- Borough Council
- Dublin Borough Planning Commission
- Discover Dublin, Inc.
- Borough staff
- Bucks County Planning Commission (BCPC)
- Delaware Valley Planning Commission (DVRPC)
- Pennsylvania Department of Transportation (PennDOT)

## Task Force

A comprehensive public participation process was undertaken for this project in order to engage interested parties and stakeholders. The meetings involved ongoing meetings with a task force, was comprised of members of Borough Council and Borough administration, Discover Dublin, Inc., major property owners and members of the real estate and development community (including the Dublin Shopping Center, and representatives of BCPC, DVRPC, Pearl Buck International, Grand View Hospital, the Dublin TEC Center, and the Pennridge Chamber of Commerce.

*Cities where small, locally owned businesses account for a relatively large share of the economy have stronger social networks, more engaged citizens, and better success solving problems, according to several recently published studies.*

Source: Institute for Local Self-Reliance  
<http://www.ilsr.org/locally-owned-businesses-communities-thrive-survive-climate-change/#more-29>  
804



## Public involvement Meetings



### Please join us!

Public Meeting #1 to discuss the  
Dublin Borough Revitalization  
and Visioning Plan

December 13, 2012 • 7:30 pm



Pearl S. Buck Estate  
Barn  
520 Dublin Road  
Perkasie Pa 18944

### Most frequent comments from Public Meeting 1

What is most important to you about  
the Borough?

- Historical qualities, history is a draw
- Safety of community
- "Mayberry"—you know everyone here, and you can shop here
- Great police department—it serves the community
- Older buildings, mom-and-pop shops
- Being able to shop and do errands
- Kids in the street: the next generation; great for kids
- Local government is easy to work with

What are your biggest concerns?

- Street lights on Rt. 313; cobra lights there now
- Main Street should look nicer
- Fixing up buildings in town
- Trees on Main Street; slow traffic
- Restoration of historic facades
- Slow down the traffic; traffic in general
- Signage is very noticeable; needs better quality, more prominence

### Task Force Meetings

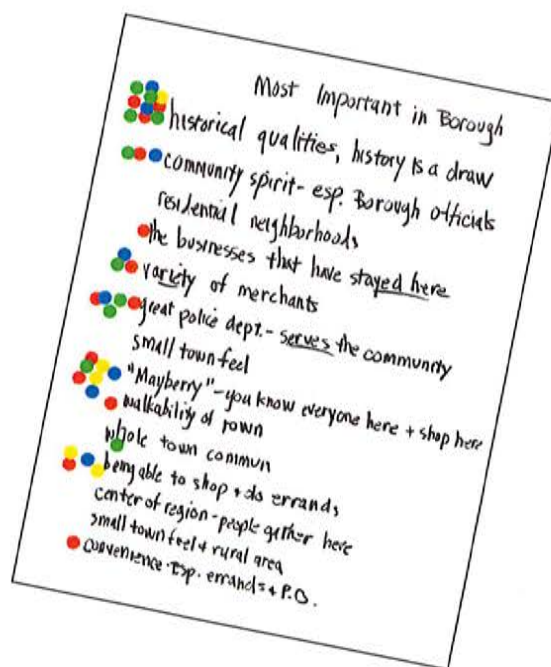
The initial meeting was undertaken to review the overall scope of the project, review information that was available for the project, and discuss current activities that would have an impact upon the planning process. Subsequent meetings reviewed and commented on consultant findings, and guided the direction of further consultant assessment and planning efforts.

### Public Meeting 1

The purpose of the two public meetings that were held in conjunction with the development of the vision plan was to explore current conditions in the Borough, present the concepts determined in conjunction with the Task Force, and listen to what residents and business owners had to say about their vision for the future of Dublin.

A public meeting was held in the Barn at the Pearl Buck Estate on December 13, 2012 to discuss the finding of the assessment phase of the study and elicit public reaction. Approximately 35 people attended this session. After the assessment was presented by the consultant team, audience members were asked what were their favorites things about living or working in the Borough, and what were their major concerns; comments were written down. The audience could then vote on which like and concerns were most important to them by placing colored dots on the comment sheets. A listing of all responses is located in the Appendix.

The most frequently mentioned "likes" about the Borough were its historic character, safety, small town feel, the friendliness and convenience of local merchants. The greatest concerns of audience members were street lighting, heavy traffic, and the need to "spruce up" Main Street with trees and building renovation/restoration.





**Most frequent comments  
from Public Meeting 2**

**What do you like most about the  
Vision Plan presented tonight?**

- Preserves the past while embracing the future; cares about local businesses
- Inclusiveness of all the “players” in the vision
- Lower speed limits, traffic calming
- More lighting
- Safer and more walkable, especially crossing Rt 313
- Cohesiveness and sense of space
- Crosswalks and trees

**What are your concerns about the  
Vision Plan?**

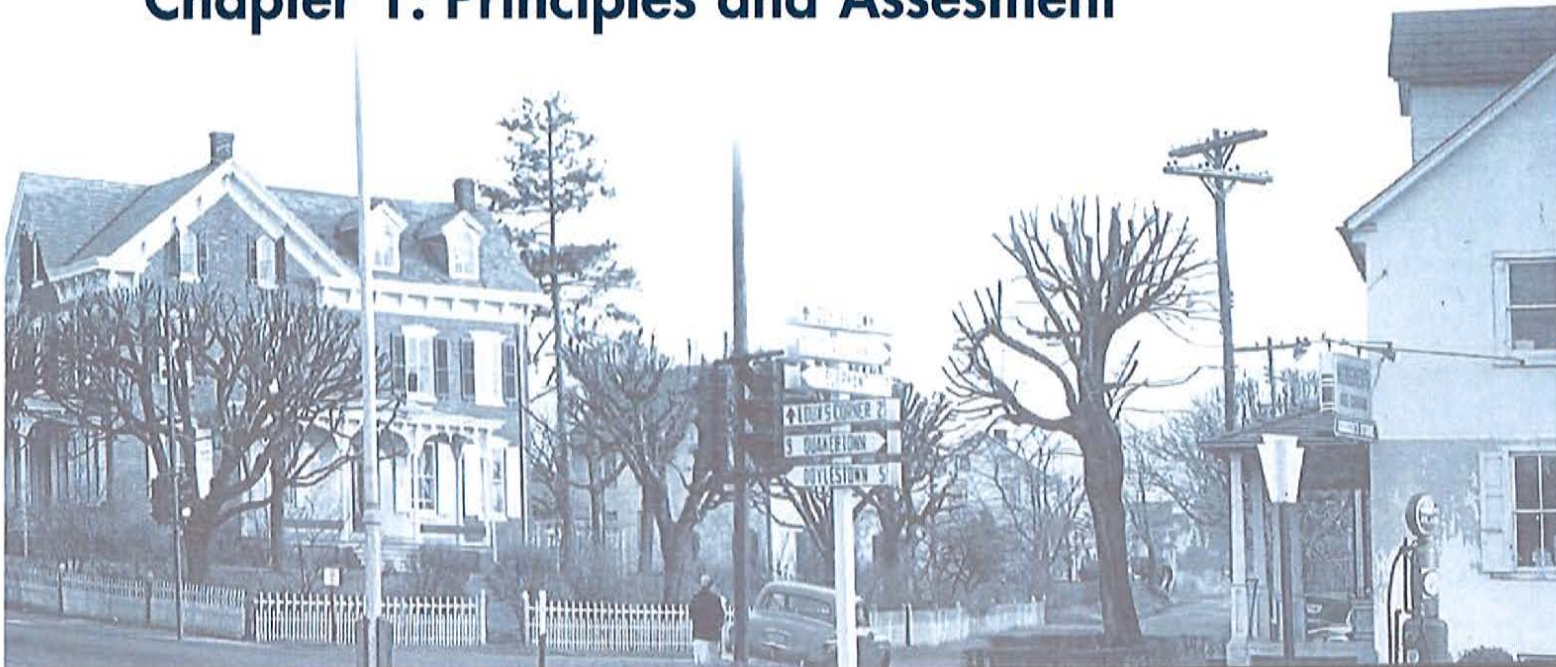
- Hidden costs with new development: hard costs like services & infrastructure
- Will changing road widths cause a loss of historic integrity?
- What aspects of the plan can be implemented early on?
- Where is the funding coming from?
- Biggest problem in the Borough is at Elephant & Maple
- Competition of objectives between through-travelers and residents
- What is the time frame to implement project: some properties along the corridor are for sale now

## Public Meeting 2

The public meeting was held on April 11, 2013 with approximately 40 people in attendance. The purpose of the second public meeting was to present the vision plan recommendations. At this session the concepts for the four character areas were presented with examples of the new improvements.

After the recommendations were presented audience members were asked for their reaction to the plan recommendations. The overall reaction was very favorable to the concepts of the plan recommendations. It was felt that the plan embraces the unique character that makes Dublin Borough a great place to live, while providing a strategy for its sustainable growth and enhancement. Most of the concerns centered around the funding, time table, and the impact upon the widening of Main Street to accommodate a center turning lane.

# Chapter 1: Principles and Assessment



## Starting the process

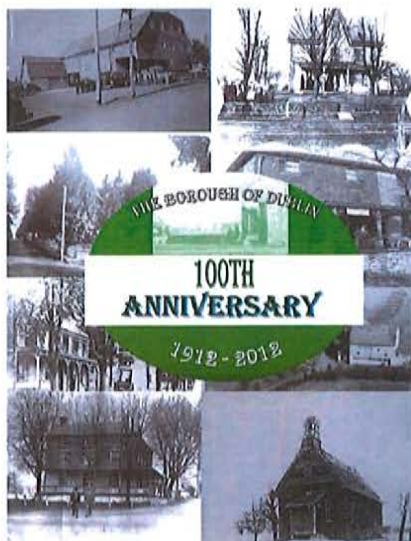
In developing a community vision plan we must keep two critical elements in mind:

- The establishment of new policies to support the vision
- Developing design standards that are based upon these policies

With over 138 historic buildings and a historic street pattern, Dublin has the assets that create the fabric of a walkable community. The historic buildings frame the center crossroads intersection at Main Street (PA Route 313) and Elephant Road and define Dublin's historic small town character. Indeed, its buildings and crossroads distinguish Dublin from other outlying regional suburban towns and begin to define a unique brand and ambiance that can be capitalized upon.

This vision plan for Dublin Borough presents an opportunity for the borough to enhance its walkability, protect its resources, and greatly increase property values, improve citizens' quality of life, and become a safer place for people of all ages. The timing is right—Dublin has just proudly celebrated its centennial. At present, however, the community is threatened with becoming just like Anytown USA, with strip centers and “air-dropped” chain stores surrounded with parking or big-box pharmacies that have more to do with Route 313 than with Dublin itself.

The purpose of this report is to show how Dublin can create a more vibrant, resilient and successful community by capitalizing on its assets. Creating such a community is not easy, because it can be easy to succumb to typical development patterns and lose what makes Dublin special, but it should be remembered that there is nothing as important in determining a community's image and identity as its appearance from the street. This report presents some planning ideas that stand in contrast to the conventional highway-oriented development that has destroyed so many of our communities. At first, these ideas may seem radical, because they are so





A recent open letter from a Michigan CEO offers a clear explanation of why protection of resources helps contribute to a healthy and sustainable local economy.

"We have a patent law firm in Troy [...] Today, we have 40 highly-paid employees and much of our work now comes from out of state. [...] "We'd like to stay in Michigan, but we have a problem. It's not taxes or regulations. There's lots of talk about these issues but they have no impact on our business. We spend more on copiers and toner than we do on state taxes.

"Our problem is access to talent. [...] Most qualified candidates live out of state and simply will not move here, even though they are willing to relocate to other cities. Our recruiters are very blunt. They say it is almost impossible to recruit to Michigan without paying big premiums above competitive salaries on the coasts. [...]

"There's a simple reason why many people don't want to live here: it's an unpleasant place because most of it is visually unattractive and because it is lacking in quality living options other than tract suburbia. Some might call this poor "quality of life." A better term might be poor "quality of place." [...]

"The fundamental problem it seems to me is that our region has gone berserk on suburbia at the expense of having any type of nearby open space or viable urban communities, which are the two primary spatial assets that attract and retain the best human capital."

From: Andrew Basile, Jr  
Young Basile Hanlon & MacFarlane, P.C.  
228 Hamilton Avenue, Suite 300  
Palo Alto, California 94301  
Offices also in Troy and Ann Arbor Michigan  
Posted: July 30, 2010 12:16 PM

Source:  
<http://rustwire.com/2011/03/11/michigan-business-owner-soul-crushing-sprawl-driving-us-a-way/>

different from the "suburban-sprawl" mentality that has embraced the region. One may not initially agree with some of the assessments of development in the Borough and possible courses of action, but they are intended to be thought-provoking. And, consider the adjacent blog posted by a Michigan attorney; it is one of the best summaries of why it's important to fight for a community you love.

## Current trends affecting the community

Consider these trends:

- The share of automobile miles by Americans in their mid-twenties has dropped from 20.8 to 13.7 percent. And the number of nineteen-year-olds who have opted out of gaining their drivers license has tripled from eight to 23 percent.
- Studies have shown that increasing a community's "walk score" from 54 to 71 can increase the average house price from \$280,000 to \$314,000.
- Studies for the National Association of Realtors by the market research firm Belden, Russonello & Stewart have shown that nearly 50% of American adults prefer to live in a neighborhood with a mix of houses, shops and businesses. Only one in ten say that they would prefer to be in a residential neighborhood only. More than half of those surveyed selected an option where houses were smaller, closer together, and where it was easy to walk to schools, stores, restaurants, and playgrounds.
- A working family with an income of \$50,000 pays more for transportation than they do for housing.
- Despite spending one dollar out of six for healthcare here in the United States, fully one-third of American children born after 2000 will become diabetics. This is due partly to diet, but equally due to planning since people are less inclined to be walking. Communities where people can walk are three times more likely to achieve their CDC-recommended thirty minutes of daily exercise.
- A recent study in San Diego reported that 60 percent of residents in a "low-walkable" neighborhood were overweight, whereas only 35 percent of residents in a "walkable" community were overweight.
- Nearly a third of all car trips taken in this country are a mile or less in length—the equivalent of, at most, a 20-minute walk. Moving those trips out of cars and onto sidewalks would solve many of our transportation conundrums and add to community health.
- Pedestrians and bicyclists can actually spend more money per month in shops than drivers (they do spend less per visit, but visit more frequently).

So, what's the conclusion? Car-oriented suburban-style design is expensive, not healthy, and may not necessarily satisfy many people's wishes, including young adults. Fortunately, Dublin Borough is in an excellent position to offer an alternative and to present some viable and economically-responsible solutions to offset these trends.

## Guiding principles

This report cites a number of resources that have relevance for Dublin. To start, we have used much of the framework established in Jeff Speck's "Ten Steps of Walkability" in his book, *Walkable City*, because walkability is the core of what makes a community and defines a neighborhood. When a community addresses this problem, it is well on the way to providing the elements that will help to ensure economic success and a higher quality of life that will attract new business and new residents.

## Assessment A mix of uses—Dublin's character areas

### *Current land use*

Towns developed to bring people together. The better they achieve this, the more they can thrive. Dublin's Main Street retains a mixture of retail, institutional, office, and residential uses. Most commercial and office land uses in the Borough consist of small-scale retail and service establishments that are primarily located along North Main Street. The largest commercial use, a Shop-n-Bag grocery store, is currently the only conventional anchor. The Pennsylvania Department of Transportation center where people get their photo for their driver's license brings in regional traffic. South Main Street is dominated by residential uses with some infill of institutional, commercial and manufacturing uses.

Institutional uses within the Borough include St. Luke's United Church of Christ, Dublin Volunteer Fire Company, U.S. Post Office, Dublin Borough Hall and Police Station, and the Pennsylvania State Police Barracks.



The primary land use within the Borough is residential. The Main Street corridor is surrounded by residential neighborhoods that are all within easy walking distance of the corridor. There are also residential neighborhoods just outside of the Borough, which are within easy walking distance of the central core of the Borough.

There are currently three vacant parcels within the Borough. The question of what to do with these three parcels was an initial stimulus for this study. One is located along Elephant Road in a primarily residential area, which is best suited for residential infill development and two parcels that are ripe for commercial development. A second is on North Main Street across the street from the Dublin Village Plaza. The third, at Rickert Road and North Main Street, is also known as the Moyer Farm. A primary goal for this study is to determine a vision for these vacant properties in a manner that will best benefit the community and maximize their development potential in today's market place.

### *Comprehensive Plan road*

The Comprehensive Plan of 2005 discusses the need for a local access road (also known as the "Local Relief Road") behind any potential development on the Moyer Tract, connecting Rickert Road with the intersection of Deep Run Road and Elephant Road, that could permit traffic in a north and southbound direction, and connect with local residential streets to lessen local traffic on Main Street. Bedminster Township is also considering such a road north of the Rickerts Road and North Main Street area.





### What about density?

In the *Comprehensive Plan* of 2005 a concern was raised about whether more housing would place an unnecessary strain on the Borough's ability to provide the essential services and burden the transportation network even more if the new housing is single-family residential, because this use can cost more for the municipality to service than the homes pay in taxes. However, residential development at sufficient densities actually provides an excellent positive cash flow to the community. In addition, with a small population, Dublin desperately needs the density to support much more non-residential development. Tax ratables are further increased when the higher density residential is located above non-residential uses in mixed-use areas. FHA now allows developers to finance buildings that are 50% non-residential.

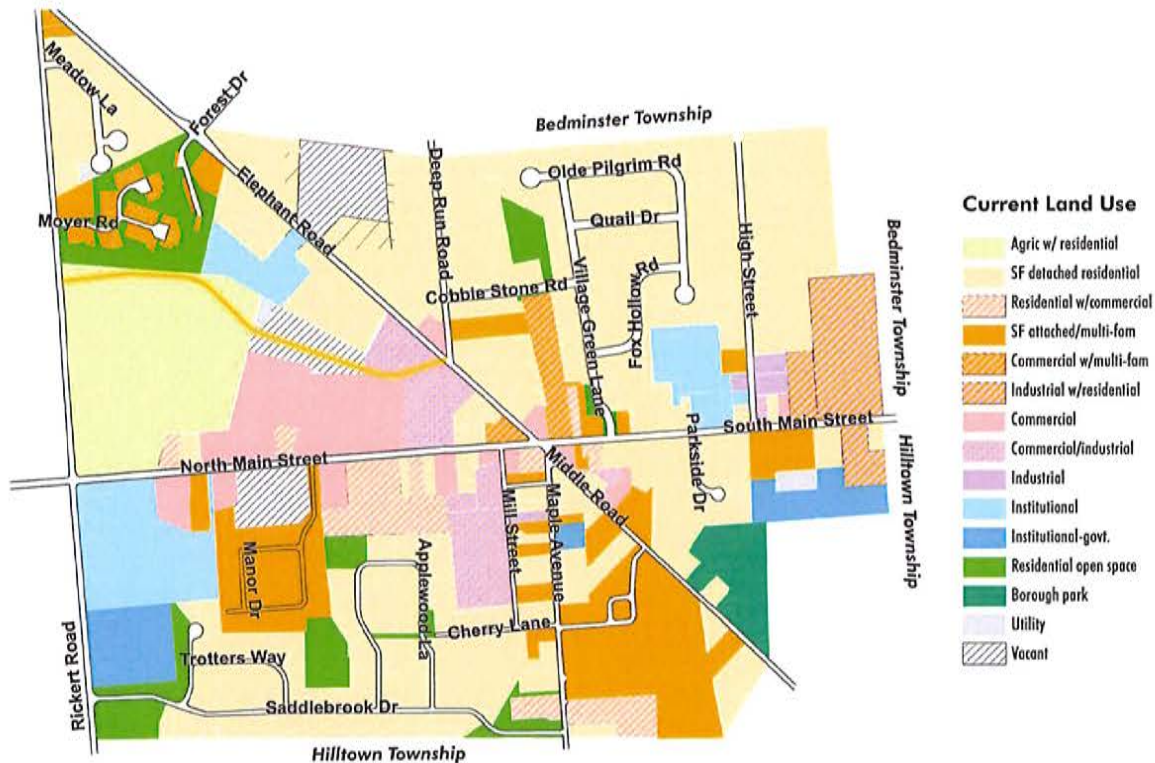


Lantern Hill (with a mix of housing types) and surrounding neighborhood in Doylestown

Density is not a dirty word when it comes to creating a livable town center. For example, Lantern Hill, a mixed-use development in Doylestown Borough, has a density of 10.5 DU/ac, but this is not apparent because there is a mix of single-family detached homes, twins, town homes, and manor homes. (Manor homes are composed of six units but look like a large single-family detached home.) Also, density does not necessarily increase traffic congestion—if this were true, then it would be logical that sprawl *decreases* congestion—because people have the ability to make short trips by walking or bicycling rather than using their cars or by avoiding major roads. While there is still the question about increases in local traffic congestion simply due to the concentration of activity, research suggests, however, that compact mixed-use areas are able to manage their traffic more effectively largely because of their connected streets and “redundancy” of road choices.

Dublin has only 2,158 residents as of the 2010 US census. It needs additional population to better support the town center and to become a more viable financially to support needed services. It is important to remember that by allowing for more intensive development within a village or town center gives a municipality one of the best ways to achieve the greatest ratables. Allowing for mixed-use development with higher residential density can also enhance a walkable center and provide the following benefits:

- Higher densities create a more walkable streetscape because more destinations are closer to each other and provide the critical mass needed to support retail and offices
- Mixed-use allows for shared parking (more on this later)
- Mixed-use development is needed to create the scale and continuous streetscape that makes a downtown truly work for pedestrians. (more on this later)
- Mixed-use higher density development that is concentrated encourages walkability and does not contribute to congestion.



Source: Dublin Borough Comprehensive Plan (2005)



## Dublin's Character Areas

After assessing the existing attributes in the Borough, four character areas were identified, each defined by such factors as street width, presence of sidewalks, historic structures, land uses, and opportunities for new development or redevelopment. Each area lends itself to different road and streetscape treatment, and each presents different possibilities.

### Historic Character Area

The neighborhoods on South Main Street east of Elephant Road are for the most part built-out with historic single-family detached residences that are mainly located close to the road, reflecting typical historic development patterns. Currently the area along South Main Street is zoned Town

Center, which allows for a mix of residential and non-residential uses, home occupations, and existing non-conforming uses

For a commercial center to be viable it should be concentrated and no longer than a few blocks. For this reason, the community should consider retaining and enhancing the historic residential character of South Main Street, and concentrate the commercial center to a portion of North Main Street. This will also serve to retain and increase the value of the residential properties so that they would not have the conflict of non-compatible more intensive adjacent uses. The few existing non-residential uses add character to the neighborhood and should remain.

### Town Center Character Area

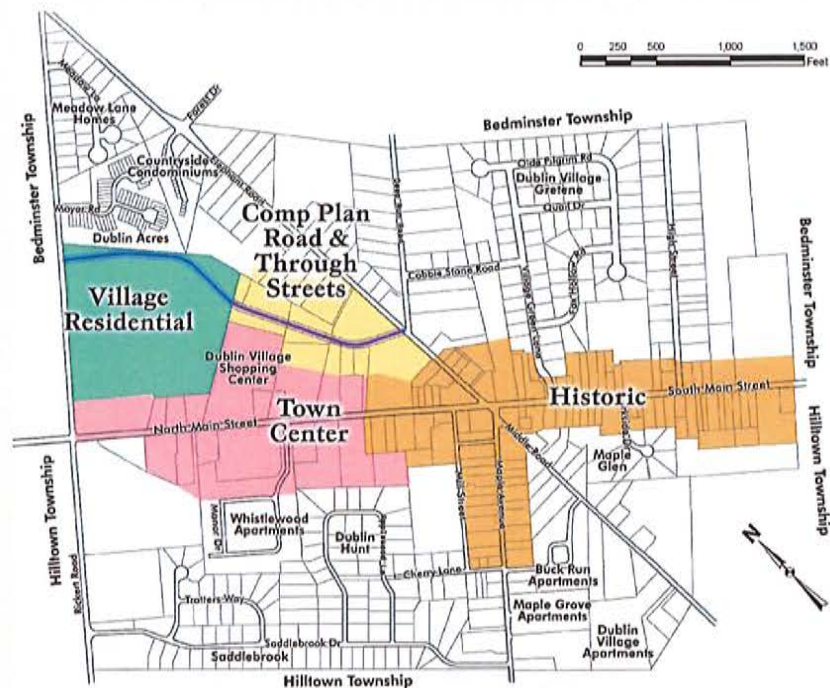
The best location for new mixed-use infill development is between Elephant Road and Rickert Road along the Main Street corridor, more specifically, in the vicinity of the existing shopping center. These vacant and/or underutilized parcels are ideally suited for non-residential uses on the first floor and residences and offices above. The Town Center area is characterized by commercial and offices located mainly on the 1st floor, with some office and residential on 2nd & 3rd floors. The area has multiple driveway curb cuts and pedestrian mobility can be difficult.

### Village Residential Character Area

A Village Residential area is proposed for the Moyer Tract. The tract, now considered vacant or underutilized, would be serviced by the Comprehensive Plan road and has sufficient space for a small common or park area in addition to providing a variety of residential housing types.

### Comprehensive Plan Road Character Area

A number of underutilized parcels surround the proposed Comprehensive Plan road, linking the Moyer tract to Elephant Road.



Finally, determining the right mix of uses is beyond the scope of this study. (We recommend that an additional market study be undertaken to define the best uses and intensity of uses.) However, it should not be overlooked that Dublin is the gateway to Pearl S. Buck International, which is a regional tourist destination with over 20,000 visitors a year. This is an excellent opportunity for Dublin to market itself as a tourist stop with restaurants and services that are inviting to the visiting public. To successfully achieve this will also require authentically preserving the icons and buildings that had a close connection with Pearl S. Buck, when she lived within the area, so that viewing these buildings within the community will be part of the tourist experience.

### Putting cars in their place when Main Street is a highway

A recent DVRPC traffic count in September, 2011 showed that Main Street (SR 313) in Dublin carries 20,279 vehicles per day. When compared to Main Street in Doylestown Borough, which has only 7,900 daily vehicle trips, it shows that this Dublin's two-lane road is efficient at accommodating through-traffic. Although the traffic speed going through town can be very slow, due mostly to the three signalized intersections, this does not impair the number of trips along Main Street. Further, these trips going through the center of town are an excellent opportunity for the right type of economic development. All these vehicles bring people who can use the retail and services within the Borough. Capturing this opportunity is part of the formula for success.

*"When we have something that looks like a highway, people will drive like it's a highway. We are legally allowed to walk across that street, so we should be able to get across that street."*

Council member Rodney Willshire,  
Troy, New York

<http://www.smartgrowthamerica.org/2013/04/17/the-best-policies-of-2012-and-a-bold-step-forward-in-chicago-complete-streets-news-april-2013/>

When a regional highway is also a main street, there is often a major conflict between highway engineers and the community. Engineers want to move as many cars as quickly as possible because they think this increases capacity, which is their main goal. Meanwhile, businesspeople with stores fronting onto the highway are interested in one thing—accessibility to their stores, which means people must be able to park in front. This is such an important issue that the Oregon Department of Transportation developed an insightful publication called *Main Street... when a highway runs through it: A Handbook for Oregon Communities*. This publication identifies safety, security, comfort, speed, crossing, access, and congestion as the elements that we need to understand to make create a livable and economically-viable town center in Dublin. In Oregon, they “got it” and they are restoring their main streets.



Transportation planning is complicated because it involves much more than the movement of vehicles. It includes the movement of pedestrians in a manner that is inviting and safe, the movement of bicycles, and providing parking and street design that encourages economic development. The inclusion of all modes of transportation is a goal of the *Complete Streets* movement.

The current *Subdivision and Land Development Ordinance (SALDO)* for Dublin designates Main Street as a principal arterial that should be 120 feet wide (§22-707). Obviously, this would mean that virtually all of the buildings along Main Street would have to come down to conform to the SALDO and it implies that Main Street could become a six-lane highway. Not only would this be the end of Dublin as we know it, but studies have shown that more lanes bring more traffic and thus more congestion. So this does not even solve the problem of congestion, and it ruins the character, walkability, and livability of the community. Studies have also shown that it is possible to remove traffic lanes and actually improve highway capacity.



Main Street's 120 foot right-of-way

### ***What Dublin's Main Street has going for it now and why it works***

Dublin is centrally located between Doylestown and Quakertown, and is bisected by its Main Street. Both approaches to the borough, from north and south, have an excellent travel speed of 55 mph. When approaching the Borough the speed drops to 35 mph; during rush hour there may be a delay due to cars waiting for the traffic lights. What these delays mean for Dublin include:

- The streets are safer for walking than if traffic flowed at a higher speed. The chance of a pedestrian being killed by a vehicle driving at 35 mph is 85%, versus at 20 mph it is only 15%.
- Stores can actually be seen by the driver, which benefits businesses. An example is the large windows of Grates and Grills. There should be more large windows along Main Street.

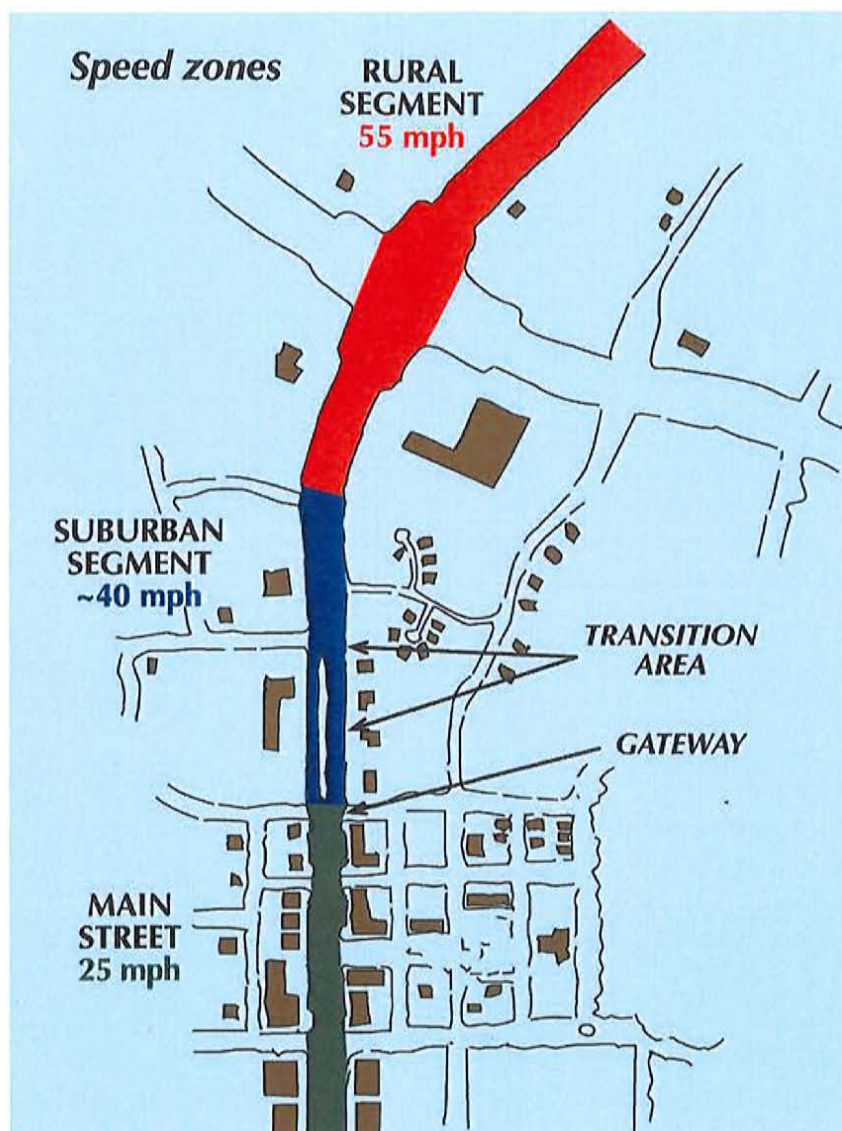
*"Our communities are looking to modify how our streets are designed so they can better and more safely meet the needs of everyone who uses them—bicyclists, pedestrians, transit riders and motorists [to] successfully increase a road's capacity, improve safety, stimulate economic growth, lower emissions and promote smarter growth."*

Larry Brown, Clark County Commissioner and chairman of the Regional Transportation Commission of Southern Nevada (RTC)

<http://www.rtcnv.com/press-archive/rtc-adopts-complete-streets-design-guidelines-for-southern-nevada/>

- Reduced speed makes for a more pleasant walking experience and improves the quality of life for Main Street residents because it also reduces the amount of traffic noise.
- The two lanes are an ideal width for pedestrians crossing.

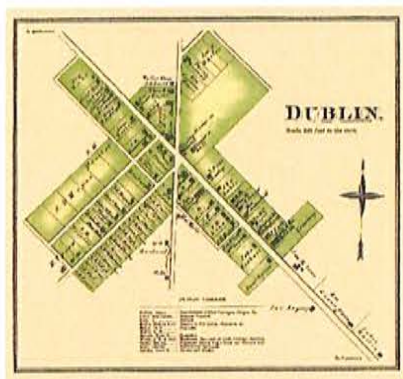
Widening the cartway and right-of-way of Main Street are therefore not viable solutions to traffic issues. However, developing a parallel street, as currently proposed from Elephant Road to Rickert Road may definitely take some of the pressure off of Main Street while creating more opportunities for economic development.



Communities need a transition zone and a traffic calming zone to reduce vehicle speeds when they are located on a state highway.

Source: *Main Street... when a highway runs through it: A Handbook for Oregon Communities* (1999)





from the 1876 Centennial Atlas

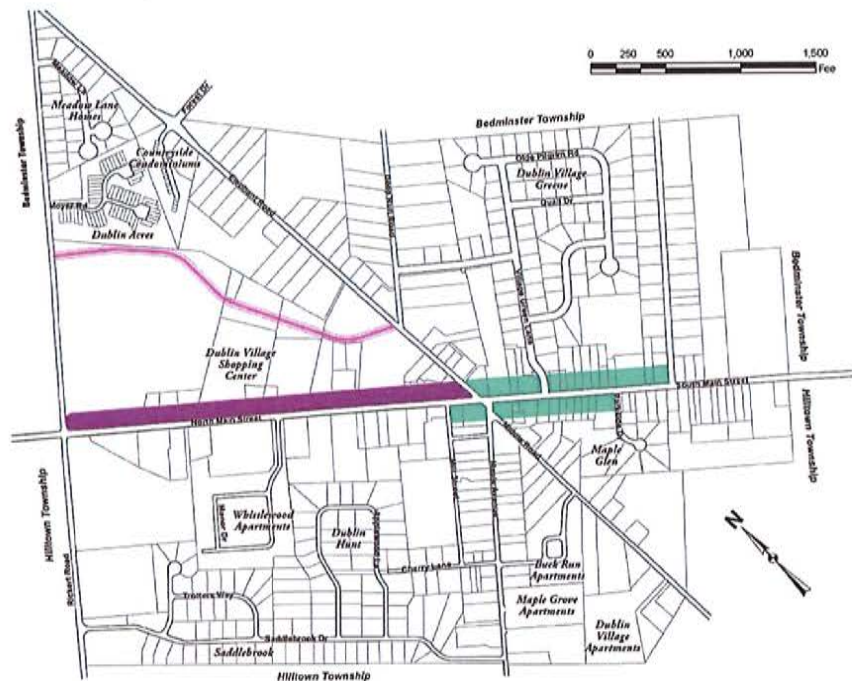
The blocks in green are typical of the older development patterns of South Main Street. The purple block is what is present today—much too long for pedestrian comfort.

## Protect—and plan for—the pedestrian

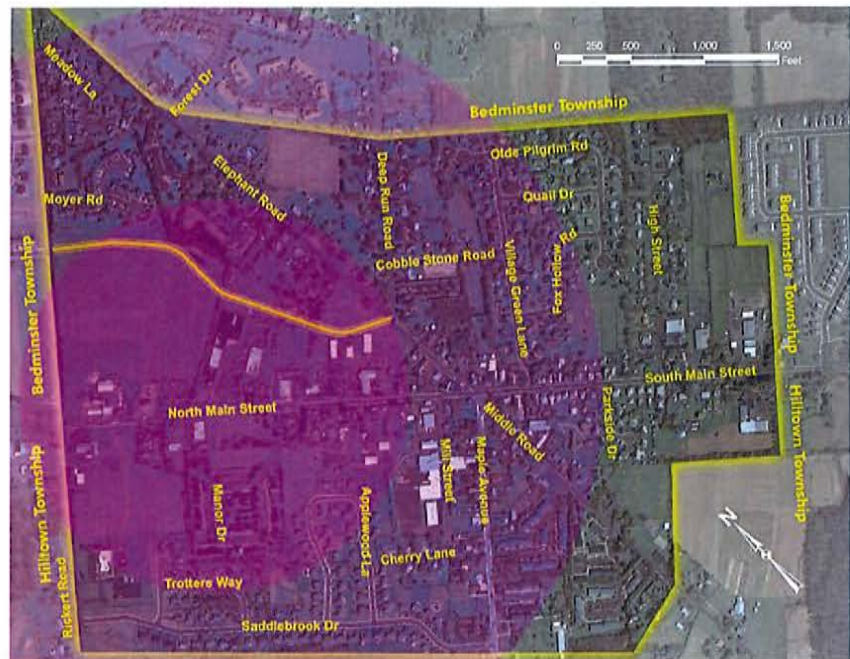
A key to an area's revitalization is convenience for the most basic form of travel—foot traffic. Dublin Borough's location on Main Street (PA Route 313) presents a fundamental conflict: how to provide inviting pedestrian connections in an area with regional through-traffic.

### Block size and form

The original street layout of Dublin consisted of a few blocks with a traditional village scale. But this workable and time-tested design was not continued. The distance between Elephant Road and Richert Road is approximately 2,000 feet in length and is a single block. Currently there is no legal way for a pedestrian to get from one side of Main Street to the other side of this block except at the intersection with the Dublin Village Shopping Center. Studies have shown that downtowns “with the smallest blocks are the ones best known for walkability, while those with the largest blocks are known for as places without street life—if they are known at all.” The ideal length of a block is 200 feet, but blocks can vary to as much as 500 feet.



A common way to study an area's walkability is to draw a 5 and 10 minute walk radius around a town center—in this case, the Dublin Shopping Center. Most of the Borough and large portions of the surrounding townships are included in the 10-minute walk zone.



Longer blocks are not necessarily better than shorter ones because:

- Main Street is the center of Dublin and should be connected by direct routes to all neighborhoods
- Traffic on Main Street can access businesses and additional parking located on the side streets
- Side streets provide on-street parking so that land can be used for buildings rather than off-street parking
- Local traffic can use side streets and connect to the planned Comprehensive Plan road for most trips and avoid the congested main street
- Shorter blocks encourage greater pedestrian movement
- There are more corner lots, which are most desirable for businesses
- Corners give life to streets and can add visual interest to buildings

Pedestrians need delineated crosswalks, but so do the merchants, for two reasons.

First, these provide better access to their stores so that people who park on one side of the street can easily get to the other side. Secondly, side streets provide the needed additional on-street parking that serves the stores.

Recommendations for how to address the issue of Dublin's large blocks will be found in Chapter 2 of this report.





Trash day can mean difficulties for pedestrians

### ***Sidewalk issues***

There are important sidewalk issues in Dublin that need to be addressed:

- Sidewalks aren't completed along Main Street east to Croft Drive in Bedminster Township, or west to Rickert Road
- The intersection at Elephant Road with Maple Avenue and Main Street is intimidating to pedestrians
- Existing sidewalks along Main Street are close to heavy traffic volumes, and pedestrians are uncomfortable walking in close proximity to passing cars and trucks
- All walking connections currently center on a single intersection in the center of Dublin (Main, Maple and Elephant), unless people know informal "short cuts"
- Surrounding municipalities (Bedminster Township in particular) have installed pedestrian trails to which Borough trails/pedestrian paths can be connected
- Crossing Main Street at mid-block locations is intimidating to pedestrians
- Opportunities for new connections exist, and they should be capitalized upon
- Trash pickup days often mean that sidewalks and paths are blocked with roll-off containers



Sidewalk traffic/pedestrian conflicts on Main Street

Finally, there are no definitive formulas for the correct sidewalk width in order to promote walkability. However, the sidewalks along Main Street are five feet wide, which is not wide enough for street trees or sidewalk dining. The minimum width should allow for the growth of trees and provide ample width for pedestrians. But there are also other factors that define the best width of a sidewalk including the height of the surrounding buildings, the width of the cartway, and the ultimate scale of the street, and whether there is sufficient width to encourage sidewalk dining or congregating. Studies have shown that by allowing for sidewalk dining can increase business by twenty percent. These sidewalk design elements will need to be further developed depending upon the street and these factors.

Suggestions for sidewalk and road treatment in each of the Dublin character areas are included in the next chapter of this report.



*"Rather than becoming a drive-through city where people fly by as fast as humanly possible, why not build places where you park once and do three or four different things? And small businesses can take root and be sustainable. Those things happen in communities that have walkability."*

John Michlig, Chair of the Complete Streets and Connectivity Committee, Franklin, WI

<http://www.smartgrowthamerica.org/2013/03/20/new-policies-in-florida-minnesota-nevada-and-ohio-complete-streets-news-march-2013/>



Deliveries can be difficult for some of the businesses in the Borough because of the street layout

## Getting parking and circulation right

Currently there is no on-street parking on Main Street. No town center can succeed without on-street parking. Period! Parking between the street and the building, as occurs in front of Grates and Grills, or the new office building located next to Moyers meet the demand, but they are missed opportunities. Why? First, in the case of Grates and Grills, the parking layout requires cars to back out into traffic, which can be dangerous. It also destroys the sidewalk and pedestrian experience in front of the store. Second, because cars are parked between sidewalks and the front of the buildings, the buildings are pushed back too far and the character of the streetscape is lost. Locating buildings too far back from the street also removes the shop windows from the view of the driver, which hurts business. Large windows that are brightly lit up and attract people to stop are most effective.

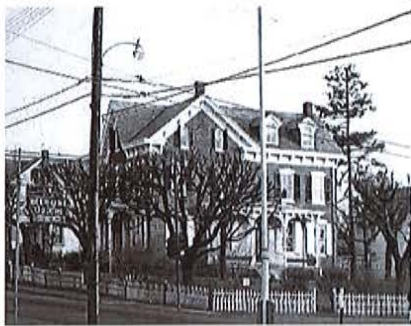
Parking spaces should be located on the street for the following reasons:

- They make it safer for pedestrians by buffering the pedestrian from passing traffic
- Parking on-street greatly enhances business because there is always the perception that there is a space in front of a destined store, whether there is a space there or not
- On-street parking is efficient—it allows for the reduction of parking lots and off-street parking that can destroy town centers
- Countless studies have shown that eliminating the parking in front of businesses kills businesses, all in the name of benefiting the highway traveler
- On-street parking is another form of traffic calming, which again makes the streets safer for pedestrians, by providing “visual friction” that slows driving speeds
- On-street parking induces people to walk in front of other stores to get to their intended store. Shopping malls are intentionally designed to increased pedestrian foot traffic in front of stores because studies have shown that increased foot traffic increases business.

Many towns are over-parked, which has damaged downtowns such as Yardley Borough where there is more land devoted to off-street parking lots than to buildings. An over-abundance of parking causes the streetscape appears like a row of broken teeth, creating a poor walkable environment that is not conducive to economic vitality. Land that is dedicated to parking also does not produce the income that can be expected from higher uses such as commercial or residential buildings. So too in Dublin, where three of the key historic properties at the intersection of Elephant and Main Street each have a sea of parking spaces in front that are usually empty. This is not an attractive gateway to the community.

A key to resolving this problem is to eliminate the requirement for off-street parking, allowing for much needed parking efficiency. Parking spaces that are used by retail users or office workers during the day can be used by restaurant patrons and residents at night; opportunities for shared parking are not currently addressed with Dublin's ordinances. One of the worst things that can happen within a town center is to have a parking lot vacant during parts of the day. Vehicles that are parked within the vicinity instead of on-lot allow for flexibility, so that multiple businesses or





Some of the most historic buildings in the Borough seem overwhelmed by their parking lots

institutions can use the same parking lot during different times of the day. For example, in Doylestown and other communities the parking spaces that are used by office workers and retail establishments during the day can be used by restaurants, which are great parking generators, in the evening. By sharing parking, it is possible to eliminate the need for additional parking spaces; this greatly minimizes the visual impact of parking and the potential of blight caused by a sea of unnecessary parking.

These parking suggestions will be controversial, because most people think that parking is free, when it is not. The cost of parking is borne within the development of a site, with each parking space costing between \$4,000–\$10,000, including land costs. This cost is passed onto the tenant in the cost of the rent, which in turn is passed on to the patron. Current trends allow for alternate methods for calculating necessary parking to minimize the costs of parking, which makes development more affordable and leases more competitive. For example, multiple studies have shown that metered parking actually increases business because it ensures the turnover of valuable on-street parking. There are some municipalities that do not allow for any private off-street parking; instead all parking is metered and controlled by the municipality. (Doylestown Borough has both on-street and lot metered spaces.) This cost not only pays for the parking and maintenance, insurance, lighting, etc. but any surplus goes toward pedestrian enhancements that further benefit the businesses and add to the character of the community. (see Donald Shoup, *The High Cost of Free Parking*)

## Shape the spaces and the streetscape

The space between buildings is often referred to as the *public realm*—the place where civic activity occurs. Without a framework of attractive buildings and a mix of uses, even the best street and sidewalk design will not be sufficient to support a vibrant local economy. A street has length, width, and height. These are the building blocks that need to be redefined to create a walkable community and optimal use of the land.

A particular streetscape is distinguished by its visual character and physical improvements—roadway width, paving, sidewalks, vegetation, and the surrounding buildings. A streetscape can form a coherent whole, with a uniform “street wall” created by trees, fences, walls, hedges, and buildings, or it can be broken up into smaller disconnected parts by parking lots or structures set farther back from the street than those on either side.

A streetscape is more than just front yards. In historic towns such as Dublin where the land development pattern reflected the habit of daily walking—usually with homes close to the road and garages to the rear of the property—the streetscape is marked by a consistency in side yard and front yard setbacks, porches, and sidewalks. Visual interest is maintained along the road, and walking is encouraged because there are no “missing teeth”. Pedestrian scale and “friendliness” are traits that are present in some parts of Dublin and absent in others, largely because of the types and “styles” of development that have occurred over the course of the Borough’s history.



### ***Length***

Many small town main streets are relatively short, a length of four to eight blocks, which is an area that could easily fit along Main Street between Elephant and Rickert Roads. This does not discount the fact that there already exists a separate viable historic commercial crossroads at the intersection of Elephant and Main.

As mentioned above, the distance between Elephant and Rickert Roads is problematic for a number of reasons. Shorter blocks are more comfortable for pedestrians; they offer more visual interest and have a more human scale. When an excessive block length is combined with insufficient storefronts, shop windows, and doors (and too many curb cuts or open spaces) pedestrians can be easily intimidated.

### ***Width***

Dublin's current zoning code is based upon highway- and suburban-oriented standards and not for a walkable community. For example, minimum front yard setbacks are 50 feet from the already 120 foot wide right-of-way. This setback was probably established to permit parking within front yards. However, this means that the closest that a building can be located is 110 feet from the center of Main Street, or 220 feet from building facade to facing building facade.

Within a viable mixed-use main street, buildings should be placed at the edge of the right-of-way, which reduces the width between buildings and helps to establish the sense of enclosure that is critical to create the necessary human scale. To address this, other zoning codes require "build-to" standards to make certain that buildings are placed next to the sidewalk, which is not the case in Dublin. Buildings that are close to sidewalks provide pedestrians with interesting things to look at such as windows, display cases, sidewalk cafes, and other people. What happens on the other side of the street is important also—if buildings are close enough to be seen, they too can attract shoppers (if there are sufficient safe crosswalks).

Main Street in Dublin measures thirty feet from curb to curb along most sections of the street. When one adds the two sidewalks on either side of the street the total existing right-of-way appears to be only forty feet in width. (There may be factors that make the right-of-way wider since the utility poles are set outside of the sidewalks.) Currently the setbacks of the historic buildings vary around fifteen feet from the edge of the sidewalk. This equates to a total width of approximately 70 feet from building facade to building facade.

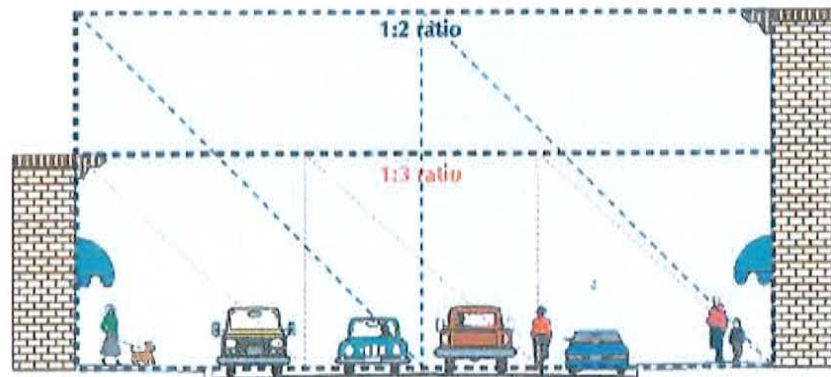


Many of the Borough's buildings have close to the ideal height-to-street ratio—creating a comfortable pedestrian scale



## Height

The ideal height of the buildings is a factor of the width of the street, and can be expressed in a ratio. The strongest design is 1:2; with one being the height of the building and two being the width of the street. The minimum ratio is 1:3. (These standards have been described over the years in various studies of successful commercial and residential streets, both in the US and other countries)



*1:3 height-to-width ratio creates a human scale Main Street*



*1:7 height-to-width ratio creates a scale uncomfortable for pedestrians*



Source: *Main Street... when a highway runs through it: A Handbook for Oregon Communities* (1999)

Based upon the current street width standards, which requires a width of 240 feet, the preferred minimum building height would have to be between 120 feet and 80 feet to reflect the ideal ratio. These are not acceptable heights for a borough, which is composed of mostly two to three story buildings, which range between thirty to thirty-five feet in height. Therefore the current streetscape meets the minimum formula for a definable sense of enclosure.

Allowing for taller building heights to further enhance the streetscape and add additional definition to a village center, such as 45 feet, will require a change from the current zoning standards, which limits building heights to thirty-five feet in height.



Sidewalk and bumpout planting beds can also function in stormwater management

### ***Intensity***

One of the ways to regulate the intensity of the use of land has been by regulating the amount of impervious surfaces that can be developed on a tract of land. In the past this was also done to provide for a means of handling storm water management. Today with green roof technology and stormwater recharge systems placed under parking lots, small parks or pedestrian plazas, or in “rain gardens” that are incorporated into street designs, these regulations are no longer applicable for stormwater management in a town center setting. For a small borough like Dublin, it is important to set standards that maximize the use land to achieve a concentrated, and thus walkable, center and to create the greatest return from potential tax ratables.

Currently the regulations limit a tract of land within the C-2 Regional Commercial District to between 60%–70% impervious surfaces. In a town center setting these remaining 30%–40% pervious surfaces becomes little slivers of green, which is what remains around the perimeter of each lot. It is preferable that any green area be incorporated into public spaces such as a green park or plaza for pedestrians and not be “left over” spaces. It is possible for a borough to lose between 30%-40% of its potential tax ratables through the inefficient use of the land. Over the years, this becomes a large potential economic loss to the community.

### ***Visual and physical continuity***

Continuity is related to intensity and refers to the continuous flow of doors and openings into buildings that create interest and flow along the sidewalk. Long blocks with one building with a single entrance or parking lots, gas stations, and bank drive-ins distort the human scale and discourage pedestrian movement. Shopping malls have developed the science of how to create the best retail space, all based upon continuity. In addition, malls factor in anchors (which in Dublin are the Shop ‘n Bag and the Pennsylvania Bureau of Motor Vehicles) and corner store locations, which can command higher rents.

Continuity is also a function of the types of uses that are permitted on the street level. Office uses are appropriate on street level in certain section of the town center, but not within the core retail area, where it is critical to have an unbroken connection of retail storefronts. Achieving good continuity is another reason to revisit intensity, types of permitted uses, and requirements for door openings in the Borough’s zoning regulations. Buildings with blank walls facing public streets should not be permitted.



Blank walls can deaden street life and discourage pedestrian traffic



### ***Form-based codes***

To address these critical issues many communities have developed form-based codes (as opposed to traditional zoning use codes) that describe the height and forms of the building, establish the locations of the entryways, and limit blank walls.

Currently Dublin Borough has no guidelines to control these factors. Given the potential for greater intensity of use and the importance of creating prime rentable spaces, the use of form-based codes has been warmly embraced by the private development sector.

### **Plant trees**



While there are beautiful specimen trees on many of the Borough's roads, Main Street has very few street trees, resulting in increased traffic speeds and road heat.

The need for street trees was one of the items most frequently cited in the first Borough public meeting. Currently there is no street tree planting program within the Borough. On most of the streets there are overhead utilities on one side of the street. While these utilities can impact the choice of street trees on the utility side of the street, there is no reason not to have large graceful street trees on the opposite side. However, given the limited width of the existing right-of-way, the current five foot wide sidewalks, and the placement of the overhead utilities, the planting of street trees would either have to be incorporated onto the front yards of private lots within residential areas or within a widened right-of way in the future town center area. This is not the best solution for the placement of street trees. Suggestions for how trees can be accommodated on Main Street are discussed in the next chapter of this report.

In addition, overhead utilities within a town center area have negative impact upon the character of the street and the visibility of buildings that are lined with unattractive hanging wires. For this reason, there should at least be discussions on how to either relocate the utilities to back alleys or place them underground. however, given the expense or relocating utilities underground, this may not be a viable option.

Why all the fuss about street trees? Why should residents or businesses care about whether there are trees on your street, or on the streets nearby? Besides the obvious—that they make a street look more attractive—street trees are proven to provide numerous concrete benefits to residents in terms of increased property values, traffic calming, pedestrian friendliness, noise reduction, storm water run-off interceptors, and crime reduction. In addition, shade from street trees has been shown to increase the life of asphalt by protecting it from sun and heat damage.

Cars drive more slowly on streets with trees. Street trees have a traffic calming effect, and drivers are at least subconsciously aware that where there are trees, there are often pedestrians and children playing.

Street trees cut traffic noise. Street trees reduce the amount of engine noise created in the first place, because drivers go more slowly. But a line of large leafy trees can also absorb a great deal of noise. Even a line of smaller trees can be enough of a buffer to block traffic noise from reaching private yards and homes. This is a benefit not only the residents within the historic buildings of South Main Street, but future residents who could be living in potential mixed-use buildings located above the shops in the town center of North Main Street. And lastly, this noise reduction also makes for a pleasanter experience for pedestrians.

Residents walk more on streets with trees. When cars drive more slowly, pedestrians feel safer. Curbs and trees also provide a physical and psychological buffer between sidewalk and car traffic that increases this feeling of safety. This is one aspect that needs to be discussed further, since the current sidewalk configuration is too narrow to permit street trees where they could achieve this needed buffering effect. The busier the street, the more this safety buffer is needed. And of course, trees provide an environment in which it is more pleasant to walk—something attractive and green to look at, shade in the summer, a canopy from rain in the autumn.

The whole neighborhood benefits when people get out of their houses to walk. Residents are more likely to meet up regularly with their neighbors, to keep an eye on each other's property, to use their local parks and to patronize local businesses.

Trees improve air quality. Trees consume carbon dioxide and emit oxygen. In general, the more trees we plant, the better the air we breathe. This is important since nationally there is an increase in asthma-related health problems.

Street trees increase property value. Streets with trees look more stable and prosperous. Families with children are more attracted to a neighborhood where they can picture themselves going for walks. A neighborhood that looks cared for, with visible sidewalk activity, experiences less crime and especially fewer break-ins. A study in Portland, Oregon showed that houses with street trees had an average increase in values of 3% over a similar house without street trees. The following web site will also provide the annual savings for heating, air conditioning, etc. per each tree on any property: <http://www.treebenefits.com/calculator/>. This increase also equates into higher ratables for the community as property values escalate. Further, studies show that the cost of maintaining street trees is often approximately less than 1/10th of the revenue generated by increased property values.



The presence of street trees has been shown in numerous studies to increase property values

(Birmingham, MI)



*"If we want to sustain things long into an uncertain future, we really should stack the deck in our favor by doing work that embodies principles proven to produce things humans love, and that can become part of a living tradition... one with a heartbeat"*

Steve Mouzon

<http://www.originalgreen.org/blog/>  
posted 3/15/2013

## Make friendly and unique places

### Why historic Dublin is an asset

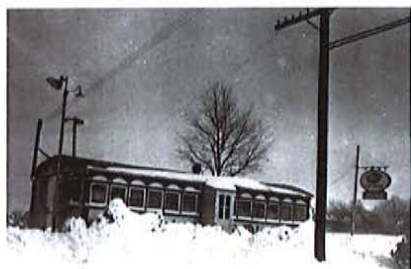
People seek places that are interesting. Dublin, with its historic buildings, has much to bring people to the community. These historic buildings, especially where they frame the center crossroads intersection at Main Street (Rt. 313) and Elephant Road, help to define the historic character of the community, making it unique within the region. A report prepared by the Heritage Conservancy determined that 138 buildings and one site would be considered as elements that contributed to the historic integrity of a proposed historic district within the Main Street corridor. Key buildings contributing to the historic district include:

- Reuben Stever Hotel (c. 1790, currently the Dublin Inn)
- Jonas D. Moyer Store (c. 1860, currently Dublin Hardware)
- St. Luke's United Church of Christ (c. 1891)
- Willy Knight automobile manufacturing building (c. 1870, 114 S. Main St.)
- Dublin Fire Company House (c. 1925)

As reported within the historic survey "some changes have occurred to the buildings, but the changes are minor and overall the district retains its integrity of location, setting, materials, design, workmanship, feeling, and association." This is especially true regarding some of the commercial buildings that have undergone some adaptive reuse. For this reason the Pennsylvania Historical and Museum Commission (PHMC) determined that the proposed district does not meet National Register Criteria. The PHMC states that "alterations at the principal crossroads have compromised the integrity of the proposed district," and that Dublin's Main Street District does not compare favorably with similar communities in Bucks County, "based on historic architecture and integrity."

As the pictures of these historic buildings indicate, the "bones" of these historic buildings remain. They just need to be brought back to their former glory. Removal of the pavement in front yards and the replacement of lost historic fences will do a great deal to restore the historic character at this important gateway and add lasting value. The South Main Street corridor is characterized by historic residential buildings, which for the most part remain fairly intact. With some minor enhancements, these residences can become a handsome regional historic landmark.

Fortunately, most all of the historic buildings remain, thus providing a great asset with an engaging history about the evolution of the community. Without an historic district designation or some type of form-based code guidelines, all of these historic buildings are at risk of possible demolition as land values increase and provide incentives for redevelopment.



Dublin Diner



Dublin Pants Factory—now the TEC Center



Dublin Firehouse—now Winterhouse

## Why to fight against sameness

Much of this report is about creating a community that does not look like “Anytown USA”. It is important to focus upon the fact that Dublin is Dublin and should always remain Dublin. As Jane Jacobs, a noted observer of downtowns wrote “Almost nobody travels willingly from sameness to sameness and repetition to repetition, even if the physical effort is trivial.” This sameness is characterized in a number of ways: national chain stores that have been air-dropped into the community with no reference to community context, and boring and mediocre architecture. Freeport, Maine is an excellent example of where national chains have had to respond to local tastes. Thus the McDonalds fast food chain store there is located within an historic building without a drive-through window. Other examples can be found on web site such as [www.communitymatters.com](http://www.communitymatters.com) or reviewing comments by Ed McMahon, Senior Resident Fellow at the Urban Land Institute – see: <http://plannersweb.com/topics/columnists/mcmahon/>. Sameness also deals with the character of buildings. For example, horizontal windows with very little vertical detail can make for boring buildings. Form-based codes can address these issues. As Ed McMahon has stated “It is more important what we build than where we build.”

## Seek larger display windows

Currently Grates and Grills is the only building that has large display windows that face onto Main Street. Many of the existing retail buildings could be retrofitted to provide adequate retail windows that are filled with products that will entice people to shop. In addition, merchants should be encouraged to leave the lights on within their display windows in the evening. This not only makes for safer streets, but it encourages people to walk in the evening. This is another argument for developing a form-based code, which can set window standards for buildings.





### *A word about signs*

Sometimes the best efforts for revitalization come about by simply uncovering what already exists. It is important to evaluate the need for every sign within the right-of-way. Some are necessary, such as speed limit signs. Some are helpful, such as route markers. But, unnecessary signs warning of every possible ill should be reevaluated. The federal Manual on Uniform Traffic Control Devices offers helpful consideration, by stating that every traffic control device or sign should do all of the following:

- Fulfill a need
- Command attention
- Convey a clear, simple meaning
- Command respect from road users
- Give adequate time for proper response

These guidelines can be applied to nearly every sign, not just road signs. We encourage these principles be applied to the many signs in Dublin. We believe the results of the evaluation will become obvious—that about half of the signs can go away. Often the layperson can make that determination, and make the suggestion to the proper people.



On-site signs: There is a wide variety of signs the types of signs within the community. Many of these signs are old and in need of renovation; there are temporary signs that are also out-of-date. Within greater concentration of historic buildings, there is an opportunity to establish sign standards that would be more in keeping with the historic character of the buildings. Upgrades to signs are not very costly, but they do a lot to enhance the brand of the community and help create a sense of place.



Too many signs can make it difficult to get a clear message across

As the town center is further developed most freestanding signs may no longer be necessary. This is because when all aspects of the plan have been incorporated, vehicular travel speeds and a pedestrian scale streetscape will make freestanding signs out of scale with the streetscape. This will further reduce the clutter of signs that currently diminishes the character of the community.

### Do pedestrians spend less money in stores than auto drivers?

- When trip frequency is accounted for, the average monthly expenditures by customer modes of travel reveal that bicyclists, transit users, and pedestrians are competitive consumers and for all businesses except supermarkets, spend more on average than those who drive
- The built environment matters ... residential and employment density, ... and the amount of automobile and bicycle parking are all important in explaining the use of non-automobile modes. In particular, provision of bike parking and bike corrals are significant predictors of bike mode share at the establishment level.

Source: Examining Consumer Behavior and Travel Choices (OTREC-RR-12-15)  
February 2013  
[www.otrec.us](http://www.otrec.us)

## Welcome bicycles

There has been a dramatic rise in the use of bicycles throughout the nation and the region. As communities have begun to provide for bike lanes there has been an increase of as much as 35% in some communities in one year alone. Cycling may be one of the healthiest forms of exercise that there is. It is easy to encourage an increase of ridership: you only have to provide for safe routes and places for bicyclists to park their bikes. Bicycling also offers benefits to businesses by reducing the number of parking spaces required when people are able to cycle safely and easily into the Borough. Since most vehicle trips are less than two miles and are for small errands, a good bicycle network may increase the probability that bicycling could replace auto use for some trips.

Studies have also shown that bicycling, when connected to a regional trail network, can be an important economic driver for a region. A recently completed Bucks County Bicycle Plan illustrates a regional trail network that, when completed, may benefit Dublin Borough.

There are a number of ways to encourage bicycling within Dublin. There are already wide shoulders along Main Street as it goes through the Borough, but the amount and speed of traffic is not conducive to casual bicycling. If a more village-like street network is implemented in Dublin, there will be more low volume streets where people can cycle in safety. In addition, where streets are not wide enough for bike lanes, the streets can be marked with "sharrows", which are bicycle symbols that tell the motorist to share the road with bicyclists. There are many examples of these sharrow markings within the County. The Bucks County Planning Commission has been working with other communities to negotiate with PennDOT on the use of sharrows, as well as guiding the Bucks County Bicycle Plan.

The next step is to provide for bike racks at key locations. It should be noted that it is easy to fit ten bicycles in the area of a parking space for one vehicle.



## **Helping public transportation work**

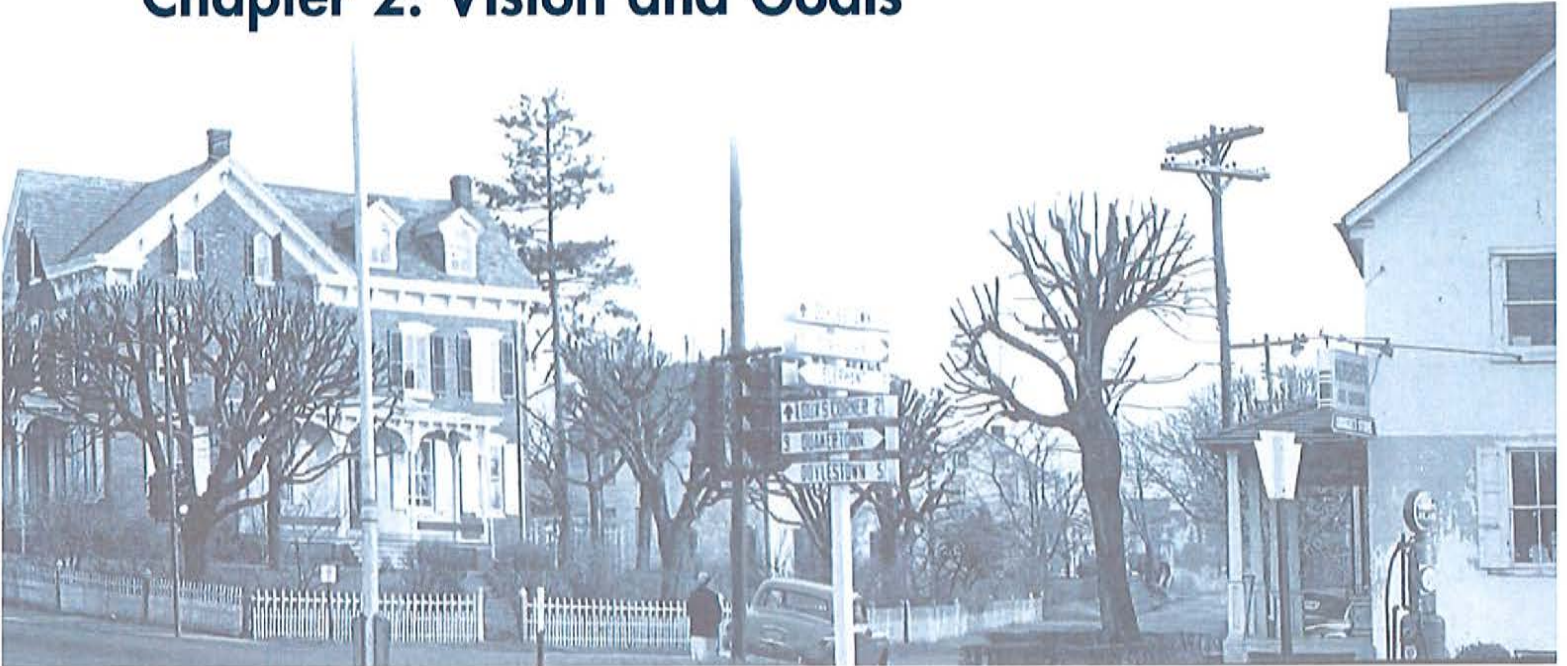
Dublin has limited public-transit service; there is no SEPTA public transit service in the community. However, there are a number of busses that travel through the Borough, including the Trans-Bridge Lines bus company that runs service to Quakertown, Doylestown, and on to New York City. Currently the Trans-Bridge bus stops on North Main Street, where it picks up and drops off passengers along the side of the road where there are large shoulders. Plans should be made to seek the best location for this transit stop on Main Street so that the greatest number of businesses can benefit from this service.

There are also numerous busses that run tours to Pearl S. Buck International just outside of the borough. The Borough should discuss with the institution the possibility of providing bus parking spaces within the town center to provide tourists with opportunities to walk through Main Street and enjoy local restaurants and shops.

## **Pick your winners**

It is important to note that one must first plan for the vision and not for the budget. Once the vision is in place, then planning for funding can begin. As the community continues through the planning process it will be possible to develop priorities for implementation and strategies for budgeting. The following chapter provides a summary of the new vision and the methods for implementing the plan.

## Chapter 2: Vision and Goals



### Goals

- Create a sense of place through community design
- Make it happen with planning tools and incentives
- Organize for success
- An implementable long-term plan to ensure that new development brings the greatest possible benefits to Dublin Borough

### Vision for Dublin Borough

The following vision statement paints a bright picture of the future—the way things may look if these steps are taken to implement the goals of the plan.

*Dublin Borough is a small community with a variety of land uses that offers a unique living and work environment that serves local residents and the region. Located within the heart of Bucks County, it is surrounded by open space and farmland, which help define its boundaries. As one approaches Dublin, one is immediately aware that the community is rich with historic assets that also help to define it as an authentic walkable historic Bucks County community.*

*The town is characterized by four distinct character areas:*

- *Historic Character Area*
- *Town Center Character Area*
- *Comprehensive Plan Road and Through Street Character Area*
- *Village Residential Character Area*



## Goal 1 Create a sense of place through community design

There are two separate character areas proposed along Main Street (Route 313) within the Borough; each with a separate design criteria. The following are descriptions of the recommendations for each character area:

### Land use

- Retain the current mix of land uses, but provide incentives to preserve the residential character, since the current building stock, which is mostly residential, is not easily adaptable to non-residential uses. This area is also poorly suited for both on-street parking and off street parking for non-residential uses.
- Allow for the continuation of existing non-conforming uses.
- Allow for home occupations.
- Create new zoning regulations that monitor the mix of uses and retain the historic and residential character of the historic area.

- Develop and implement a set of design guidelines that are reflected within the zoning ordinance and subdivision and land development regulations that reinforce this historic identity. Consider the application of a form-based zoning code that references design and character of the community. Specifically create a build-to front setback line that represents what currently exists within the historic area and change the ultimate right-of-way from 120 feet to 40 feet in width.

- Work with the Heritage Conservancy to create an Historic District through the Pennsylvania Historic Museum Commission.
- Adopt the necessary Historic Preservation Ordinance to protect these historic structures and provide the opportunity for tax credits for non-residential properties.
- Establish an anti-demolition ordinance to protect historic properties.



### ***Historic Design Guidelines***

- Develop a handbook of historic preservation design guidelines that illustrate methods and details for historic preservation.

### ***Historic restoration***

- There are a number of historic structures that have been converted to commercial uses. These buildings should be sensitively restored to reflect their original historic architectural precedents. Work with organizations such as Pennsylvania Department of Community Economic Development (DCED) to seek grants for facade improvements. examples of historic restoration may include:
  - *N. Buckner Building*: restore the front roof and windows
  - *Jonas Moyer residence*: restore the fence and landscaping; remove front-yard parking
  - *Grates and Grills*: create a large open shed roof in the front of the building that is typical of the early twentieth century period
  - *Dublin Inn*: restore the front porch and brick facade to match the original architecture; add a fence and landscaping in the front yard, get rid of the bar look and make it look like an inviting inn.
  - *Dublin Hardware Store*: Restore the front facade to reflect historic images. Add a front canopy for the outdoor storage of materials, in keeping with an old hardware store.
  - *Dublin Pants Factory/TEC Center*: build out the front of the building to the sidewalk. The new addition should mimic the existing historic structure.
  - *Existing residences*: There is a large number of beautiful historic residential structures within the Historic Area that would benefit from sensitive restoration.

### ***Traffic calming***

- Reduce the cartway from 30 feet in width to 25 foot wide, then re-stripe each travel lane so that there are two 11-foot wide travel lanes and two 1.5-foot wide shoulders.
- Create a gateway outside of the Borough that includes a landscaped median where there is currently a painted median.

### ***Walkability***

- The Borough's existing sidewalks are only five feet wide. To support traffic calming and make the sidewalks safer, the sidewalks should be widened by two feet, plus the width of the curb on either side, so that they are each 5 feet wide plus a 2-foot wide planting strip and a 6" curb. The added two feet should be planted with a salt-tolerant ground cover, such as lirioppe, to allow for street trees. Driveway curbcuts should be redesigned where possible to eliminate the current up-and-down grades of the sidewalk, making it safer and more pleasant for pedestrians, especially those with strollers or walkers. The added buffer with tree planting and street lights will also enhance pedestrian safety.

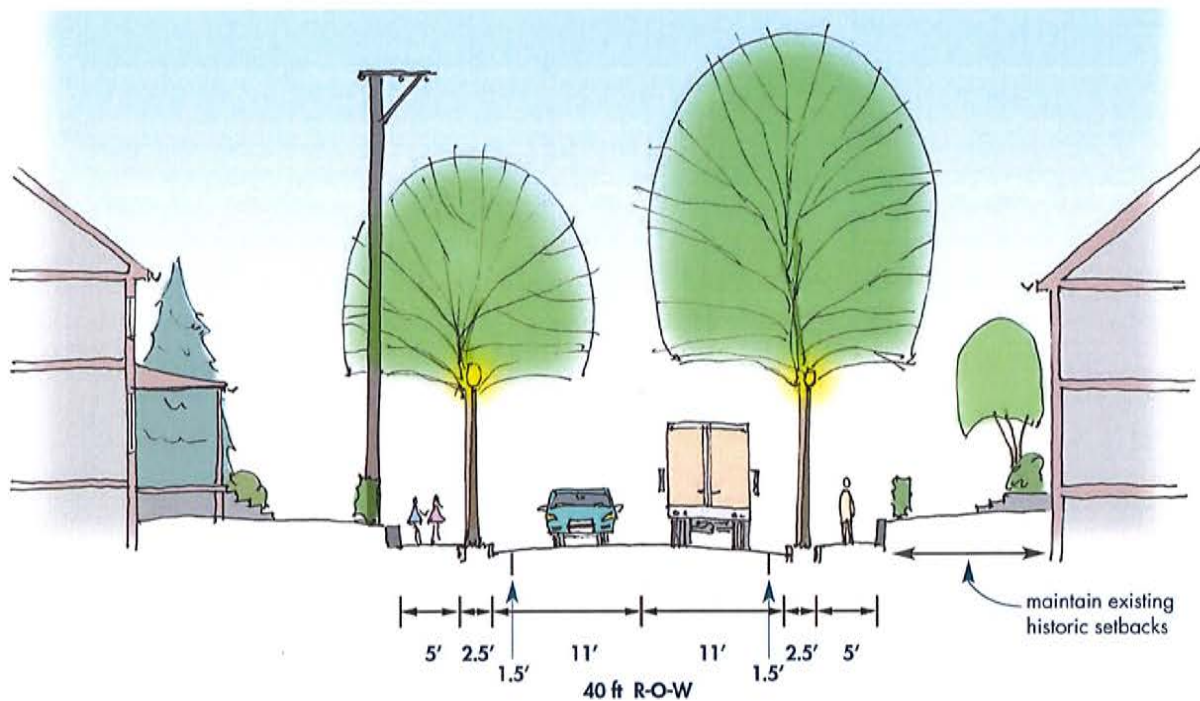


- Create cross walks at the following areas and place Yield to Pedestrians signs at each intersection:
  - Village Green Lane
  - Parkside
  - High Street
- Upgrade the crosswalk at Elephant Road and Main Street

### ***Parking and circulation***

- Front yard parking has been common in much of the historic section of the Borough in the past, but the result of the practice is that the historic context of the architecture has been destroyed. To restore the original streetscape, remove off-street parking in the front yards of many of the commercial businesses. The following historic properties are critical for the removal of parking in their front yards:
  - The Dublin Inn
  - Grates and Grills
  - Jonas Moyer residence
  - Dublin Hardware Store

## **Historic character area: typical streetscape**



### **Design recommendations**

- 5-ft. wide sidewalks with 2 ft wide planting strip with 6 in. curb for street trees
- Shorter street trees under utility lines; taller trees on south side
- Travel lane reduced to 11 ft. to promote traffic calming
- 1.5 ft. painted shoulder
- Historic street lights

### **What this design addresses**

- Pedestrian safety and traffic calming increased because of tree buffer
- Street trees provide cooling for pedestrians and homes and noise reductions
- New historic style street lighting provides sense of place
- Right-of-way and building setbacks conform to historic building setback distances

- Widen the cartway by 8 foot to create on-street parking aisle at the following locations:
  - *Main Street*: Grates and Grills and the property just south of it
  - *Main Street*: in front of the Hardware Store
  - *Main Street*: in front of the old General Store
  - *Main Street*: in front of the Dublin TEC Center
  - *Middle Road*: In front of the Jonas Moyer Residence
  - *Maple Avenue*: On the right before the intersection with Middle Road
  - *Elephant Road*: From the TEC Center parcel to the Hardware Store
- Between Grates and Grills and the Dublin Inn, create an entrance-only drive that will provide access to parking on the side of Grates and Grills and a connection to Cobblestone Road.
- Coordinate with Grates and Grills to create a new public parking facility that would be located at the rear of Grates and Grills and provide access to a residential town house development that could be developed in the rear of the parcel. Allow for exit and entrance to the new public parking lot located on Grates and Grills property through the rear of the Dublin Inn property, and allow the Dublin Inn to share and participate in the use of the public parking lot to be located on the Grates and Grills property.
- Coordinate with the TEC Center to create a new public parking facility between the TEC Center and the proposed Bypass Road.
- Add a left-hand turning lane off Grates & Grills and the Dublin Inn to allow turns onto Maple Avenue.

### ***Landscaping and street trees***

- **North side of street**  
Add low-branching street trees within the two feet of the newly widened sidewalk on the north side of the street where there are existing overhead utilities. Tree placement here will also provide a feeling of safety from the adjacent traffic and will add an important traffic calming effect.
- **South side of street**  
Add larger street trees to be located within the two feet of the newly widened sidewalk on the south side of the street where there are no overhead utilities. These trees will branch out over the street
- Restore historic fences or privet hedges between the sidewalks and the front yards to the residential and non-residential properties.
- Create a pedestrian plaza in front of the Dublin Hardware Store and place the new Town Clock in this location with benches. Incorporate a decorative fence or hedge to define this new public space.



In shape, color, location, text, design, construction, material, and history, the Keystone Markers speak about what it means to be from Pennsylvania.

### *Street lighting*

- Develop pedestrian-level streetlights that are placed within the newly widened sidewalk. The streetlights should match the existing streetlights that have already been chosen for the Borough.

### *Signage*

- Create an historic gateway sign at the south entrance to Dublin. Such a sign should define Dublin Borough, the date of incorporation, and state "Home of Pearl S. Buck", or words to that effect.
- Consider the installation of replicas of the historic Keystone markers for use in gateways and at Borough borders ([www.keystonemarkertrust.org/](http://www.keystonemarkertrust.org/))
- Review the sign standards within the historic area and incorporate design review through the newly formed Historic and Architectural Review Board (HARB).
- Encourage businesses to redo their signage to be in keeping with the new sign standards. Look at examples, such as Chestnut Hill or City of Bethlehem, PA, for detailed sign design standards. Work with organizations such as Pennsylvania Department of Community Economic Development (DCED) to seek grants for new signs. As an example, recreate the historic Dublin Inn sign.

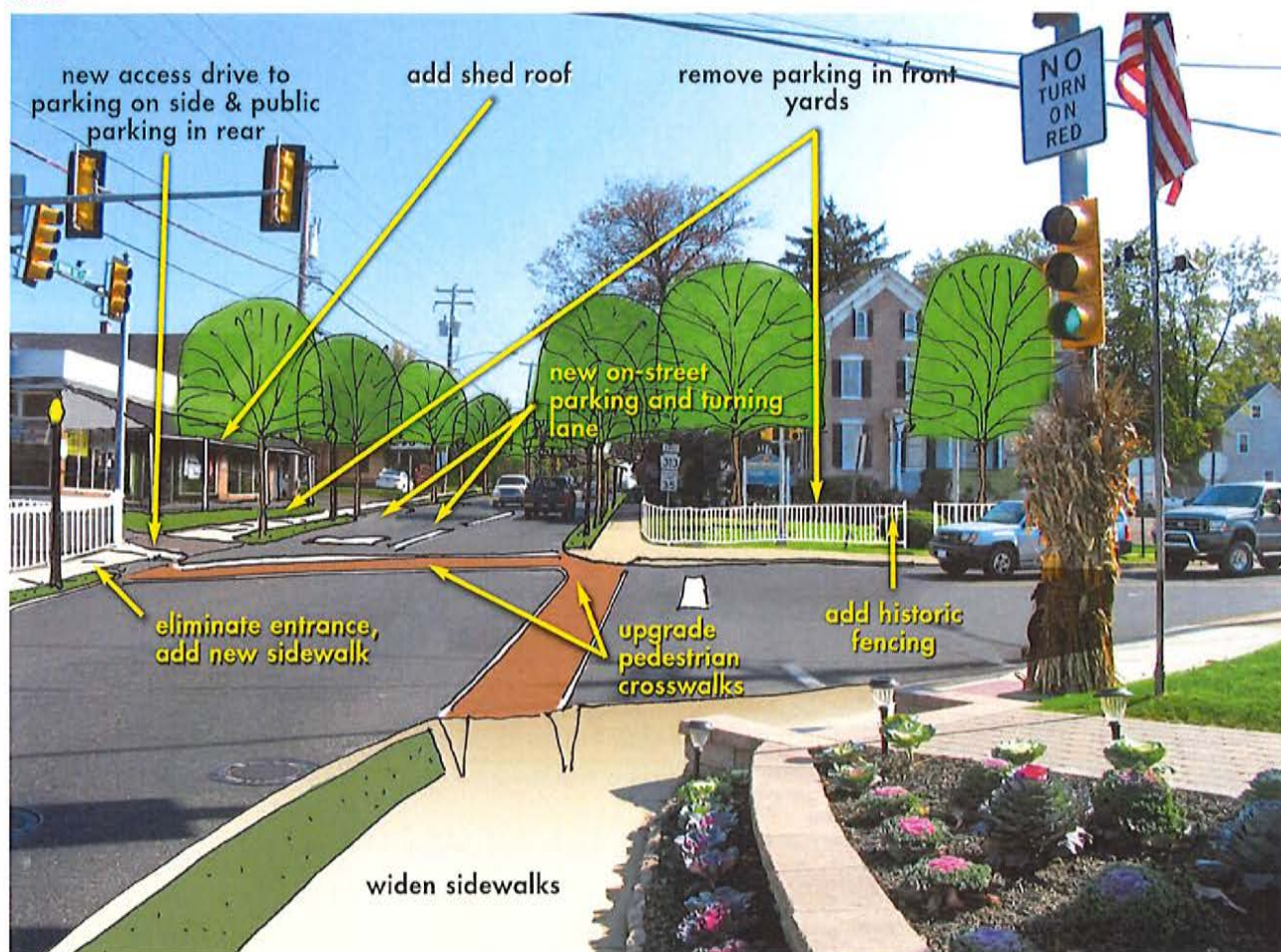


## Potential streetscape improvements in the Historic Character Area: Moyer Building



before

after



### What this design addresses

- Eliminates backout parking onto Route 313 at Grates & Grills
- Adds new on-street parking and access to parking for Grates & Grills
- Increases pedestrian safety by clearly delineating crosswalks
- Restores the historic fence in front of the Moyer building
- Restores green front yards to historic buildings
- Left-hand turn lane onto Maple Avenue
- Historic-style street lights reinforce sense of place
- New trees beautify streetscape and announce that this is a community

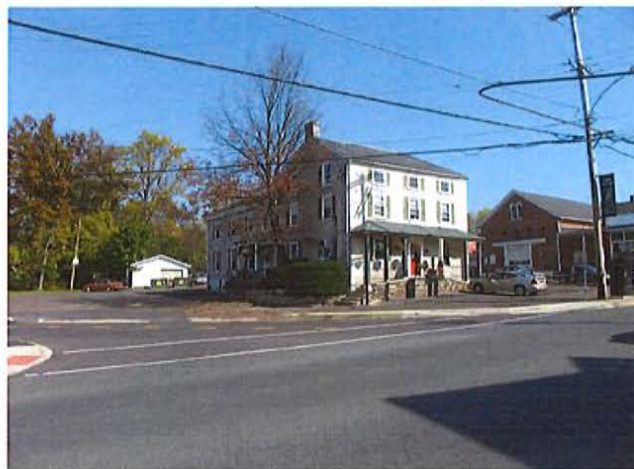


## Potential streetscape, circulation, and building improvements in the Historic Character Area: Dublin Inn

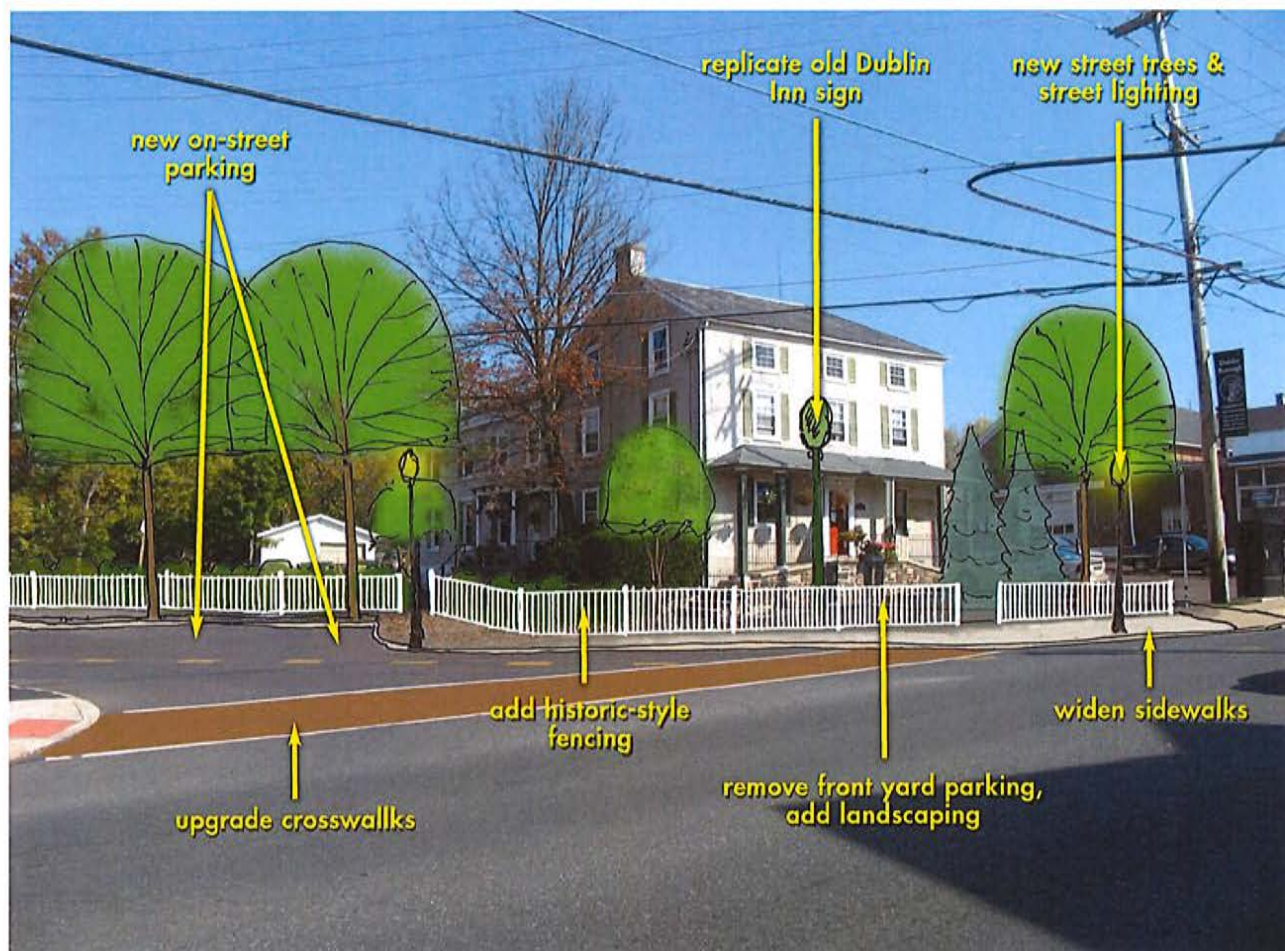
new on-street parking and signage



before



after



### What this design addresses

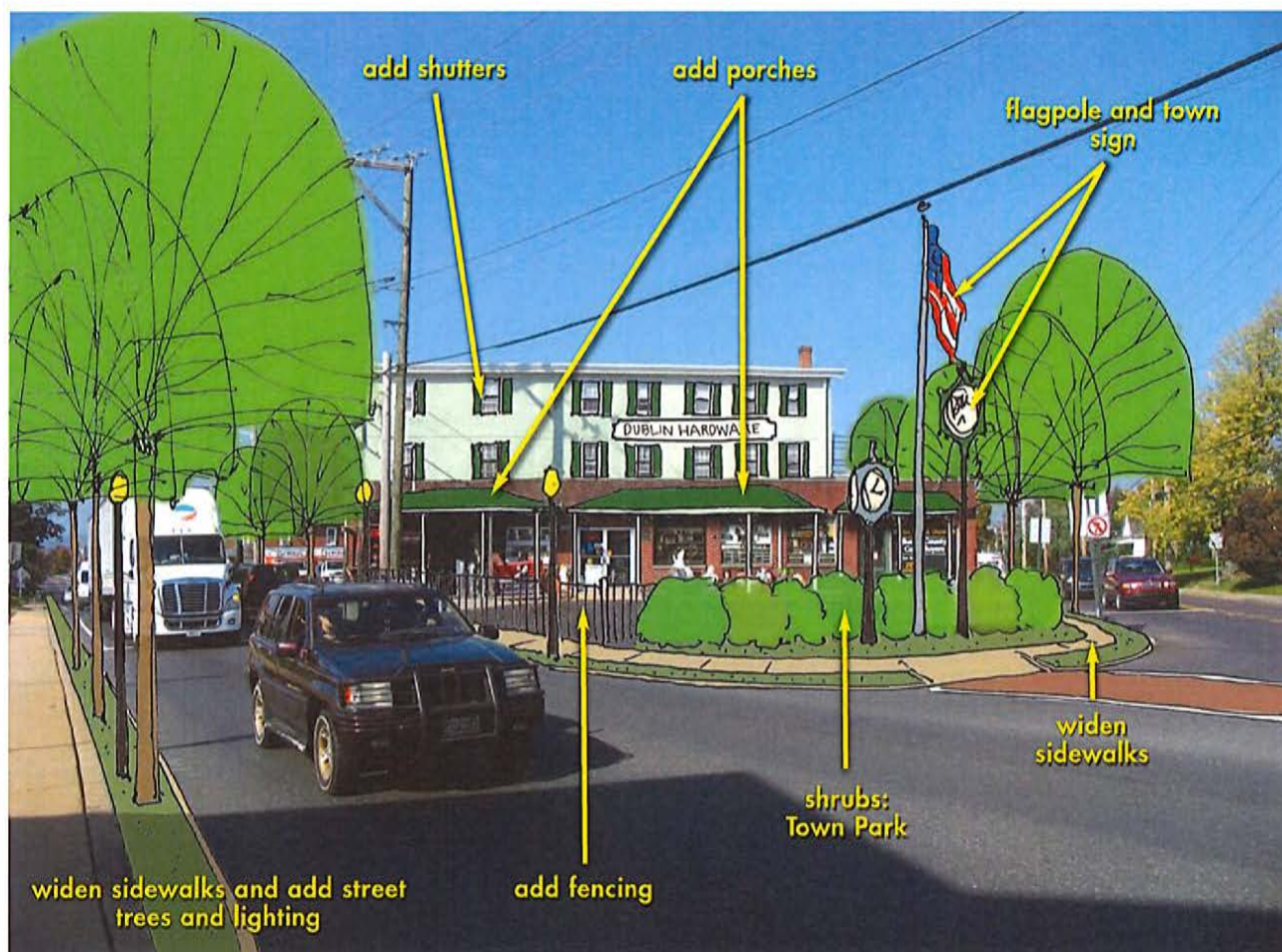
- Restoration of front of Dublin Inn
- Sidewalks and fencing unify street visually
- Creates stronger positive gateway image for motorists coming from Pearl Buck International on Maple Avenue
- On-street parking added
- Pedestrian safety increased by new crosswalk emphasis
- Reestablishes historic Dublin Inn sign and to reinforce historic Dublin



## Potential streetscape, circulation, and building improvements in the Historic Character Area: Town Center Park

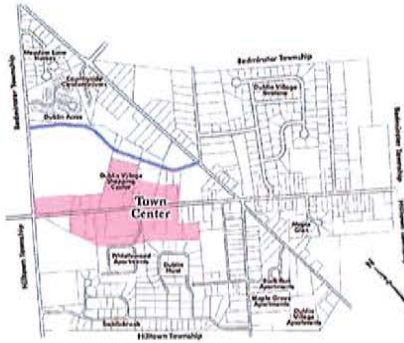
after

before



### What this design addresses

- Small "pocket park" for new town sign to enhance community identity
- Provides needed on-street parking and pickup areas for the hardware store
- Provides sales/display area on front of the hardware store in keeping with an historic store
- Reconfigured loading dock would allow customer parking in rear of hardware store
- Access drive changes on Elephant Road create easier and safer loading area for tractor trailers
- Pedestrians can now walk safely round the corner of Rt. 313 and Elephant Road on a sidewalk
- Recommended renovations to building with added porches and shutters bring back its historic charm



## Town Center Character Area: Main Street north of TEC Center

### Land use

- Create zoning incentives to encourage mixed-use development that will encourage walkability and that maximize ratables for the Borough. Mixed-uses should include retail and office uses on the first floor, and office and residential on the second and third floors.
- Require build-to lines so that buildings are located adjacent the right-of-way and sidewalks. Drive-through windows or auto-centric uses should not be permitted in this area.

### Development opportunities

- It is critical that the Dublin Shopping Center remain as a key anchor for the Town Center. To achieve this it will be necessary undertake the following:
  - Link Main Street at the shopping center traffic light to the Comprehensive Plan Road with a new through street with on-street parking
  - Upgrade the buildings and landscaping of the existing shopping center to create a more welcoming environment
  - Upgrade the shopping center with more intensive mixed land uses
  - Enlarge the grocery store to become more competitive with new local grocery stores
  - Partner with the Borough to maintain adequate parking
- There are two under-utilized parcels within the Town Center Character Area that need to be developed with intensive mixed-uses in conjunction with the respective through roads, and it will be necessary to partner with the Borough to maintain adequate parking:
  - The W.C. Weiss property opposite the Dublin Shopping Center
  - The property owned by Grand View Hospital

### Design guidelines

- Develop and implement a set of design guidelines that are reflected within the zoning ordinance and subdivision and land development regulations to encourage two- to three-story buildings that set high architectural standards for new development that fits within the scale and character of the community.
- Consider the application of a form based zoning code that references community design and character. Specifically, create a build-to front line to the edge of the right-of-way, prohibit parking in front yards, require no blank walls and a minimum spacing for door openings, and require minimum size of retail windows.

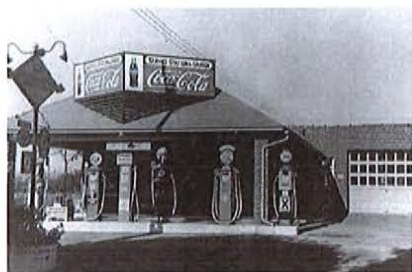
### Historic preservation

- This area would not be within the historic district.

### Historic design guidelines

- Design guidelines for the historic character area could be incorporated into the recommendations for form-based codes.





Pearl Buck's car was serviced at the Dublin Garage

### Historic restoration

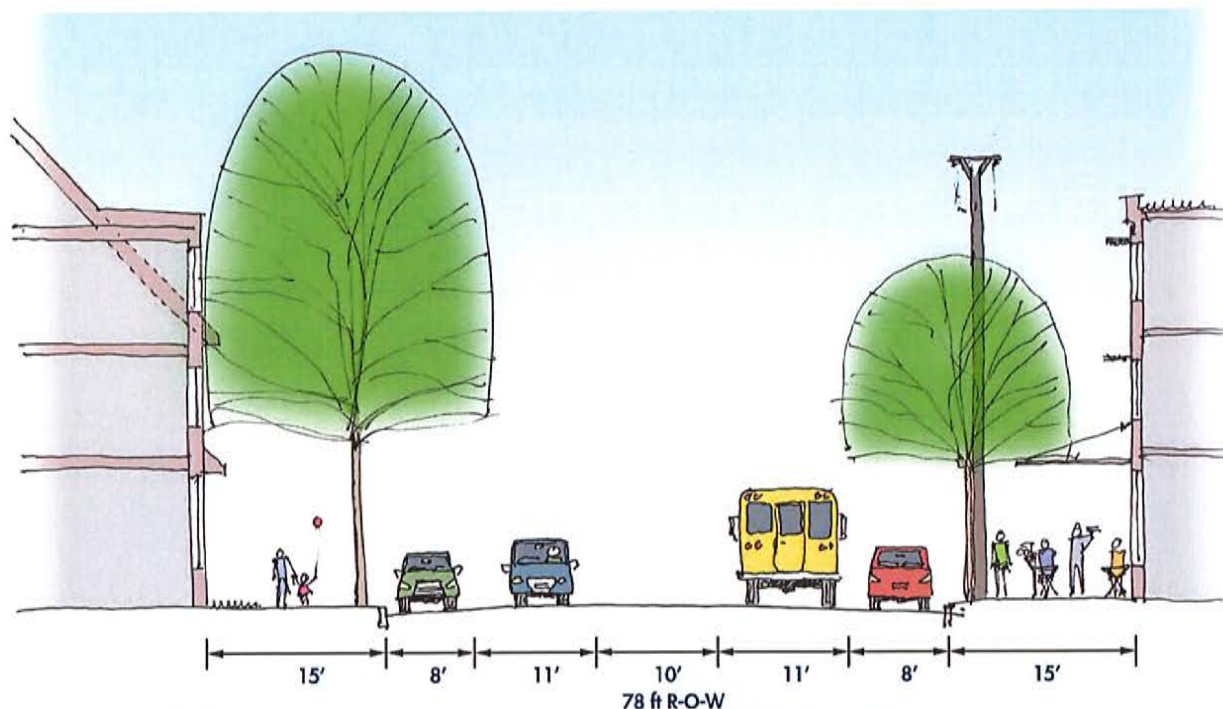
■ There are a few buildings that retain their historic significance within this area. It would ideal to restore the following buildings:

- *Dublin Service Center*: restore the old signs, pumps, and retain the historic accessories (e.g., possible use as a museum combined with a restaurant use)
- *Dublin Star Diner*: restore the facade to recreate the portions of the the original Goldies Diner. Encourage outdoor dining in front of the building
- *Moyers Farm*: restore the barn and residence and adaptively reuse to create a boutique retail center with restaurant

### Traffic calming

■ Create new blocks with intersections for traffic calming; this can allow safe pedestrian crossings and additional on-street parking, and can provide for high quality retail space on corner locations. In addition, these new blocks will add to the pedestrian-friendliness of Main Street, because shorter blocks can encourage the walking that large blocks discourage. These new blocks will be created by establishing new through streets that connect to the Comprehensive Plan road located behind the TEC Center to the Dublin Shopping Center to a second new

## Town Center character area: typical streetscape



### Design recommendations

- 15-ft. sidewalks accommodate sidewalk cafes where possible
- Shorter street trees under utility lines; taller trees on south side
- Travel lane reduced to 11 ft. for traffic calming
- Two on-street parking aisles
- Center lane for left-hand turns onto through-streets
- Historic-style street lights reinforce pedestrian-scale
- 2½–3 story buildings built to street line

### What this design addresses

- On-street parking is critical to the success of businesses
- Center turning lane ensures continuous vehicle movement
- Wide sidewalks that are pedestrian friendly
- New trees provide shade for pedestrians and shoppers
- New infill buildings create great pedestrian scale
- **This can be built in phases as land is developed**

*Choosing a locally-owned store generates almost four times as much economic benefit for the surrounding region as shopping at a chain, a new study has concluded. The analysis also found that eating at a local restaurant produces more than twice the local economic impact of dining at a chain restaurant.*

Source: Institute for Local Self-Reliance  
<http://www.ilsr.org/independent-businesses-deliver-bigger-economic-benefit/>

street across Route 313 that follows the existing alley located behind Meyers Mower Service and connects to Mill Street. The following new through connector streets are recommended:

- Between the TEC Center and the Dublin Post Office
  - At Manor Drive through the site presently owned by Grand View Hospital
  - At Manor Drive to the entrance to the Dublin Shopping Center
  - At the entrance to Moyers Farm
- Encourage a boulevard west of Rickert Road in Bedminster, outside of the Borough, that includes a landscaped median.
  - To allow for these new through streets, it will be necessary to widen Main Street from the area in front of the TEC Center to Rickert Road to accommodate a central left hand turn lane. The new road design would require two 11-foot lanes plus one center turning lane that is 10 feet wide.

### **Walkability**

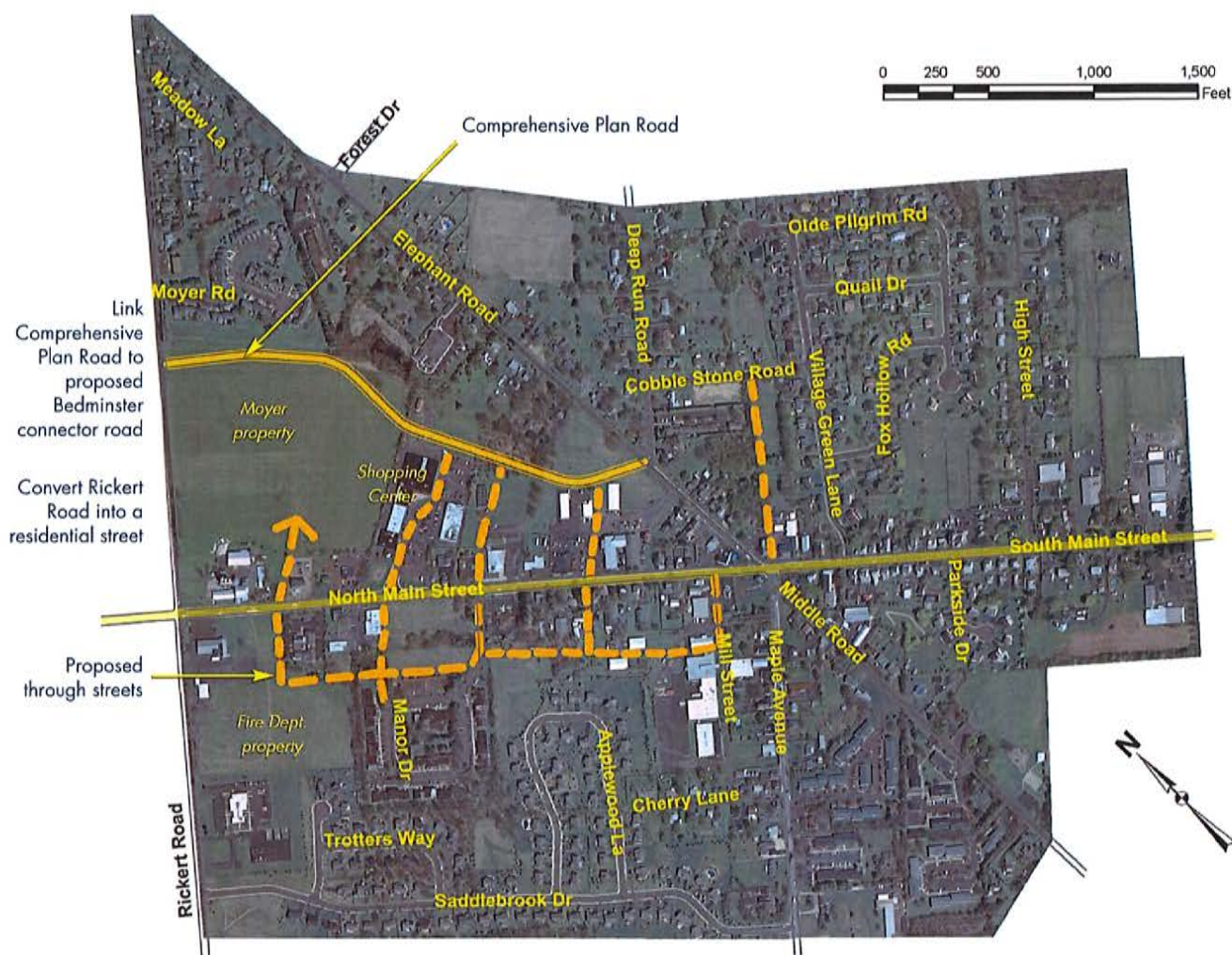
- The existing sidewalks are only five feet wide. To make this area a viable town center for Dublin, it is recommended that the sidewalk be widened to fifteen feet on either side of the street. The added width will accommodate sidewalk cafes, sidewalk sales, and street trees and street lights. Private driveway curb cuts onto Main Street should be prohibited.
- Create cross walks should be located at the following areas and place *Yield to Pedestrians* signs at each of the following intersections:
  - Dublin Post Office through street
  - Grand View site through street
  - Dublin Shopping Center through street
  - Moyer Farm through street
  - Rickert Road intersection

### **Parking and circulation**

- Remove off-street parking from the front yards of the commercial businesses.
- Consider not requiring off-street parking at all. Instead, allow new uses to count on-street parking in front of the new use and to require a contribution toward public parking facilities.
- To achieve on-street parking, widen the cartway to permit two 8-foot parking aisles from the front of the TEC Center to Rickert Road on both sides of the street, creating a cartway of 48 feet. With two sidewalks and turning lane added, the ultimate right-of-way will be 78 feet in width. As part of the widening, it is recommended that the possible relocation of utilities underground should be explored, or have the utilities relocated to the rear of the lots.
- Coordinate with new businesses and developments to create new public parking facilities that are managed by the Borough.
- Create new through-streets that will form short blocks to break up the long block between the Shopping Center and Rickert Road and link to the Comprehensive Plan Road. Specific recommendations for the Comprehensive Plan Road Character Area will be discussed below.



## Town Center and Comprehensive Plan Road Character Areas: new block recommendations



### Proposed road network to create new blocks

- New road between Grates & Grills and Cobble Stone Road
- Through street can connect with the Comprehensive Plan Road at the following locations:
  - Post Office/Dublin Diner
  - Moyer Farm and Dublin Fire Company land
  - Grand View property
  - Shopping Center to Manor Drive
- New street behind Meyers Mower Service, parallel to Main Street

### What this design addresses

- Takes traffic pressure off of Main Street by providing alternative choices for drivers—especially non-through traffic
- Eliminates excessively long block on North Main Street and enhances walkability of Town Center
- Provides the "critical mass" needed to support additional retail
- Creates more corner buildings that command higher rent
- Greatly increases on-street parking
- More (and safer) pedestrian and bicycle routes into the Town Center
- Provides needed crosswalks for pedestrians



### ***Landscaping and street trees***

#### ■ North side of street

Add low branching street trees within the two feet of the newly widened sidewalk on the north side of the street where there are existing overhead utilities. This location will also provide a feeling of safety from the adjacent traffic and it will add an important traffic calming effect.

#### ■ South side of street

Add larger street trees where there are no overhead utilities that will branch out over the roadway that are located within the newly widened sidewalk on the south side of the street.

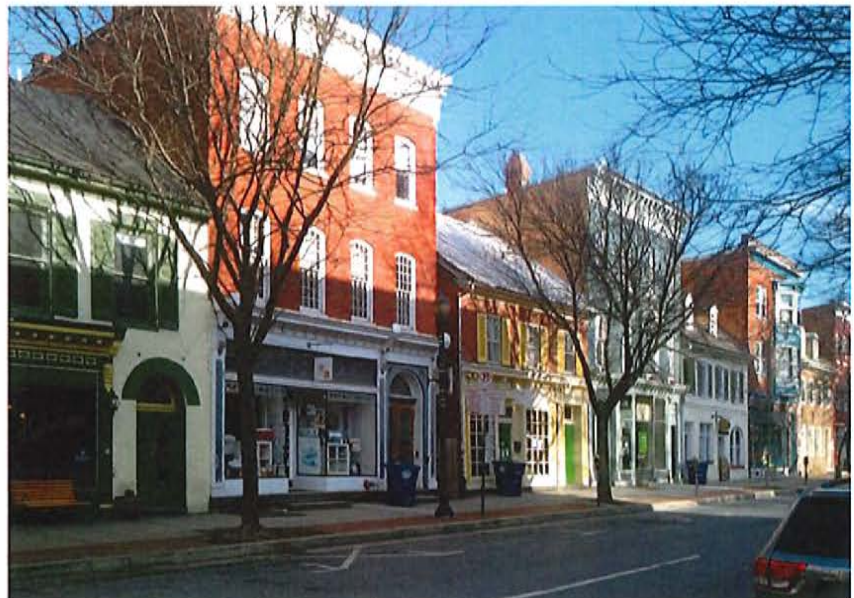
### ***Street lighting***

- Develop pedestrian-level streetlights that are placed within the newly widened sidewalk zone. The streetlights should match the existing streetlights that have been installed in the Borough.

### ***Signage***

- Create an historic gateway sign at the north entrance to Dublin. Such a sign should define Dublin Borough, the date of incorporation, and state “Home of Pearl S. Buck”, or words to that effect.
- Develop new sign standards within the historic area and incorporate design review through the newly formed Historic and Architectural Review Board (HARB).
- Encourage businesses to redo their signage to be keeping with the new sign standards that exchange free standing signs to wall or projecting signs. Look at examples, such as Chestnut Hill or City of Bethlehem, PA, for detailed sign design standards. Work with organizations such as Pennsylvania Department of Community Economic Development (DCED) to seek grants for new signs.

A retail street in Frederick, MD shows how a variety of building heights and design can frame the streetscape and provide visual interest. The continuous frontage and large display windows draws pedestrians onward.

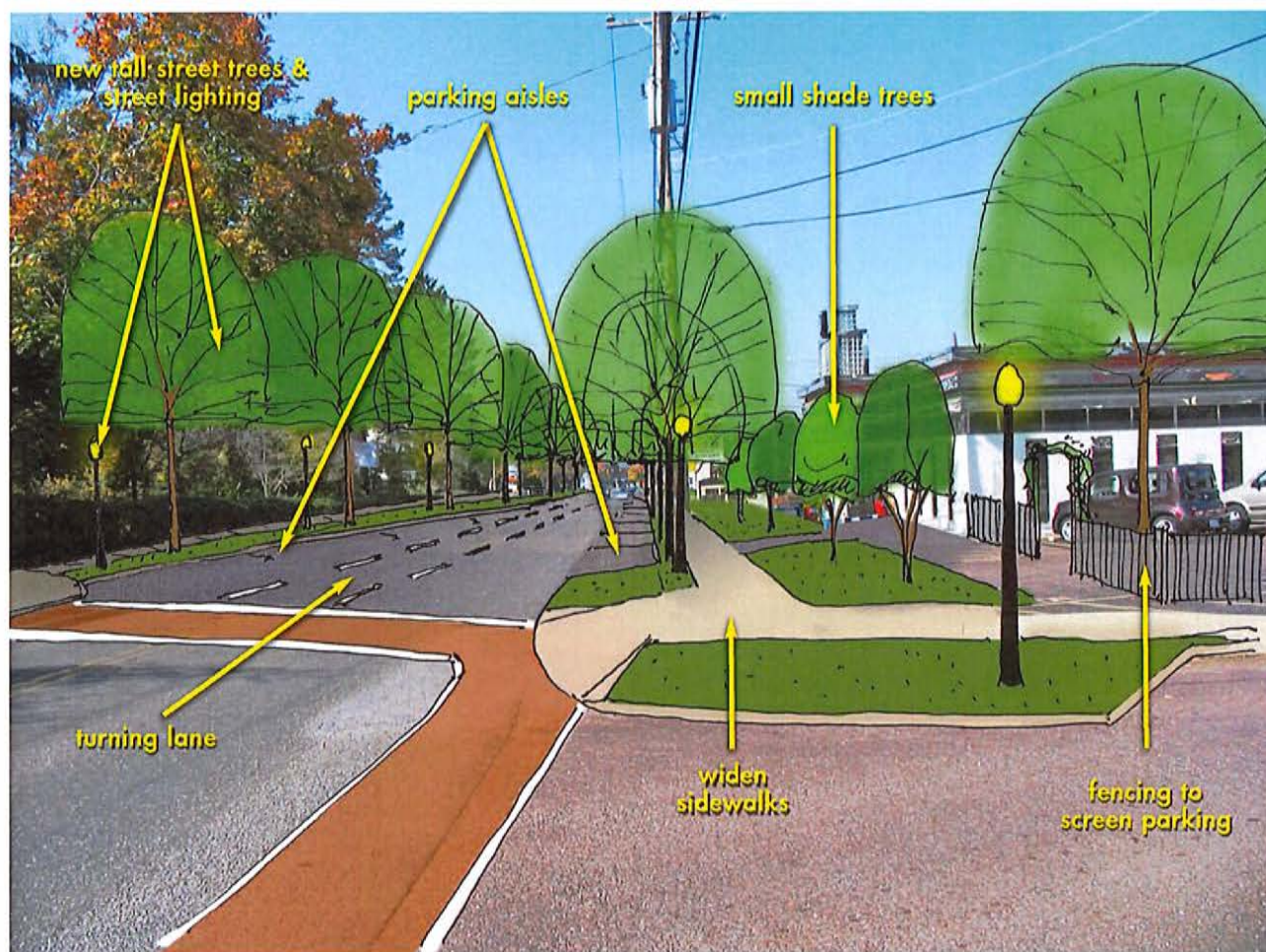




**Potential streetscape, circulation, and building improvements in the Town Center Character Area: Dublin Diner**

**after**

**before**



**What this design addresses**

- Creates turning lane for uses along Main Street
- Can be implemented over time, as properties are redeveloped
- Adds on-street parking in the commercial core
- Increases pedestrian safety by emphasizing crosswalks
- Adds pedestrian-scale historic-style street lighting



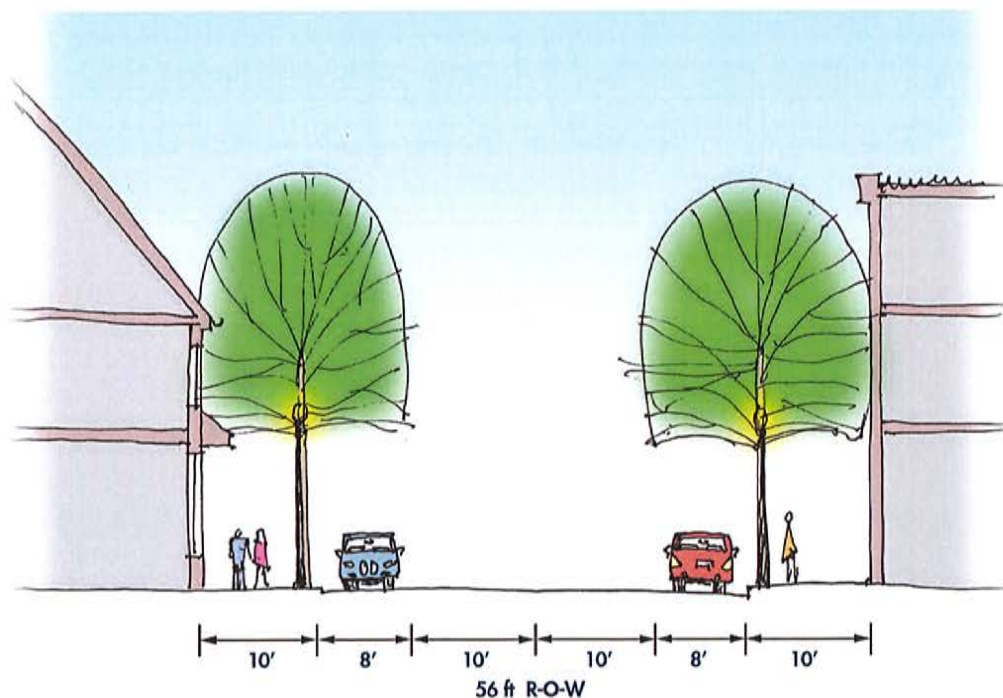


## Comprehensive Plan Road Character Area

A relief road has been proposed (Dublin Borough Comprehensive Plan, 2005) that connects Rickert Road with the intersection of Deep Run Road and Elephant Road. It is recommended that the construction of this street from the intersection at Deep Run Road and Elephant Road to the Dublin Shopping Center be given first priority. A second priority would be to extend the street from the Dublin Shopping Center to Rickert Road, which would take place when the Moyer Farm is eventually developed as residential uses.

As noted in the Town Center area there are four new through streets proposed that will connect the Comprehensive Plan road to Main Street across Main Street to a second proposed Comprehensive Plan road that would run behind Meyers Mower Service to Mill Street. It is anticipated that all of these streets be designed to the same design standards.

### Comprehensive Plan Road Character Area: typical streetscape



#### Design recommendations

- "Build-to" line creates a continuous streetscape
- Consistent use of street trees
- Travel lane reduced to 10 ft. to promote traffic calming
- Historic-style street lights link to other neighborhoods of the Borough

#### What this design addresses

- Pedestrian safety and traffic calming increased because of tree buffer and on-street parking
- Street trees provide cooling for pedestrians and homes and noise reductions
- New historic-style street lighting provides sense of place
- Wider sidewalks create generous spaces for strolling
- Opportunities for on-street parking to serve new retail



Wider sidewalks offer an opportunity for decorative planting beds that can capture stormwater as well as beautifying a block

### ***Land use***

- See Town Center Character Area. It is imperative that there be a continuous row of buildings facing the Comprehensive Plan Road to create a walkable street. All new development should be constructed to the edge of the right-of-way, or a build-to line. No off-street parking should be permitted within the front yards or along this street.

### ***Historic preservation***

- See Town Center Character Area.

### ***Traffic calming and circulation***

- Maintain a cartway of 36 feet that provides for two 10-foot wide travel lanes and two 8-foot wide parking aisles for both the Comprehensive Plan road and the through streets.
- Add the through streets as proposed above.

### ***Walkability***

- For both the Comprehensive Plan Road and the through streets, create sidewalks that are 10 feet wide, plus the width of the curb. This will equate to a total right-of-way of 56 feet.

### ***Parking***

- On-street parking is encouraged in this area. This includes the Comprehensive Plan Road and all of the proposed through streets that connect the Comprehensive Plan Road to Main Street and the street proposed behind Meyers Mower Service.

### ***Landscaping and street trees***

- Large street trees can be planted on both sides of the street and on all connecting through streets.

### ***Street lighting***

- The streetlights should match the existing streetlights in the Borough.

### ***Signage***

- See the Town Center area





### Why does this plan recommend a variety of house types and sizes?

Steve Mouzon is the founder of the New Urban Guild in Miami. The New Urban Guild is a group of architects, designers, and other New Urbanists dedicated to the study and the design of true traditional buildings and places native to and inspired by the regions in which they are built. In an article discussing why so many houses pre-housing meltdown look so similar, he writes:

*"Consider this: people may have a home-owning life of sixty years or more, from their early to mid-twenties to their early to mid-eighties. The period of time that children are at home (assuming the heads of household ever have children) is roughly 30% of that time. So for 70% or so of your home-owning life, you're saddled with a house larger than what you need. And it isn't just size, either. The types are so similar that it seems we've forgotten how much housing once varied."*

*Each old city has its own wealth of home types. Look at Beacon Hill in Boston, for example. Or Charleston. Or Alexandria. The home types were so varied because the people were so varied... but today, the American population is more varied than ever before, even while our housing choices have become more bland."*

<http://www.originalgreen.org/blog/the-long-tail-of-housing.html>  
Posted February 24, 2010

## Village Residential Character Area

A Village Residential area is proposed for the Moyer Tract. Within this area it is intended that there will be sufficient area for a small common or park area that will allow for outdoor gathering and an informal play area for children.

### Land use

- Residential densities, lot sizes, and housing types should vary in this area. For example, for the frontage along Rickert Road we recommend twins and single-family detached homes with 40 feet wide lots, with all drives and garage accessed from rear alleyways. Rickert Road should be developed as a stately residential street with attractive homes that would be opposite the newly proposed church in adjoining Bedminster Township.

For the Comprehensive Plan Road we recommend a mixture of twins and single-family detached homes with lot that are 30 feet in width, with all drives and garage accessed from rear alleyways. On the infill streets we recommend higher densities such as three- to three 1/2-story condominium units that allow for parking under the buildings to maintain an attractive and walkable streetscape. (Note: Surface parking lots for residential development should be discouraged.)

Residential densities should vary and should be dependent upon whether transfer development rights are purchased from adjoining municipalities. The highest priority for the purchase of development rights should be in the area between Dublin Borough and the Pearl S. Buck Foundation. (Note: to achieve maximum walkability and ratables, densities between 10 and 25 DUs/acre are recommended.)

### Historic preservation

- None. However, the design standards should be developed to reinforce the character of the type of buildings to make certain that they are all complimentary to the overall character to the Borough. This can be achieved by incorporating a form-based code into the Zoning Ordinance.

### Traffic calming

- Maintain a cartway of 36 feet that provides for two 10 foot wide travel lanes and two 8 foot wide parking aisles for Rickert Road, the Comprehensive Plan road and the side streets. Provide for a round-about within the center of the complex to provide for a focal point and some much needed common park area.

### Walkability

- For Rickert Road, the Comprehensive Plan Road and the side streets create sidewalks that are 5 feet wide with a 5-foot wide green strip for tree planting, plus the width of the two curbs. This equates to a total right-of-way of 56 feet.

### Parking

- Parking is encouraged on-street, including Rickert Road, the Comprehensive Plan road and the side streets. The single-family detached, twin, and townhouses should be served from alleyways at the rear of the unit. For the manor houses and condominium units, the parking shall be in the basement of the units so that there are no surface parking lots.



Examples of potential Village Residential housing types

### **Landscaping and street trees**

- Large street trees can be planted on both sides of the street and all connecting through streets.

### **Street Lighting**

- The streetlights should match the existing streetlights that have currently been chosen for the Borough.

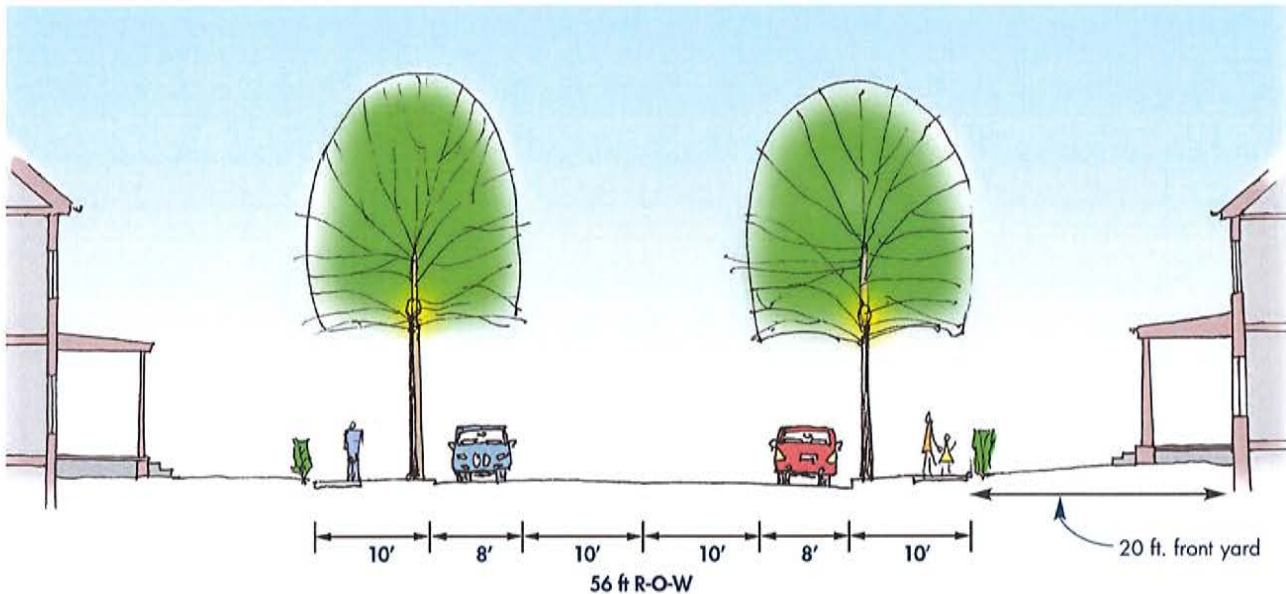
### **Signage**

- Only wayfinding signage should be permitted.

There are a number of key approaches to Dublin from outside of the community:

- Route 313 from Doylestown
- Maple Avenue from the Pearl S. Buck Foundation
- Deep Run Road from Bedminster
- Elephant Road from Bedminster
- Route 313 from Quakertown

### **Village Residential Character Area: typical streetscape**



#### **Design recommendations**

- 5 sidewalk and 5 ft. planting bed provides green and tree-lined streets
- "Build-to" line with a 20 ft. front yard creates a continuous streetscape
- 10 ft. travel lane promotes traffic calming
- Historic-style street lights links to other neighborhoods of the Borough
- On-street parking permitted, but most residential lots will be served by alleys and rear garages

#### **What this design addresses**

- Pedestrian safety and traffic calming increased because of tree buffer and on-street parking
- Creates a walkable village streetscape that reflects Dublin's history
- New historic-style street lighting provides sense of place
- Wider sidewalks create generous paces for strolling



Maintaining these approaching corridors as undeveloped and as open space are key to preserving the character of the region as well as the identity of Dublin Borough as a town center. Studies have shown that minimizing additional curb cuts and traffic signals along these approaching roads will have a large impact upon the capacity of these highway networks.

In addition, the cultural landscape between Dublin Borough and the Pearl S. Buck Foundation is critically important to preserving the important cultural tourism connection between that institution and the Borough of Dublin. We recommend that the Borough work closely with the Bucks County Planning Commission, Hilltown Township, Bedminster Township, and area non-profits, such as the Heritage Conservancy, the Bedminster Conservancy, etc. to develop initiatives for open space preservation of these important gateways.

## Gateways

Gateways are visual treatments that serve a dual function: they help create a sense of place by announcing that a motorist is entering a new community, and they cue motorists to change speed and slow down for the safety of the pedestrian. Gateways are appropriate for Dublin on the following roadways:

- Main Street (both ends of the Borough on Rt. 313)
- Middle Road
- Elephant Road
- Maple Avenue



Dublin's current gateway from Pearl Buck International should be upgraded

An example of a gateway is already in place on Maple Avenue. Particularly at night, the presence of freestanding lanterns is a pronounced change from the rural nature of Dublin Road immediately to the southwest. Gateways are more than just signs; in fact, they are best achieved by relying on other treatments, such as:

- Changes in pavement texture
- Addition of on-street parking
- Addition of lighting
- Addition of sidewalks
- And perhaps most effectively, the addition of people

## Additional pedestrian safety measures

There are also a number of subtle design elements within the street design that can be incorporated to enhance pedestrian safety and walkability:

- Bumpouts at intersections allow for shorter walking distances across streets.
- Narrowing the cartway lane width from 14 feet to 10 feet slows traffic. Traffic can be further slowed with the elimination of the center painted line. The narrower cartway is still effective at moving traffic at a reasonable speed, however.
- Adding crosswalks along the length of Main Street with signs giving pedestrians right-of-way will help reduce speeding.
- Corner radii that are not too rounded will make the crosswalk shorter and decrease vehicular speeds. They are also much more representative of traditional village street design.

## Goal 2: Make it happen with planning tools and incentives

Currently there are no incentives or regulations that would help the Borough attract more visitors, shoppers, and potential homeowners, and funding strategies have not been fully explored. In the past, public and private investments to improve the Borough have been made in isolation, and without attention to the goals identified within this study. In order to make the necessary extensive and meaningful changes discussed above, the following strategies are recommended.

### Planning tools **Historic District designation**

There are now no regulations to protect the historic resources within the Borough. At a minimum the Borough should immediately adopt an anti-demolition ordinance. Next, it is important to partner with Pennsylvania Historic and Museum Commission to develop a historic district, a historic district ordinance, a Historic and Architectural Review Board, and the staff necessary to administer the issuance of building permits and review new construction for compliance.

#### ***Historic District Design Guidelines***

An historic district will require a document or handbook that will set specific design guidelines that will provide guidance for the property owners on the best methods for maintaining their historic buildings.

#### ***Marketing and fiscal impact plans***

As part of the planning process, it is recommended that a marketing/fiscal impact plan be developed that will provide the tools necessary to best define how large or concentrated the commercial town center should become, make recommendations for development standards and the intensity of development, provide a market plan for the types of retail uses that the community can support. The plan should also cover developing a housing plan with appropriate densities that will be responsive to the current demographics and that will achieve the goals of creating economic sustainability, resilience, and walkability.

One of the concerns voiced in the Borough's second public meeting was the possibility of hidden hard costs associated with new development such as services and infrastructure. These should be addressed in any fiscal impact studies that are performed.



### ***Zoning Ordinance revisions***

The current zoning ordinance encourages the suburban auto-centric types of development that are to the opposite of the recommendations in this vision plan—to create a concentrated walkable community that reflects the Borough's historic development pattern. It is recommended that a new form-based zoning ordinance be developed to reinforce the architectural character that makes Dublin a unique community. Good planning is more about the design and character of a community than its land uses. The best way to preserve community character is through adoption of a form-based code.

### ***Parking study***

Public parking is the best way to address the parking needs of a community; it provides a needed funding base that can support a small community, and it encourages walking. A parking study and plan would develop a funding program that would be feasible for the implementation of appropriate numbers of on-street spaces and in public lots.

Developing a sustainable parking strategy may be the most important thing the Borough Council can do to ensure the success of this plan. There are too many once-great communities that have failed because of a lack of leadership in addressing parking issues. The city of Norristown is one of them.

### ***Subdivision and Land Development Ordinance***

Along with the changes to the zoning ordinance, it will be necessary to develop detailed design standards that will reflect the character areas described within this study. Currently the land development ordinance is based upon auto-centric design standards, which are not suitable and which hurt the character of the community that is highlighted in this report.

**Funding strategies and sources** It is important to explore a broad range of funding sources that will be necessary to implement the strategies within this study. While funding sources are more limited, there still remain sources that are available. The following is a discussion of some of the funding sources that are available:

**Property taxes:** property taxes are typically the primary revenue source for local governments. However, property taxes go toward operating funds and are not used for new capital improvements.

**Gas tax revenues:** the Commonwealth of Pennsylvania collects gas taxes, vehicle registration fees, and truck taxes. A portion of these taxes are returned to the municipalities. Typically these funds are used mostly importantly for maintenance. However, these funds can be used to make any transportation-related improvements within the right-of-way including sidewalks, intersection upgrades for pedestrians, and bicycle lanes.

**Local Improvement District (LID)** is a funding mechanism for local capital improvements such as sidewalks, streets, and streetscape enhancements. The assessment for a LID is based upon the linear frontage of a property, trip generation, or other similar criteria. Individual property owners have the option for paying the assessment in cash or by applying for assessment financing over a period of years.

*Business Improvement District (BID)* is a funding mechanism where assessments are based upon property assessment values or are a simple fee on a property. The assessment is paid for by the business rather than the property owner. BIDs cannot pay for capital improvements but may fund smaller projects that support other downtown improvements. A BID can have a time limit or it can be perpetual.

*Grants and loans:* Each year the state legislature develops a series of grants and loans for municipalities. The following web site is a good starting point.

<http://www.pahouse.com/Mundy/documents/PA-Grant-and-Resource-Directory.pdf>

### **Potential funding sources**

- *Pennsylvania Department of Community and Economic Development (DCED)*  
*Growing Greener II/Main Street and Downtown Redevelopment Grants:* helps to fund main street revitalization. May include facade and anchor building activities.  
*Keystone Communities Program/Elm Street:*  
helps to fund street tree programs
- *Pennsylvania Department of Transportation (PennDOT)*  
*Congestion Mitigation and Air Quality (CMAQ)*  
Intended for construction of roadway improvements which remove congestion. This could be used for a redo of the main intersection in town.  
*Transportation Alternatives (TA)*  
This program includes the Transportation Enhancement (TE) for pedestrian and bicycle improvement construction, Home Town Streets (HTS) and Safe Routes to School (SRS) programs. These programs could fill in the balance of the construction funding needed, although it could take a number of submissions and years to do it. Since there is no school within walking distance in Dublin, the HTS may not apply.  
*Efficient Growth for Growing Suburbs (EGGS)*  
This funding may be applicable for planning and engineering of areas such as the Moyer Tract.
- *Bucks County Economic Development Program*  
Loan programs for economic development
- *Delaware Valley Regional Planning Commission (DVRPC)*  
TCDI Grants for planning and implementation
- *Pennsylvania Historic and Museum Commission (PHMC)*  
Grants for developing historic districts and design guidelines.
- *National Endowment for the Arts*  
Grants for public art
- *Hart Family Fund for Small Towns*  
Grants for seed money to encourage preservation projects in small towns

There is a search engine on the DVRPC website called the Municipal Resource Guide. By typing in the type of funding sought and the location, it offers other specialized resources. See: <http://www.dvrpc.org/asp/MCDResource/>

- *Highway Beautification opportunities*

Finally, the Borough should investigate other partnerships in Bucks County such as Bucks Beautiful's Bulbs for Bucks Program, which is dedicated to planting one million daffodil bulbs along major highways and byways in the county. See [www.bucksbeautiful.com/bulbs.shtml](http://www.bucksbeautiful.com/bulbs.shtml).

## Goal 3: Organize for success

The following is a list of people and organizations and their roles that will be key for the successful implantation of this Revitalization Plan.

### ***Borough Council***

- Seeks funding grants for implementation of the Revitalization Plan
- Lets bonds for new improvements, as needed
- Develops overall funding mechanism
- Hires consultants to implement the plan
- Adopts the Revitalization Plan as a component to the Borough Comprehensive Plan
- Adopts new ordinances that support the Revitalization Plan
- Develops implementation strategies
- Approves new developments that support the Revitalization Plan
- Works with Bucks County Redevelopment Authority to assist with implementation loans for economic development, if applicable
- Hires a part-time Main Street manager to help draft grants and direct the right businesses into Dublin
- Hires professional support staff to administer the new ordinances and new development
- Develops a new parking organization to administer the improvements, administration, and maintenance of all public parking

### ***Borough Planning Commission***

- Supports the historic district
- Develops new zoning ordinance and design guidelines to support the Revitalization Plan
- Develops new subdivision and land development ordinance to support the Revitalization Plan
- Reviews and administers new developments so that they support the Revitalization Plan
- Partners with adjoining municipalities to preserve gateways and set up joint TDR programs

### ***Discover Dublin***

- Organizes events to promote Dublin
- Arranges for decorations to promote Dublin
- Supports business development to attract the right type of business



- Maintains a partnership between the public and private and non-profit sectors to remain active in the planning and implementation process
- Recommends real estate projects for specific parcels of land
- Participates in physical design strategy for the implementation of the Revitalization and Visioning Plan

#### ***Bucks County Planning Commission***

- Continues to provide technical support
- Works with surrounding communities to maintain the corridors
- Provides assistance in identifying sources of funding to implement the plan
- Assist with obtaining funding sources

#### ***Professional staff***

- Assists the Borough Manager and part-time Main Street Manager in the implementation of the coordinated improvement projects of the Revitalization Plan
- Assists Discover Dublin with event planning
- Administers the new parking program

#### ***Key Stakeholders***

- Partner with the Borough in implementing the plan
- Support the architectural design standards
- Partner with the Borough with the implementation of the Comprehensive Plan road, through streets and other public improvements

#### ***Borough residents***

- Provide input on the architectural design studies
- Provide input on the parks and open space elements of the study
- Support the initiatives that will encourage development within the Borough that will increase the tax base, increase the quality of life within the Borough, and help to preserve open space within the surrounding communities

#### ***Support agencies***

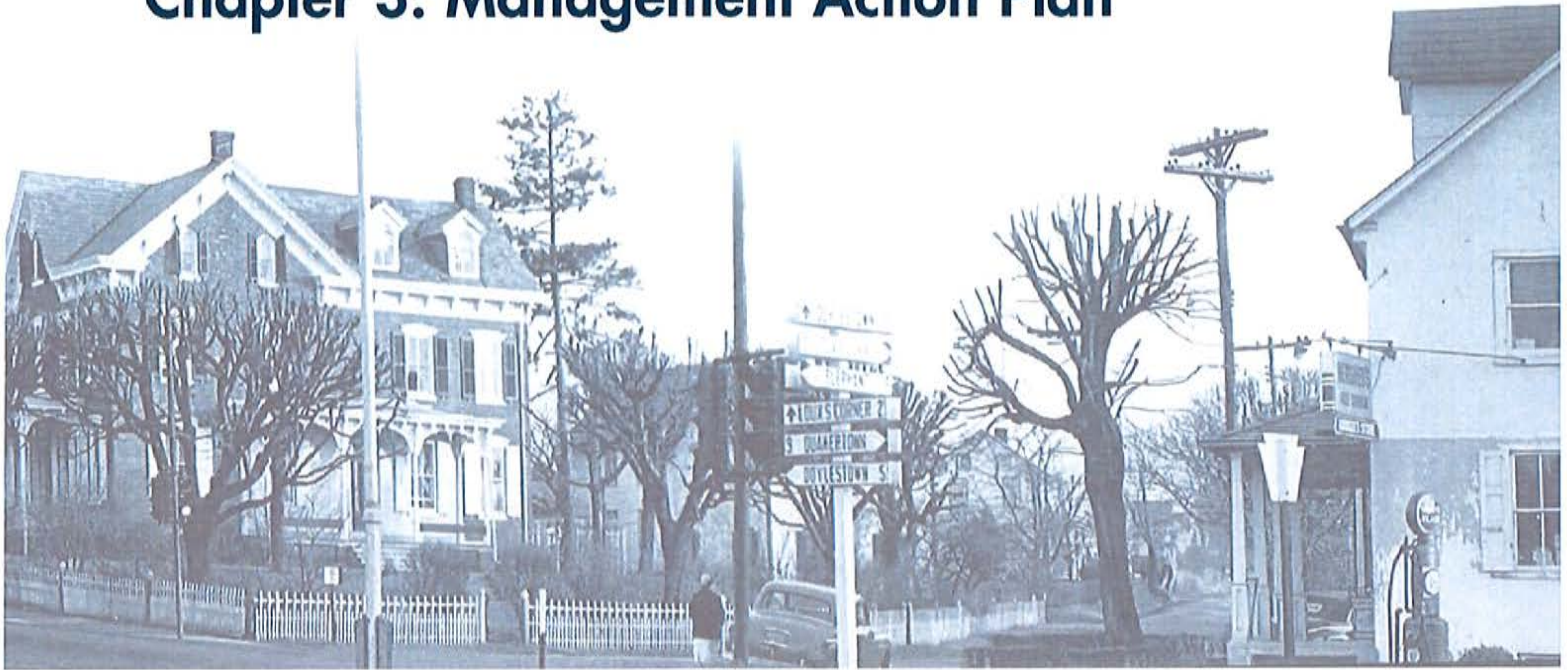
- Pennsylvania Department of Economic Development (DCED)  
Lisa Worden, Director  
South Eastern Regional Office,  
Pennsylvania Elm Street Program  
215-560-5830  
lisaworden@pa.gov
- PennDOT District 6-0  
Francis J. Hanney  
Traffic Control Services Manager, ADA Coordinator  
610-205-6560  
fhanney@pa.gov



## **Goal 4: An implementable long-term plan to ensure that new development brings the greatest possible benefits to Dublin Borough**

An important component of a vision plan is to be sure that it produces a fiscally sustainable local economy and resilient community. Creating a plan that protects local assets and enhances quality of life does not happen overnight; it takes a long-term commitment to collaboration, energetic mobilization, and dedication of resources and time to make it a success. In addition, efforts and decisions should be monitored to ensure that they move the vision forward and that they are effective in doing what they are supposed to be doing.

## Chapter 3: Management Action Plan



The following management action plan presents recommended tasks and a timing matrix to help prioritize resources—whether they require public or private support. Action items are drawn from the assessment and visioning goals in this Vision Plan. Many of them also reflect recommendations that were made in the *Comprehensive Plan* of 2005.

Actions have been grouped into major categories, identified according to lead or support agencies/groups, and further grouped into a timeline.

## Management Action Plan

Task	Highest priority	Lead (L) / Support (S)					Timing				
		Dublin Borough	Discover Dublin	BCPC	PennDOT	Stakeholders	1–2 years	2–4 years	5–6 years	7–8 years	9–10 years
1. Planning											
1.1 Adopt Revitalization and Visioning Plan as component to Comprehensive Plan	*	L		S			●				
1.2 Initiate a marketing and fiscal impact study		*	L	S				●			
1.3 Initiate a parking study: on-street parking, public parking	*	L	S				●				
1.4 Adopt a demolition ordinance	*	L					●				
1.5 Create historic district and HARB	*	L				S	●				
1.6 Create historic district design guidelines	*	L				S	●				
1.7 Zoning Ordinance: adopt a form-based code	*	L		S		S	●				
1.8 Subdivision and Land Development: adopt new design standards	*	L		S			●				
1.9 Work with surrounding townships to develop transfer of development rights (TDR) program	*	S		L		S	●	●	●	●	●
1.10 Update wastewater Act 537 plan			*	L		S			●		
2. Administration											
2.1 Hire a part-time Main Street Manager	*	L	S				●	●	●	●	
2.2 Develop administration to implement projects		L						●	●	●	●
2.3 Develop administration to manage public parking		L						●	●	●	●
3. Transportation											
3.1 Amend Official Map to include new Comprehensive Plan Road and Through Streets		*	L					●			
3.1 Install gateway traffic calming	*	L		S		S		●	●	●	
3.3 Install new cross walks	*	L	S			S	●	●	●		
3.4 Phase 1: reconfigure Main Street/Historic Area		L		S		S		●			
3.5 Phase 2: reconfigure Main Street/Town Center Area		L		S		S		●	●	●	●

### Management Action Plan (cont.)

Task	Highest priority	Lead (L) / Support (S)					Timing				
		Dublin Borough	Discover Dublin	BCPC	PennDOT	Stakeholders	1-2 years	2-4 years	5-6 years	7-8 years	9-10 years
3.6 Phase 1: Comprehensive Plan Road			L				S				
3.7 Phase 2: Comprehensive Plan Road		L				S					
3.8 Initiate a wayfinding program		S	L		S	S					
3.9 Initiate Keystone Marker Program		S	L			S					
3.10 Bucks Beautiful Bulb Program		S	L			S					
3.11 Research options for public transit		S	S	L		S					
<b>4. Economic Development</b>											
4.1 Partner with stakeholders to upgrade properties	*	L	S			S					
<b>5. Funding</b>											
5.1 Obtain funding/grants	*	L	S	S	S						
5.2 Initiate a facade improvement grant program	*	L	S			S					
5.3 Seek alternative funding mechanisms (BID) etc.	*	L	S			S					
5.4 Set up parking funding/program	*	L	S								
5.5 Partner with local banks for low-interest loan funds	*	L	S			S					



