

Hatboro Borough

Comprehensive Plan & Revitalization Strategy



HATBORO BOROUGH

COMPREHENSIVE PLAN

&

REVITALIZATION STRATEGY

**Urban Research & Development Corporation
Bethlehem, Pennsylvania**

Adopted by the Hatboro Borough Council

February 23, 2004

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PREFACE

PREFACE

One aim of the Hatboro Borough Comprehensive Plan & Revitalization Strategy is to improve quality of life by stimulating local business and sustaining public services. The focus is community-wide with special emphasis on the Borough's central business district.

In 2003, the Pennsylvania Downtown Center (PDC) calculated that there were 302 businesses in Hatboro's downtown vicinity. According to PDC, these businesses provided 3,062 jobs and generated \$80 million in sales revenues. In 2003, commerce and industry throughout the Borough will provide nearly \$338,500 in real estate tax revenues to Hatboro, about one-fourth of all real estate taxes the Borough collects (see Appendix G). In addition to real estate taxes, businesses located in Hatboro pay business privilege taxes, mechanical devices taxes, and manufacturing license fees to the Borough. These levies will generate approximately \$145,000 for Hatboro in 2003.

All people who work in Hatboro pay an occupational privilege taxes to the Borough, which is expected to provide \$42,500 in 2003. Beyond that, people who both live and work in the Borough pay earned income tax to the Borough (one half of one percent of their ordinary income). The 2000 U.S. Census reported that 533 Hatboro residents work in the Borough.

A healthy downtown is critical to Hatboro residents. Hatboro's real estate tax rate is 5.95 mills. Property owners pay \$5.95 to the Borough for each \$1,000 of appraised value that their property is worth. This 5.95 millage rates is one of the highest among Montgomery County's 62 municipalities. Yet median household income in Hatboro is considerably less than the Montgomery County average. Without a healthy business sector, Borough real estate tax rates would have to increase to maintain municipal services. And residential property owners would have to pay even more real estate taxes than they do now.

The Pennsylvania Downtown Center's website (www.padowntown.org) summarizes the benefits of a thriving downtown:

- Spurs business development
- Creates jobs
- Increases occupancy rates
- Draws investors
- Reflects history
- Utilizes existing infrastructure
- Reaffirms commitment by local leaders
- Increases the local tax base
- Stimulates housing
- Fights sprawl
- Rehabilitates empty buildings
- Promotes civic pride
- Increases community involvement
- Benefits adjacent neighborhoods

These points and the statistics cited above illustrate the spirit and motivation behind this plan.

INTRODUCTION

INTRODUCTION

Purpose

The Hatboro Comprehensive Plan and Revitalization Strategy summarizes the Borough's major policies on future growth and revitalization. The Plan provides rationale for future zoning revisions. Hatboro can also use the Plan as the Borough continues to seek intergovernmental grants. But most of all, the Comprehensive Plan and Revitalization Strategy is about vision. Emphasizing land use and economic development, the Plan identifies where the Borough should be headed in the next decade and the actions necessary to get there.

This Plan replaces the Comprehensive Plan Report for Hatboro that Borough Council adopted in 1972. The Borough of Hatboro Business District Study from 1990 is also now superceded. In preparing this new Plan, the Borough considered the following questions:

- What are our community's assets and constraints?
- How do we build on our assets and overcome our constraints?
- How can we encourage the changes we want and preserve what is most valuable?

Elements of the Plan and Interrelationships

The Comprehensive Plan and Revitalization Strategy examines the following topics:

- Future Land Use and Housing
- Business Revitalization
- Transportation
- Public Infrastructure, Recreation and Public Safety

These topics are interrelated. Planning and capital programming actions taken in any one of these areas are likely to affect one or more of the other areas. For instance, land use decisions often affect transportation patterns and community services, such as public utilities and recreation needs.

For each of these topics, the Plan provides a brief overview of existing conditions, goals and recommended strategies. An Implementation chapter that focuses on how to carry out the Plan is also included. The Appendices summarize information on population trends, existing land use, natural features and other background data.

The Montgomery County Revitalization Program

By adopting this plan Hatboro will become eligible to compete for grants under the Montgomery County Revitalization Program. The County expects to award approximately \$5 million per year under the program, which local municipalities must match with a 15% share. Street trees, parking lots, new sidewalks, property acquisition, housing rehabilitation, and a renovation fund for commercial properties are examples of borough initiatives Montgomery County has funded to date. Each participating municipality is eligible for up to \$400,000 in grants per year plus \$20 per resident based on 2000 population. This totals to \$547,860 for Hatboro.

The Vision

The Task Force that oversaw development of this Plan envisions a Hatboro that:

- Offers vibrant commercial districts featuring a traditional “Main Street” at the Borough center.
- Provides a range of affordable housing in attractive neighborhoods.
- Is served by a safe, convenient street and parking network.
- Delivers cost-effective, high-quality municipal services, including diverse park and recreation opportunities.
- Encourages industries and other businesses that complement the central business district in providing a diverse tax base.
- Reaches out to cooperate with the private sector, other governments and non-profit groups for community betterment.

Timing of Development

The timing of future development in the Hatboro area will continue to depend largely on the private real estate market. This Plan addresses development and conservation patterns for the next 10 to 15 years. After that time, the Comprehensive Plan and Revitalization Strategy Plan should be revised. Every three to five years, Hatboro should review the Plan to determine if changes are needed. Hatboro Borough should make zoning changes only after assessing how the proposed changes conform with the spirit of this Plan.

FUTURE LAND USE AND HOUSING

FUTURE LAND USE AND HOUSING

Existing Housing Conditions / Issues

Hatboro had a total of 3,121 housing units at the time of the 2000 Census. According to the Census, 63% were owner-occupied units, 34% were rental units and 3% were vacant. Single-family detached homes comprised 57% of Hatboro's housing stock in 2000. Single-family attached homes accounted for 11% and apartments were 30% of the total. The Borough's mix of housing densities and styles are an important part of Hatboro's appeal. Affordability is also an asset compared to housing prices in many of the region's suburban townships. Important housing issues in the Borough include the desire to preserve the character and physical conditions of housing, both downtown and in surrounding neighborhoods. The goals that follow reflect these and related concerns.

Future Land Use and Housing Goals

Future land use and housing goals and recommendations describe the types and locations of homes, business and other land uses that Hatboro should be encouraging. Through planning, the Borough should promote adjacent land uses that are compatible and minimize conflicts between land uses.

The Borough's Zoning Ordinance is the major regulatory tool that governs how people use land in Hatboro. But because most of this community developed before any zoning was adopted, the Zoning Ordinance mainly affects redevelopment and reuse. Hatboro's land use policies should be the rationale behind the Zoning Ordinance without regulating development parcel-by-parcel like zoning does.

Hatboro's land use policies need to be up-to-date and the Zoning Ordinance that helps enforce these policies should be modernized to be a positive force for revitalizing the community. The following goals should be the basis of these changes.

Goals for Residential Uses

- Monitor the safety and quality of the Borough's rental housing stock.
- Encourage home ownership and limit conversion of single-family homes to apartments.
- Foster more market rate residential uses inside and close to the central business district.
- Encourage traditional neighborhood development, which extends the best features of older neighborhoods into new development, and promotes building styles that are compatible with older neighborhoods.
- Continue providing for a variety of housing types and styles.

Goals for Non-Residential Uses

- Ensure Borough regulations encourage the types of businesses the Borough wants to attract.
- Adopt zoning regulations that recognize, protect and grow the central business district as a unique area.
- Promote redevelopment of underutilized industrial parcels with environmentally-responsible businesses.
- Promote planned office development to create more jobs and enhance real estate tax revenues.
- Prevent strip development along commercial corridors outside the central business district.
- Avoid extending or establishing commercial uses in outlying residential areas.
- Protect the very limited open space that remains in the Borough and associated natural features.

Future Land Use and Housing Plan

The accompanying Future Land Use and Housing Plan map illustrates the land use categories that should be the basis for revising Hatboro's zoning districts. These land use categories include the following:

Residential Areas

- Neighborhood Residential
- General Residential

Mixed Use Residential/Non-Residential Area

- Town Center

Commercial and Industrial Areas

- Highway Business
- Office/Institutional
- Campus Business
- General Industrial

Other Areas (not intended as the basis for zoning districts)

- Community Facilities
- Parks and Public Open Space
- Creek Conservation

The purpose of each category and the types of uses that Hatboro should allow in each category are summarized below. In some cases, desirable density levels are also cited. The Borough's zoning regulations should address all specifics using these descriptions and the accompanying map as a guide.

Because most of Hatboro is already developed, the Land Use and Housing Plan does not recommend major changes from current land use policies. This Plan concentrates on those portions of the Borough that are most subject to change—where there is potential for new development or redevelopment.

- **Neighborhood Residential**

The only housing that Hatboro should provide for in Neighborhood Residential is single-family detached homes, on lots of 7,000 square feet or larger. Limiting these areas to single-family homes is consistent with the Borough's current zoning regulations and will ensure the Borough can continue to attract people who want to live in family-oriented neighborhoods. Converting homes into apartments should not be permitted in these areas. Low Density Residential areas encompass the existing R-1 and R-2 zoning districts, which should be combined.

- **General Residential**

General Residential areas should permit all housing types, including single-family detached homes, twins, duplexes, single-family attached homes (townhouses), and apartments. Minimum lot sizes per dwelling unit should be 4,500 square feet for single-family detached homes. Other types of housing should be permitted at a maximum density of 8-15 units per acre, depending on the size of the tract. Conversions of homes into apartments should be allowed but restricted to larger structures. General Residential areas would be designated in most of what is now the R-3 and R-4 zoning districts, which should be combined. They would be concentrated along the east side of York Road corridor north of the central business district.

- **Town Center**

The Town Center land use area recognizes the commercial heart of the Borough, the York Road corridor between Horsham Road and Summit Avenue. Area between York Road and the SEPTA rail station is also included. Zoning in the Town Center should accommodate a wide variety of retail service, personal service, restaurant, office and other non-residential uses. Regional attractions, such as a movie house, arts center, sports facility, bed & breakfast or theater should also be encouraged. New auto-oriented uses, such as gas stations, auto repair shops, and car washes should be located outside the Town Center. In the future, drive-through restaurants

should be permitted only subject to restrictions that encourage site layouts, building designs and landscaping compatible with a downtown center.

Hatboro should also follow the lead of many other communities by making a special effort to attract and facilitate residents downtown. Attracting more people to live in the downtown will enhance the central business district's vitality by creating a greater 24-hour presence. A Town Center with a significant residential component is also safer and more diverse. It may also stimulate demand for certain goods and services that are not currently available. Town Center zoning should not permit apartments to occupy first floor space within buildings in the Town center that front on public rights-of-way. This prime space should be reserved for commercial or other non-residential uses. However, residential uses apartments should be encouraged downtown in a mixed use setting, such as on upper floors or in other parts of a building whose principal use is commercial. New apartment buildings and conversion apartments may also be appropriate in selected parts of the Town Center.

- **Highway Commercial**

As the name implies, the Highway Commercial area provides space for commercial uses that primarily serve motorists. Among a wide variety of permitted uses, typical examples of what Hatboro should allow in the Highway Commercial area include gas stations, auto repair, conventional drive-through restaurants, larger restaurants, beverage distributors, car dealerships, and shopping plazas. While some additional locations are also shown, selected areas along the County Line Road corridor are the most suitable places in Hatboro for these types of uses. By limiting the geographic extent of these areas and carefully determining permitted uses, the impact on nearby residential areas can be minimized.

- **Limited Office/Institutional**

The Limited Office/Institutional category is directed to the North York Road corridor between Summit Avenue and County Line Road, primarily to the west side of this corridor. A major objective within this area is to permit appropriate types of low-impact, non-residential development to augment the tax base, without: a) creating a commercial strip; or b) allowing high density/high traffic uses. Future uses must be compatible with the nearby low density residential neighborhood. It is also imperative that this area continue to be an attractive gateway to the downtown.

In the Limited Office/Institutional area, Hatboro should allow single-family homes but not apartments, except as conversion apartments in existing structures above another allowed use. Apartments such as the ones on the opposite side of York Road create a 24-hour, high-density presence and associated traffic not desired in the Limited Office/Institutional area. The Limited Office/Institutional area should not permit retail or personal service establishments. These uses should be directed to the downtown. Nor should this future land use area accommodate larger office developments. These uses should be accommodated either in the downtown or in the business park on Warminster Road.

Permitted uses in the Limited Office/Institutional area should include offices, funeral homes and selected institutional uses (such as a day care or church) with the following types of limitations to safeguard the area's current low-density environment.

- a) No building shall exceed two stories (30 feet) in height.
- b) Maximum building coverage: 40%
- c) Maximum impervious coverage: 60%
- d) Front yard setback: 35' with a requirement that 80% of this setback area shall be landscaped.
- e) Parking on the side or rear of the building should be strongly encouraged, not in the front.
- f) A landscaped buffer 20" deep must be established along the rear property line adjacent to a residential zoning district.
- g) No more than one freestanding sign per lot is permitted.
- h) Freestanding signs shall not exceed 12 square feet in area or 6 feet in height.
- i) Internally lit signs are prohibited.

The Borough should permit new construction of offices and institutional uses in this area only by special exception. Any office or institutional use not proposed for an existing structure would then require approval by the Zoning Hearing Board.

- **Campus Business**

The Campus Business category is intended to encourage business parks and other office/warehouse/flex space uses that are planned as unified land developments with extensive landscaping and paved on-site parking. Examples include conversions of former manufacturing plants into multi-user facilities (such as the former Vicks plant on Warminster Road) and small business parks that contain office and/or light industrial uses. Regarding industry as part of these developments, high-tech uses and clean light industrial should be allowed; larger smokestack industries should be directed elsewhere.

- **Industrial**

Hatboro should continue to welcome environmentally responsible industry. The Industrial areas shown on the accompanying map would allow all of the uses permitted in the Office category and the Campus Business category identified above. In addition, the Industrial area would permit traditional manufacturing businesses and other industrial uses now permitted in the Borough's two industrial zoning districts. Industrial uses that could cause extensive nuisances or hazards should only be allowed with "special exception" approval from the Borough's Zoning Hearing Board. Hatboro should also consider the potential for mixed uses in this area of the Borough. Selected properties may be suited for loft apartments and/or retail uses.

- **Community Facilities**

The Community Facilities category refers to public/semi/public uses, such as the Borough Hall, places of worship, schools, fire companies, the post office, rescue squad headquarters, cemeteries, and similar community-oriented uses. Community facilities can be located in any zoning district.

- **Parks/Public Open Space**

Parks/Public Open Space denotes the Borough’s three parks (Hatboro Memorial Park, Eaton Park, Tanner Playground and Jefferson Avenue Park). Miller Meadow, the Borough-owned open space parcel across York Road from Borough Hall, is also included. Parks/Public Open Space areas can be located in any zoning district.

- **Creek Conservation**

Hatboro has only limited remaining open space. Some of the most environmentally-sensitive open spaces are lands adjacent to waterways. Waterways in Hatboro include Pennypack Creek and a tributary once known as the North Branch of the Pennypack Creek. Construction is prohibited or severely limited within corridors along these waterways that are part of 100-year floodplain area. However, floodplain conservation regulations typically do not regulate soil disturbance, a major factor in stream pollution and sedimentation. Soil disturbance within 50 feet of a waterway should be prohibited. Establishing these riparian buffers preserves vegetation along streams, thereby slowing and filtering runoff before it enters the waterway.

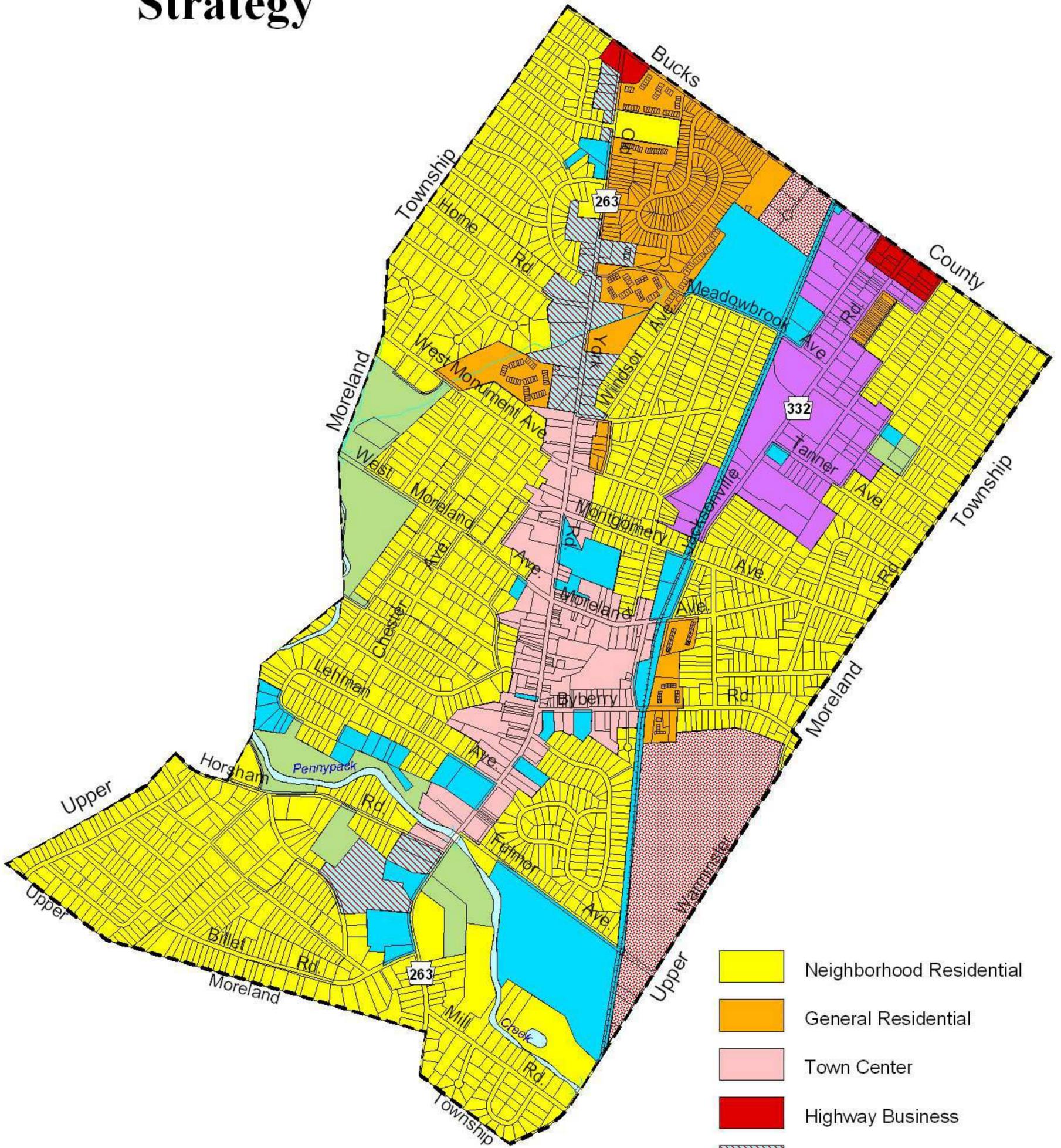
**SUMMARY OF MAJOR RECOMMENDED
FUTURE LAND USE PLANNING AREAS**

AREA	MAJOR PERMITTED USES	MAXIMUM DENSITY / MINIMUM LOT SIZE / OTHER	MAXIMUM IMPERVIOUS COVERAGE
Neighborhood Residential	Single-family homes	7,000 sq.ft. minimum lots	60%
General Residential	Single-family homes, twins, duplexes, townhouses, apartments	4,500 sq.ft. minimum lots for singles; maximum of 8-15 acres per d.u. for others	75%
Town Center	Residential as part of a commercial structure; a wide variety of downtown-oriented retail, service, restaurant and office uses	Very short maximum front yard setback that is consistent with a downtown setting; shared parking; service from the rear of buildings where possible	--

AREA	MAJOR PERMITTED USES	MAXIMUM DENSITY / MINIMUM LOT SIZE / OTHER	MAXIMUM IMPERVIOUS COVERAGE
Highway Commercial	A variety of commercial uses such as gas stations, drive-through restaurants, larger restaurants, shopping plazas, auto-oriented uses	10,000 sq.ft. minimum lots	80%
Limited Office / Institutional	Larger stand-alone office buildings, funeral parlors, places of worship, other non-retail businesses	20,000 sq.ft. minimum lots; on-site parking front, rear or side	60%
Campus Business	Business parks, other office/warehouse/flex space uses planned as unified land developments (new or conversions)	30,000 sq.ft. minimum lots; parking front, rear or side; extensive landscaping	60%
Industrial	Industrial	10,000 sq.ft. minimum lots	80%

Hatboro Borough Comprehensive Plan & Revitalization Strategy

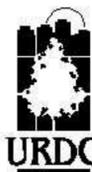
FUTURE LAND USE & HOUSING



- Neighborhood Residential
- General Residential
- Town Center
- Highway Business
- Limited Office/Institutional
- Campus Business
- Industrial
- Community Facilities
- Parks & Public Open Space
- Creek Conservation



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Keeping Older Neighborhoods Stable

The following are guidelines on sustaining older neighborhoods. Stable neighborhoods serve two functions. They provide desirable places to live, and help protect the health of nearby business areas. When residential areas deteriorate, crime and vandalism problems can follow that discourage business activity. If surrounding neighborhoods are strong, they provide customers who will find the downtown a convenient place to serve their shopping and service needs.

- *Retain middle-income households* - There will always be people moving into newer and larger houses, and older residents downsizing to nursing homes, personal care centers or retirement communities. To maintain owner-occupancy rates in an older area, there needs to be a continual stream of new home-buyers and good schools.
- *Encourage people to keep their homes in good condition* - Prevent blight and deterioration before it occurs. A single problem property can encourage responsible residents of nearby properties to move out and discourage new home-buyers from moving in. A problem property can also discourage homeowners from investing in improvements for fear they will not see any return when they sell.
- *Limit conversion apartments* - Strictly limit the conversion of single-family homes to apartments. This will promote home ownership and avoid parking problems. With exceptions, owner-occupants usually maintain their properties better than landlords do.
- *Enforce property maintenance codes* - Intervene before buildings deteriorate to the point where they are too expensive to repair. If you force property owners to do basic maintenance and repairs promptly, you avoid deterioration that can quickly get out of hand.
- *Carry out inspections regularly* - Hatboro should fully enforce its inspection procedures, including the following:
 - a. inspections prior to occupancy after a property transfer;
 - b. inspections when tenants change (more difficult to enforce); and
 - c. the licensing of all contractors that do work in the Borough.

The next step would be to implement regular inspections of all rental properties (every two years, every four years, etc.). To target an inspection program to the properties that are most likely to involve fire and safety hazards, inspections could be limited to buildings constructed prior to enforcement of comprehensive building codes. This would avoid the need for regular inspection of apartment buildings built during the last few decades, because those buildings typically have fire-resistant construction and safe means of access. The cost of inspections can be covered by an annual license fee.

- *Keep out incompatible uses* - It is important to protect older residential areas from incompatible development. This is a particular concern in older areas where there is a relatively dense mix of commercial, industrial and residential uses, with small setbacks. The zoning hearing boards should carefully review changes to existing business uses in residential zoning districts (which are called "nonconforming uses") to make sure they will not harm the neighborhood. In industrial areas near neighborhoods, use care about the types of permitted uses allowed by right under the Borough's zoning ordinance.

Note: Please see Appendix section at the back of this document for summary information on Hatboro's regional location, demographics, existing land use, and natural features. These summaries provide important background data that support the goals and recommendation contained in this chapter and the other chapters of this Plan.

BUSINESS REVITALIZATION

BUSINESS REVITALIZATION

Existing Business Revitalization Conditions / Issues

Economic development in Hatboro is focused in both the downtown and in other areas of the Borough as well. The York Road corridor in the central business district is the commercial center, the most concentrated location of retail, service and office activity. Jacksonville Road and County Line Road are also important commercial vicinities. Industrial uses in Hatboro are more scattered, with the largest clusters of industry present along Jacksonville Road in the Tanner Avenue vicinity and Warminster Road between Byberry Road and Mill Road. Byberry Road is the location of the former Vicks plant which has been subdivided to include industry, offices, warehouse area and flex space.

With the public and private sectors working together, Hatboro has seen exciting changes over the last decade. While some long-established, landmark retailers in the downtown have closed, new businesses have opened to fill the void. New streetlights, street trees and other public improvements gave a much-needed facelift to the downtown streetscape. The non-profit Main Street Hatboro, Inc., the Borough's Chamber of Commerce and local government have cooperated to organize, fund, and promote downtown renewal.

Business Revitalization Goals

To continue the Borough's momentum, Hatboro residents, business people and public officials need to look at their community as prospective investors are likely to view it. Locals must be willing to address the Borough's competitive weaknesses and seize emerging opportunities. The community does not desire or envision dramatic change. Hatboro's character and ambience account for much of the Borough's appeal. However, there are multiple opportunities for revitalizing that deserve special attention, especially in the downtown but elsewhere in the Borough, too. The following goals identify the vision behind the major recommendations in this Plan.

Goals for Organizational and Funding Resources

- Establish a more stable funding base for future revitalization activities and maintenance of public improvements already constructed.

Goals For Public Image and Streetscape

- Invest in physical enhancements that will project a stronger sense of welcome to the downtown.
- Maintain, refresh and add to existing streetscape features as needed.
- Protect the charm and small-town environment of downtown Hatboro.

Goals for Retaining Business Vitality in the Downtown

- Retain and attract businesses that distinguish Hatboro’s “Main Street” from nearby suburban malls and shopping plazas.
- Identify cultural, recreational and other commercial uses that will help make Hatboro more of a regional destination.
- Attract more office uses in and around the downtown to increase the demand for local goods and services.

Goals for Downtown Circulation and Parking

- Make the central business district more pedestrian-friendly.
- Ensure off-street parking areas are visible, accessible and attractive.
- Strengthen the pedestrian connection between parking areas and York Road shopping areas.
- Better link the SEPTA station with York Road.

Goals for Business Opportunities Outside the Central Business District

- Prepare comprehensive strategies to help recruit investment to specific underutilized properties.

Business Revitalization Strategy

The following recommendations will help Hatboro sustain its physical and economic revitalization, particularly in the central business district. Hatboro can begin working with local residents and property owners to carry out some of these ideas right away. Others will depend largely on market forces and may materialize only later. The overall purpose is to continue attracting business investment by projecting vitality and focusing on the future reuse of specific properties. Recommendations are included in the following categories:

- Public Image and Streetscape
- Retaining Business Vitality in the Downtown
- Downtown Circulation and Parking
- Business Opportunities Outside the Central Business District
- Organizational and Funding Resources

Public Image and Streetscape

1. Extend the Design Challenge Grant Program.

Under the Design Challenge Grant Program, the Borough of Hatboro and Main Street Hatboro have used Pennsylvania Department of Commerce and Economic Development (PA DCED) funds to assist downtown property owners make exterior building improvements. Program regulations have required property owners to invest \$2 for every \$1 of grant monies received. Main Street Hatboro and the Borough invested \$97,000 between 1995 and 2003 to leverage more than \$300,000 of private funding to upgrade commercial facades and improve business signs. The State funding base for Design Challenge grants has now expired. The Borough of Hatboro in conjunction with Main Street Hatboro is submitting an application to PA DCED for \$20,000 of State monies to extend this program. However, local sources must be identified if this successful initiative is to continue over the longer term and be extended to beyond Main Street. Possible sources could include monies that have been specifically set aside by the Hatboro Authority to help pay for community-oriented projects. A pool of funds might be established with help from the five banks in the downtown Hatboro. Other municipalities have also used Community Development Block Grant funds, which are State monies that Hatboro Borough receives each year.

Public improvements have helped rejuvenate downtown Hatboro but the way to sustain momentum is to continue encouraging private property owners to become part of the revitalization picture. Well-designed and well-executed private facade improvements signal that people have confidence in the future of their business and their community. Noticeable facade rehabs also inspire other property owners to join in the Borough's comeback. The improvements do not have to be extensive. Painting, minor repairs, a new sign, lighting or an awning may be all that is required to recreate an attractive facade. Some important do's and don't's for future facade renovations in Hatboro, include the following:

- New uses for historic buildings should strive for only minimal changes to the exterior features of the building that define the building's character.
- Historic exterior materials and features should be preserved and not be removed or covered.
- A new building in an historic area does not need to appear old, but should include features that respect nearby historic buildings, such as similar massing, materials, rooflines, window openings and scale.
- If deteriorated historic features cannot be repaired, they should be replaced with new features having the same appearance.

- Chemical or physical treatments, such as sandblasting, that cause damage to historic materials should not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
- The proportional relationship between the width and the height of the front of historic buildings should be maintained.
- The proportional relationship between the width and height of the windows of historic buildings should be maintained. If doors or windows are replaced, the window and door openings should remain the same size.
- Any rhythm of solid wall areas and windows and doors should be maintained.
- Any new construction or additions should seek to continue setbacks from a road that are similar to nearby historic buildings.
- Any rhythm of entrances and building projections should be maintained.
- Materials should be used (such as brick, stone and older styles of siding), that is similar in appearance to authentic materials of surrounding buildings.
- Roof shapes and roof lines should be maintained, and new buildings should have similar roof lines to nearby historic buildings.

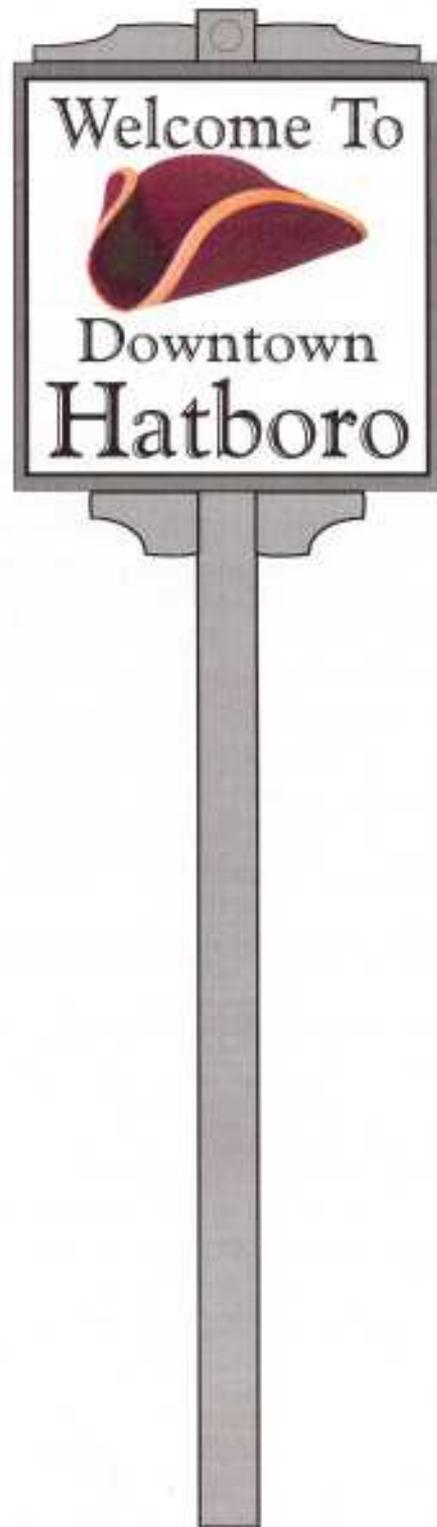
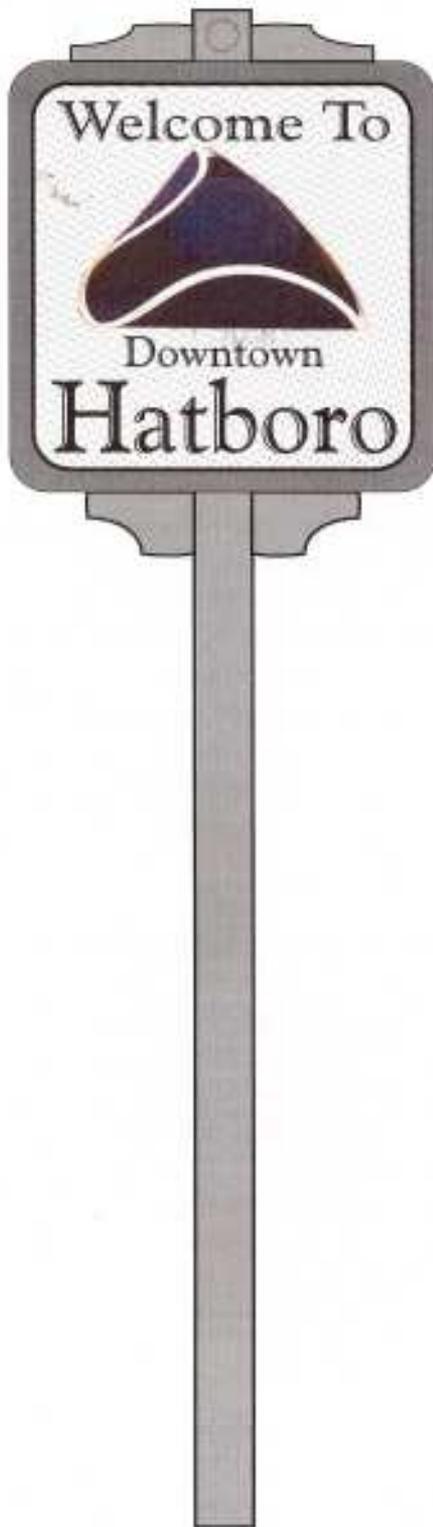
In a related matter, business signs should complement, not detract, from the downtown environment. Sign size and number allowed per lot should be strictly regulated through zoning. Sign materials and the use of internally lit signs should be controlled. Regulations that minimize and control the location of “sandwich signs” and other temporary signs should also be part of Hatboro’s zoning ordinance.

2. Install new welcome signs at major entryways to the central business district.

The Borough needs to highlight the entrance to the downtown with attractive, well-designed “Welcome to Downtown Hatboro” signs. For a start, the Borough should erect these signs at York Road and Summit Avenue, and at York Road and Pennypack Creek. Later, similar signs could be considered for some of the major roads that intersect York Road, such as Byberry Road, Monument Avenue, and Montgomery Avenue. At the same time as they welcome people, these signs will be traffic calming devices that signal motorists to slow down as they enter an area with heavy pedestrian circulation.

3. Provide more directional signs to off-street parking areas and local businesses.

The quickest way to turn off potential downtown customers is to make them search for parking. Hatboro’s off-street parking areas are large enough. The problem for visitors is finding them. Downtown Hatboro would be far more hospitable with several clear and properly placed signs that direct motorists to the off-street parking lots behind McMackins, First Union, and Produce Junction. The existing signs are small, too few, and not particularly eye-catching. Highly readable signs that show people how to access off-street parking will be a small investment to gain a significant improvement for downtown Hatboro. Complementary way-finding signs that direct people from parking areas to York Road shopping opportunities and other businesses are also recommended.



Downtown Welcome Signs
(two alternative signs shown)

These one-post signs will alert both pedestrians and vehicles that they are entering Hatboro's central business district.

4. Create one or more locations for public sculpture/public art in the downtown.

The graphic entitled Produce Junction Area Circulation Improvements suggests two locations where the Borough could place public sculpture/public art to help beautify the downtown. A veterans memorial statue, a mural, a piece of sculpture, or a plaque commemorating local history should be established at: a) York Road at the Produce Junction driveway; or b) a specially widened section of sidewalk on the east side of York Road across from Williams Lane (in front of Gamburg's Furniture). In addition to being aesthetic enhancements, these types of improvements will add to Hatboro's distinctiveness and special identity.

5. Maintain York Road street trees and tree wells more regularly.

Hatboro invested significant public and private funds in new sidewalks, street lights and street trees along York Road. Since the trees were planted, the Borough has periodically paid a tree service to prune them. The Greater Hatboro Chamber of Commerce and Main Street Hatboro have also each contributed funds towards street tree maintenance. The Borough has asked the property owner adjacent to each tree to weed the tree well at the base of the tree and plant flowers in it. As you would expect, the results have been uneven, with some property owners following through more diligently than others. Periodic support from the Borough would help address this maintenance issue. Hatboro's three-member Shade Tree Commission could coordinate volunteer labor with the Borough paying for flowers and mulch. Alternatively, the Borough road maintenance crew could perform the work as needed.

6. Develop a consensus on how the Borough should approach historic preservation.

The Millbrook Society is a member organization of the National Trust for Historic Preservation and is located in Hatboro. Funded by a Borough grant, the Society recently completed a report summarizing its findings from a three-year inventory of structures in Hatboro. Using period maps and photos, field views of current uses, selected oral histories, and other resources, the Society estimates that at least 80% of the structures that existed in the Borough seventy years ago still stand today. To preserve the historic integrity of the Borough, the Society is now recommending that Hatboro Borough Council adopt a "Historic Preservation Overlay Ordinance" based on similar ordinances adopted by Upper Moreland Township and prepared for Trappe Borough, among other communities. These ordinances, which were prepared by the Montgomery County Planning Commission staff, regulate demolition of, and major changes to, the exterior of structures designated as historic in the ordinances.

Hatboro considered adopting a historic preservation ordinance in the 1980's but did not do so. Once the Borough Council, Borough Planning Commission and Borough Solicitor have reviewed the approach now recommended by the Millbrook Society, key policy questions should be answered before proceeding. For instance, the Borough Council and Borough Planning Commission may wish to limit its regulations to preventing unnecessary demolitions. In this case, Hatboro could amend its zoning ordinance to require the following before a Borough-designated historic structure can be demolished:

- A delay period of up to 90 days before a demolition permit can be issued, during which time, alternatives to demolition can be explored;
- A strong justification from the property owner of why the demolition is necessary (such as it cannot be rehabilitated or it has no viable economic use); and
- A requirement for conditional use approval by the Borough Council, or a special exception approval by the Borough's zoning hearing board before demolition of a designated historic structure can proceed.

Some municipalities have found it easier to avoid public controversy and gain public support for a zoning amendment that only regulates demolition of historic buildings, as opposed to an ordinance that regulates changes that owners of historic properties can make to windows, siding, exterior doors and other exterior architectural features. Municipalities that strictly regulate exterior changes to historic structures often establish official historic districts under the State Historic District Act. This approach requires a Determination of Eligibility by the Pennsylvania Historic and Museum Commission that the geographic area to which the regulations apply has genuine historic and architectural significance. State certification of this type requires an in-depth study by a historic preservation specialist. Under this approach, a Historic Architectural Review Board (HARB) is then appointed by the governing body to administer the ordinance by reviewing all permit requests within the boundaries of the designated district.

The Historic Preservation Overlay District concept that the Millbrook Society has recommended for Hatboro is a middle ground between by the delay of demolition approach and the official historic district approach. The term "overlay" means the ordinance applies to structures designated as historic, regardless of the zoning district in which these structures are located. This type of ordinance stipulates that the municipal planning commission shall review and make a recommendation for approving or disapproving to the governing body on all requests to demolish or make "major alterations" to historic structures. "Major alterations" are defined as removing, adding or enclosing exterior walls or the roof.

To refine its approach to preserving historic resources, Hatboro needs first to determine what local architectural resources are worth preserving; i.e., what is "historic". For instance, an old structure may no longer be historic if renovations have destroyed its original architectural character. Secondly, the Borough must decide what changes it should regulate. For example, does the Borough want to regulate exterior alterations (if so, to what extent?) or just prevent unjustified demolitions? Lastly, the Borough needs to decide if it should focus on a specific sections of the community that contain concentrations of historic resources (such as the downtown?), or direct its historic preservation efforts Borough-wide. The Borough needs to address these policy questions, with public input, before Hatboro finalizes its approach to historic preservation.

7. Investigate the feasibility of extending streetscape improvements on York Road.

Hatboro's streetscape improvements along York Road now extend between Summit Avenue and Pennypack Creek. In the longer term, similar street tree enhancements, new lighting and/or new sidewalks and curbs could be constructed along York Road in either direction beyond current limits or along the major east-west streets that bisect York Road in the downtown area. One step in the direction would be burying the utility lines that exist on York Road north of Moreland Avenue. Utilities are already underground on York Road south of Moreland Avenue.

Retaining Business Vitality in the Downtown

1. Recruit more office uses to existing and future vacancies.

Offices do not usually rank high in surveys that ask the general public what businesses they wish to see more of in their downtown. Yet office uses can have a ripple effect on the local economy that retail shops cannot provide. Offices employ a high proportion of people to floor-space. These people that eat lunch locally, do errands locally, and will occasionally return in the evening for entertainment. Because offices have the potential to be an important economic multiplier, Hatboro should maintain offices near the top of its list that identifies types of businesses to recruit. As described earlier in the Future Land Use section, Hatboro should steer larger, stand alone offices that desire significant on-site parking and a deep front yard setback to the North York Road Corridor or to the business park on Warminster Road (the former Vicks manufacturing site). Recruitment of office users for most downtown locations should focus on smaller users, including sole practitioners and other businesses that do not employ a large number of people.

2. Formally study the feasibility of locating a regional attraction at the Hatboro Collision site.

The Hatboro Collision property is a large auto body business on the west side of Old York Road north of Lehman Avenue. Buildings on-site cover approximately 25% of this 1.25-acre lot and the property has 96 feet of frontage on York Road. While the environmental status of the site is not known, the property's central location and the large off-street parking lot next door are significant redevelopment assets. An auto body shop is not the highest and best use for this central business district property. A commercial or non-profit venue at this site that attracts more visitors from around the region would be a big step forward for revitalization.

While this site is not now for sale, it is available for long-term leasing. A business could lease the site for its direct use or a real estate developer could gain site control, rehabilitate it, and market it for resale or lease. Some uses identified by the survey research—book store, grocery store, brew pub/micro-brewery, farmers market—could find the property acceptable in its present form. In addition, a renovation concept could conceivably accommodate multiple commercial uses or an arts center and/or movie theater complex. Whatever the exact use, renovation of this

site is an opportunity to create a regional draw, an attraction that will bring people *to*, not just *through* Hatboro.

The best way to test the viability of the reuse options for the Hatboro Collision site will be to complete a redevelopment feasibility study. This study should do two main things: a) assess the competitive market in this region for selected possible reuses; and b) evaluate the physical condition and cost of renovating the existing building on-site. The Borough, the former municipal authority, and/or Main Street Hatboro should cooperate with the current owner by helping to fund this redevelopment assessment.

The feasibility of a non-profit theater group or non-profit movie house should be at least one of the reuse concepts evaluated. The boroughs of Souderton, Doylestown, and Ambler have become the sites of similar venues in recent years. The non-profit entity or entities that assist in funding this study can then take the lead in promoting the results of the study to prospective investors. This approach will be a public-private partnership that gives the public sector some influence on the future of a key local parcel. In exchange, the current private property owner will receive assistance in seeking out and evaluating prospective qualified buyers.

3. Prohibit first floor residential uses in the downtown.

In many small towns, there is a trend towards converting vacant or underutilized commercial buildings to rental housing. It is generally desirable to have residential uses in a downtown. However, housing along the central business district streets should not proliferate to the point where potential business investment is squeezed out. Borough Council should amend Hatboro's zoning ordinance to prohibit new housing units on the first floor of any building that fronts along a public right of way within the downtown area. Apartments would still be encouraged for upper floors and as rear units in the downtown, just not in prime commercial first floor space.

4. Adopt selected zoning revisions that will facilitate downtown revitalization.

Borough Council adopted Hatboro's zoning ordinance in 1985, before downtown revitalization became an important local concern. A number of provisions in the ordinance are very appropriate as applied to the proposed Town Center area, including requirements for small front yard setbacks and sections that allow reduced parking requirements by special exception. If Hatboro decides to comprehensively revise its zoning ordinance in the future, the Borough Planning Commission should closely analyze the full range of permitted uses and dimensional requirements that will apply to the downtown. Until that time, the following are selected changes the Borough should consider to help ensure Hatboro's zoning is compatible with the goals and spirit of central business district revitalization:

- Reduce the required buffer between commercial and residential uses within the downtown from 15 feet to 8 feet. This smaller buffer still provides room for buffer plantings but recognizes that space is limited in the downtown.

- Eliminate the buffer requirement between offices and other types of commercial uses. A mixing of these uses should be encouraged downtown, not discouraged.
- Lower the maximum height on freestanding signs in the downtown from 20 feet to 12 feet to be more in keeping with prevailing building heights.
- Provided they are not internally lit, allow projecting signs to extend perpendicular from building much farther than the 18 inches now permitted. This will make downtown businesses more visible to both motorists and pedestrians.
- Make business awnings and canopies allowable by right rather than requiring a zoning variance. Awnings and canopies were common in many downtowns in the early and mid 1900's. They promote shopping during bad weather. In addition, awnings and canopies sometimes feature attractive business signs.

Downtown Circulation and Parking

1. Enhance the function and appearance of the off-street parking lots behind McMackin's, Wachovia Bank and Produce Junction.

There are three large off-street parking lots in downtown Hatboro: behind McMackin's, Wachovia and Produce Junction.

A. Behind McMackin's

The parking lot behind McMackin's is on the west side of York Road just south of Moreland Avenue. It has spaces for 145 cars and is heavily used. Yet it functions well because it was properly designed and is well maintained. Part of the site is owned by Hatboro Borough and part by the Berlin family which leases to CVS. The two parties have a reciprocal easement in place that allows either of them to use any parking space on the entire site. No enhancements are needed to this public parking lot.

B. Behind Wachovia

There is a large off-street parking area behind Wachovia Bank on the west side of York Road between Rorer Road and Byberry Road. This site contains public parking spaces plus private parking spaces owned by several adjacent business. The Borough of Hatboro has a self-renewing, year-to-year lease with Wachovia Bank on a large section of this area. The lease allows public parking there in exchange for the Borough maintaining that portion of the site. There are several problems with this off-street parking area, including the following:

- Very few signs or other markings exist to distinguish private sections of this site from the parts available for public use.

- A large portion of the site is informal parking area without any lined parking spaces; nor are circulation aisles delineated.
- The bituminous paving is degraded over portions of the rear of the site.
- The most commonly used access to and from the site on the York Road side is by a narrow, unmarked alley between two commercial properties. This alley contains a large concrete stairway projecting into it. It also directs traffic leaving the parking lot onto a high volume traffic segment of York Road.
- The two-way, rear entrance/exit way located between the parking area and Lehman Avenue is unmarked and in poor physical condition. Part of this access way is owned by the Borough and called Bank Street. The rest of it crosses land not owned by the Borough but that the Borough uses in accordance with an established easement.
- There is no landscaping to soften the appearance of the site.
- There is no clear signage or walkway that directs pedestrians from their cars to York Road shopping opportunities.
- Users of the site are faced by the unattractive rear portions of adjacent properties that front on York Road.

The design solutions to these problems that are shown on the accompanying graphic include the use of one-way entrance/exit ways, landscaping, enhanced signage, clear pavement markings, and raised medians to direct traffic circulation. The entire site should also be repaved.

C. Behind Produce Junction

There is large parking area behind Produce Junction on the east side of York Road between Byberry Avenue and Moreland Avenue. The parking spaces at this site are owned by several different entities. However, the land is all private and the Borough is not currently involved. Like the parking area behind the Wachovia Bank, the parking lot behind Produce Junction presents several problems, including the following:

- The main entrance/exit way, which is on the south side of Produce Junction, creates traffic congestion and traffic hazards where it intersects with York Road.
- There are only a few signs that identify which parking areas belong to what businesses.
- No raised curbing or other markings exist to direct internal traffic circulation.
- There are no signs that direct people from their cars to York Road and no signs directing motorists to existing exit ways from the parking lot to Moreland Avenue, Byberry Road, and Penn Avenue.
- There is no landscaping to soften the appearance of the site.
- Users of the site are faced by the unattractive rear portions of adjacent properties that front on York Road.



HATBORO BOROUGH COMPREHENSIVE PLAN & REVITALIZATION PLAN

Parking Lot Enhancements





**HATBORO BOROUGH
COMPREHENSIVE PLAN
& REVITALIZATION PLAN**
**Core Block Parking & Connection
Improvements**



Urban Research & Development Corporation
25 W. Broad Street · Bethlehem, Pennsylvania 18018 · 610-865-0701

There is an accompanying graphic that illustrates several ways to improve how this parking lot works and how it appears. Ideas shown include reconfiguring the parking space layout, new landscaping, additional parallel parking spaces, and making the entrance from York Road one way. A textured crosswalk where the proposed one-way entrance way meets the parking area is also shown, as are a vehicular throughway and pedestrian walkway to the SEPTA station across Penn Street from the parking lot.

In the longer term, Hatboro's three publicly-accessible off-street parking areas may not adequately meet the demand. The downtown has a sufficient number of off-street parking spaces for now. However, if the central business district continues to attract more and larger businesses, the need for a public parking garage may develop and have to be formally investigated.

2. Protect and enhance existing pedestrian walkways to and from York Road.

There are six walkways in downtown Hatboro that link off-street parking areas with York Road. These include one on the north side of CVS that connects to the parking lot behind McMackins and two that connect to the parking area behind Produce Junction: one on the north side of Everybody's Home/Kathy's Klippers and one on the north side of Aerodrome Hair Salon. Also included are walkways next to Village Pretzel/Specialty Logo, one at the south side of Village Hardware, and one enclosed as part of The Red Barn. The long-term presence of the useful passageways should be preserved, by code if possible. In addition, enhancements are needed at these sites. Signs and textured paving should be established at the York Road entrances to these walkways where appropriate. Better landscaping, murals on adjacent blank walls, and more prominent lighting will help raise the visibility of these walkways, in addition to making them safer and more attractive.

3. Improve the connection between the Hatboro SEPTA Station and the downtown.

The Hatboro train station on SEPTA's R-2 regional rail line is on the west side of Penn Street between Moreland Avenue and Byberry Avenue. The train station is close to the York Road business district but the two uses are only weakly connected via the parking lot behind Produce Junction. The accompanying graphic that illustrates proposed improvements for the Produce Junction Parking lot shows how a strong connection for both people in cars and pedestrians could be built that links the train station and York Road. The entire SEPTA R-2 rail line reportedly carries over 7,600 passenger trips daily. The two SEPTA parking lot at the Hatboro station are nearly filled to capacity every week day. Hatboro would benefit from getting even a small portion of these riders to patronize downtown merchants. The best way to encourage this is to make the connection between the train station and the downtown as convenient, accessible, and attractive as possible.

4. Retain on-street metered parking along York Road.

Except for certain very small areas, the Hatboro central business district has metered on-street parking spaces on both sides of York Road from the Pennypack Creek to Summit Avenue. The meters are effective 9:00 a.m. to 9:00 p.m. daily except Sundays and holidays. Rates are 30 minutes for \$0.05, 60 minutes for \$0.10, and two hours for \$0.25. There seems to be a strong local consensus that Hatboro should retain these meters because they provide such convenient parking for shoppers. Some business people and employees occupy these spaces all day by feeding the meters every two hours, thus taking parking area from their own potential customers. But by and large, these spaces are readily available for downtown shoppers. The Borough should consider doubling the price of the parking meters. Its unlikely that demand for using these spaces would be affected because the current rates are so low. The extra revenue collected could be earmarked for downtown revitalization activities.

5. Initiate traffic calming improvements to make the downtown more pedestrian-friendly.

Crossing busy York Road can be a trying experience even at signaled intersections with painted pedestrian crosswalks. Many communities have begun initiatives in their downtowns to slow or “calm” traffic while providing additional safety and convenience for pedestrians. In downtown Hatboro, the following traffic calming strategies are recommended:

A. *Mid-block pedestrian crossings between Moreland Avenue and Byberry Road and between Monument Avenue and Summit Avenue*

Along York Road, the longest distance in the downtown business district without a pedestrian crossing is the section between Moreland Avenue and Byberry Road. This is also the main shopping block. A mid-block crosswalk should be constructed of patterned concrete or interlocking pavers to create a textured crosswalk for pedestrians. The change in color and texture will alert both motorists and pedestrians that this is an official safe crossing area. Pedestrian crossing signs would warn motorists to slow down in advance. Pedestrian crossing signals may also be incorporated into the design. Between Monument Avenue and Summit Avenue would be a logical location for another mid-block pedestrian crossing in the central business district.

B. *Possible median at the mid-block pedestrian crossing*

The Borough should investigate the feasibility of a median (without grass) occupying the center lane from the mid-block crosswalk south to Williams Lane. Such a median would enhance pedestrian safety by creating a safe haven midway in the crosswalk. In addition, the median beginning just south of the Produce Junction entrance, would help create a safe left turn lane into the Produce Junction parking lot. PaDOT approval and permitting would be required. In addition, input from the fire company and local emergency service providers should be sought to ensure a median will not interfere with fire trucks and ambulances. Trucks stop and use the lane that this median would occupy to make deliveries to York

Road businesses. Hatboro will need to consider all of the factors in deciding to go ahead with this median or not.

C. Additional Left Turn Lanes

Additional left turn lanes are proposed to help eliminate traffic congestion along York Road at Summit Avenue, Monument Avenue, Produce Junction and Williams Lane. The proposed left turn lanes at Summit Avenue, Monument Avenue and Produce Junction would all be from the from southbound lane of York Road. At Williams Lane, the left turn lane would be for the northbound traffic on York Road. Changes to the traffic patterns and additional signalization would require a traffic study and PaDOT approval and permitting.

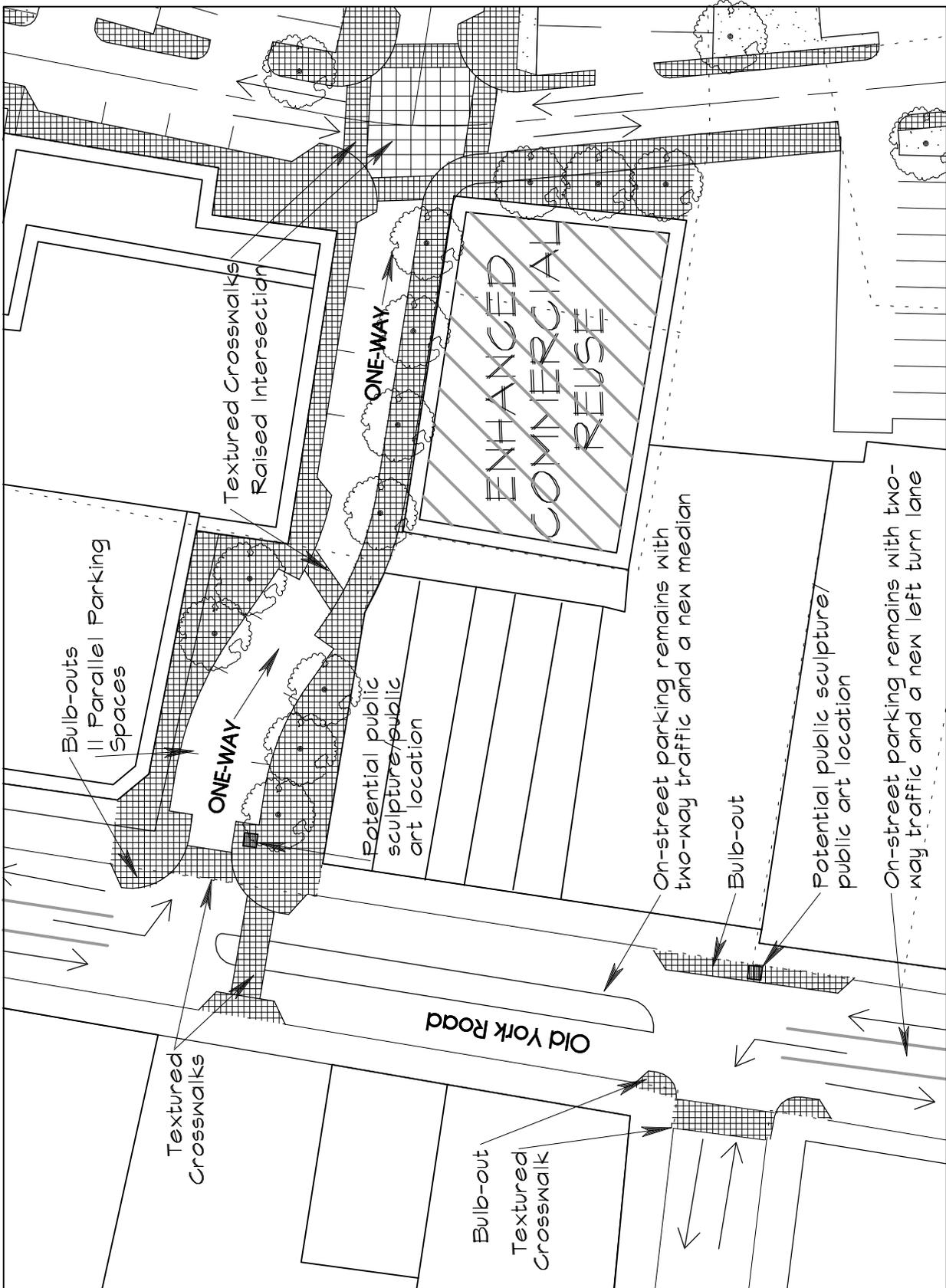
D. Textured Crosswalks and Bulbouts at Intersections

Textured crosswalks and bulbouts are typically used at intersections for pedestrian safety and traffic calming. Textured crosswalks alert both motorists and pedestrians with a change in color and texture that identifies the crossing as an official safe crossing area. Textured crosswalks may be constructed of patterned concrete or interlocking pavers. Pedestrian crossing signs would warn motorists to slow down in advance. Pedestrian crossing signals may also be incorporated into the design. The plan proposes developing textured crosswalks to cross both York Road and side streets at signaled intersections in the downtown and textured crosswalks only crossing the side streets only at non-signaled intersections.

The textured crosswalks should be constructed in combination with bulbouts (or curb extensions). Bulbouts are a typical traffic calming design feature in many downtowns which extend the curbline into the yellow “no parking area” with out reducing the travel lanes or restricting turning movements. This provides several benefits which include slowing or calming traffic, claiming unused street surface for additional sidewalk, and shortening the distance pedestrians have to cross busy streets. The additional sidewalk area could be used for pedestrians, landscaping or for public art as suggested directly across from Williams Lane. Bulbouts will not be possible on every corner and intersections should be evaluated on an individual basis, however where they are possible they would certainly enhance pedestrian safety and help calm traffic. PaDOT approval and permitting would be required.

E. A Dedicated Pedestrian Cycle at All Traffic Signals

At each traffic signal within the downtown, a dedicated “pedestrian only” crossing time should be incorporated into the timing of the traffic signals. Pedestrian “walk” and “don’t walk” signals should also be incorporated as well as pleasant audible signals for those with sight impairment. PaDOT approval and permitting would be required.



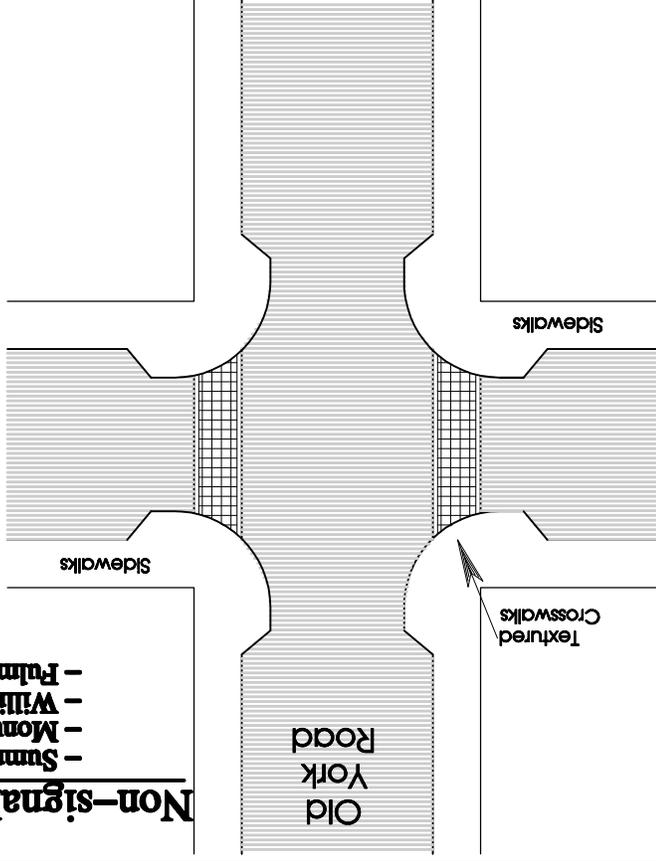
HATBORO BOROUGH COMPREHENSIVE PLAN & REVITALIZATION PLAN

Produce Junction Area Circulation Improvements



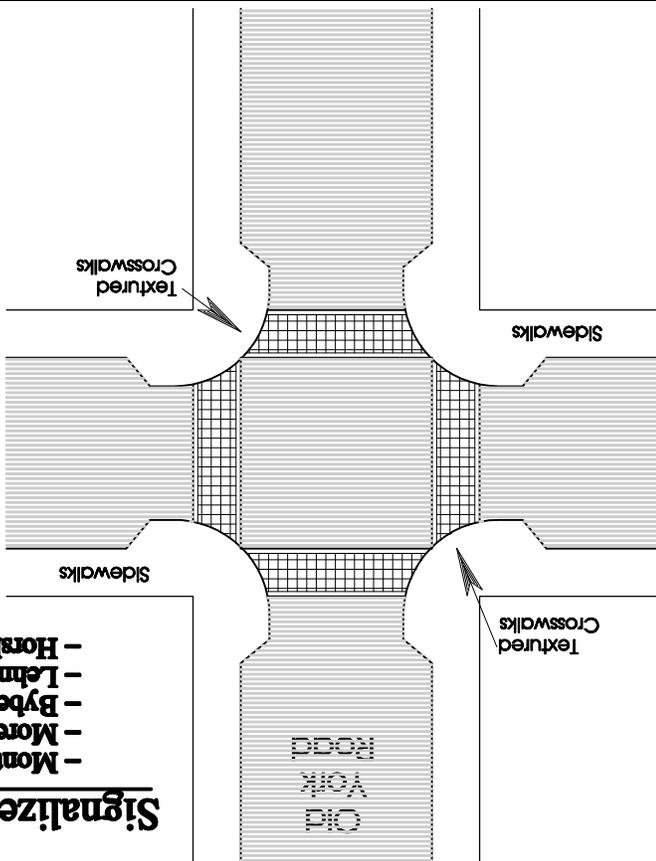


HATBORO BOROUGH COMPREHENSIVE PLAN & REVITALIZATION PLAN



- Summit Ave.
- Monument Ave.
- Williams Lane
- Fulmor Ave.

Non-signalized Intersections



- Montgomery Ave.
- Moreland Ave.
- Byberry Road
- Lehman Ave
- Horsham Road

Signalized Intersections

Note:
Bulb-outs should be used at all listed intersections where appropriate to provide traffic calming.
Bulb-outs improve pedestrian safety, may reduce travel speeds, and may improve neighborhood appearance with landscaping and/or textured treatments.

F. Padded or Relocated Traffic Signal Boxes

Pedestrians should be protected from signal boxes which protrude into the public sidewalk area. In some cases, they may be effectively narrowing sidewalk widths to less than the minimum requirements of the Americans With Disabilities Act (ADA). In other cases, they provide dangerous undetectable obstacles for the sight impaired. Minimally, corners need to be padded and ideally the signal boxes should be located out of harms way. Additional room created by the proposed bulbouts could provide safe locations to which the signal boxes could be relocated entirely. Relocation will require PaDOT approval.

G. Warnings for South-bound Drivers on York Road Approaching the Downtown

Auto and truck traffic on York Road approaching Hatboro's central business district from the north needs to slow down to increase safety. A flashing light indicating the change from an auto-oriented area to a pedestrian-oriented area would help in this regard. A sign on York Road north of Summit Avenue that announces the narrowing of the cartway in the downtown would also be beneficial.

Business Opportunities Outside the Central Business District

1. Determine what environmental remediation is needed to safely redevelop the former Santarian's Warehouse Site and conduct a feasibility study on potential reuses.

The former Santarian's Warehouse at 237 Jacksonville Road is the largest vacant industrial/commercial site in Hatboro Borough. This 5-acre property is zoned H-1, which permits a wide variety of industrial uses. The existing brick building on the site contains 236,000 square feet but is vacant and in poor condition. The building is an uneven, three-story design, with 10 to 12 foot ceilings comprising the majority of the interior space. The current owner has not been successful to date in finding a buyer for the property.

After acquiring the property, any future investor with a significant reuse in mind will have to do a major renovation of the existing building or demolish it and construct a new building. These options will apply to either a business that purchases the property for its own end use or a real estate developer who envisions acquiring the site to prepare it for resale or lease.

Given its size and location, the former Santarian's Warehouse site has many possible reuses. If the building can be renovated, effective adaptive reuses could involve many different commercial enterprises comfortable with an old warehouse physical setting or enterprises needing large unfinished space. Some of the uses identified by the survey research— book store, grocery store, factory outlets, brew pub/micro-brewery, farmers market—could find the ambience created by a renovated warehouse a positive business feature. In addition, a warehouse multiple-use, mall-type concept could conceivably accommodate either arts-related, antique, factory outlets, upscale specialty stores or some combination of these four commercial uses.

If renovating the current building proves to be cost prohibitive, demolishing the building and starting over will provide the opportunity for an even wider range of possible reuses. These could include large single-entity uses such as a commercial office building, distribution center or recreational fields. In any future development scenario, the property's location in a thriving, growing area and its ability to accommodate on-site parking will be significant assets.

The best way to test the viability of reuse options will be to conduct a market study. A market study will assess the demand for a particular reuse (or defined set of reuses) in this geographic area given local demographics and existing businesses that would compete with the prospective reuse(s). The next level of financial analysis would go beyond market potential to include more detailed projections that assess the capital and operating costs for a particular reuse scenario compared to revenue estimates.

To properly assess the viability of any future reuse, input will be required from a consulting team with expertise in structural engineering, architecture, and land development to estimate the cost of either: a) demolishing the existing building and replacing it; or b) renovating the

building. A potential redeveloper must factor these costs and associated debt service in to any estimate of capital requirements and future cash flow.

In addition to assessing market conditions and estimating capital cost requirements, *anyone who wants to redevelop former Santarian's Warehouse site must consider what it will take to ensure the site is environmentally safe for future reuse.* The property has been recognized by Montgomery County as a brownfield site. This means there is evidence of unresolved environmental issues associated with the site's past use that will affect the feasibility of reusing the property safely.

Environmental assessment starts with a Phase I environmental analysis, where a consultant researches the history of how the site was formerly used, what toxins may have been involved, and how these toxins were disposed. Depending about the conclusions of the Phase I analysis, sample excavations and groundwater sampling may then be needed. Ultimately, the Pennsylvania Department of Environmental Protection (DEP) may require remediation in the form of paving and earthen fill to "cap" the site and establish a slope that directs storm water so that its doesn't percolate down into areas of underground contamination. DEP may also require on-going sampling from monitoring wells after the initial environmental remediation is complete.

The first step in attracting a responsible redeveloper to the former Santarian's Warehouse site will be for a public sector entity to help underwrite the cost of completing an initial environmental assessments, including the Phase I study and any necessary diagnostic sampling. This assessment will clearly determine the scope of any problems that may exist on the property and what actions may be necessary to address these problems.

The initial environmental assessment will determine the magnitude of the remediation necessary to safely reuse the property. Either prior to the environmental assessment or once the extent of any contamination is clarified, the current property could convey the site to the Montgomery County Redevelopment Authority, which is the public agency in Montgomery County with the legal authority to use public monies to buy a private property for future resale to another private party. The Borough of Hatboro or the Borough's former municipal authority may be able to assist in funding the initial environmental study, possibly with the help of State and/or federal brownfields clean-up funds. Beyond that first step, the Montgomery Redevelopment Authority's legal authority, staff expertise, and funding resources will probably be needed to comprehensively clean up and market the former Santarian's Warehouse site to a qualified redeveloper. Under Pennsylvania law, involving the Redevelopment Authority in an environmental clean up may also provide stronger legal protection for future property owners against future environmental liabilities.

NOTE: Other older business properties exist along the Jacksonville Road corridor and elsewhere in the Borough whose redevelopment and reuse may eventually require a similar process and similar assistance.

Organizational and Funding Resources

1. Provide longer-term financial support for Main Street Hatboro, Inc.

Between 1994 and 2003, the Commonwealth of Pennsylvania awarded \$751,500 in grants to Hatboro's Main Street Program through the Borough of Hatboro. These grant funds and related local economic development activities have helped stimulate over \$2.5 million in private investment in the Main Street area since 1997. During the 1997 to 2003 period, public investment in the Main Street area has totaled over \$1.5 million.

The economic results of the Main Street Program, working in coordination with the Chamber of Commerce and the Borough, have been impressive. While businesses have closed or relocated from the downtown since 1997, today there are 41 more business operating downtown than there were six years ago, including a *net gain* of 13 new businesses in 2002 alone. Since 1997, these new business investments have resulted in a *net gain* of 205 new jobs.

In addition to its economic development accomplishments, Main Street Hatboro has been a driving force behind extensive physical improvements in the downtown. As cited earlier, Main Street Hatboro's Design Challenge Grant program has leveraged over \$300,000 in private investment for business facade and sign improvements. Together with a State award-winning public streetscape renewal, these private investments have given the downtown a comprehensive facelift. In evaluating Hatboro's Main Street Program, the Pennsylvania Downtown Center concluded that "there is little question that the town has benefitted" from Main Street Hatboro, and that "the town looks significantly better than before the Main Street Program was put in place".

Main Street Hatboro has also succeeded in what the Pennsylvania Downtown Center has characterized as the most valuable, but most difficult, part of an organized revitalization effort—building a working community partnership. As of February 2003, 44 community volunteers held positions on Main Street Hatboro's six boards and committees. Professional skills these volunteers have brought to the organization range from architecture, urban planning, and historic preservation to advertising, accounting and journalism, among many others.

Working closely with the Chamber of Commerce and Borough government, Main Street Hatboro has assisted in planning and sponsoring a promotional calendar that has included an Arts Festival, Octoberfest, Ghost Tour, Fall Sidewalk Sale, a "Bids and Bites" auction/eating affair and many other events. Main Street Hatboro's newsletter and website strive to keep local supporters and the general public aware of, and interested in, the organization's special events and overall mission.

As of June 2003, regular State funding for Main Street Hatboro expired, in accordance with Pennsylvania Department of Community and Economic Development Department (PA DCED) regulations. Main Street Hatboro will continue to seek competitive State, County and other

grants for specific bricks and mortar projects. For example, the Borough of Hatboro, in conjunction with Main Street Hatboro, is now cooperating with PA DCED in preparing and submitting a grant application for \$20,000 in State funds to continue the successful downtown Design Challenge Grant program. But from here on, Main Street Hatboro must rely on local sources for its annual operating funds. The Willow Grove Mall, a myriad of shopping centers and numerous other suburban retailers compete fiercely for the disposal income available in the greater Hatboro region. Main Street Hatboro and its full-time staff person need to remain in action if the Borough hopes to continue competing for its share of the region's retail and service expenditures. A decline in consumer expenditures downtown will translate directly into a decline in both the real estate tax revenues and the jobs that the downtown now provides in the Borough. To sustain the essential work of Main Street Hatboro, the following funding sources for the organization must be maintained and strengthened:

A. Friends of Main Street

Main Street Hatboro sponsors a Friends of Main Street program under which individuals and families make annual tax-deductible contributions that entitle them to discounts at over 30 participating businesses. Over 300 "Friends" now subscribe, most of whom pay between \$35 and \$250 per year. This program is an outreach to members of the general public who are interested in supporting the downtown business district.

B. Partners of Main Street

Currently, 14 "Partners of Main Street" have made 3-year pledges to provide substantial contributions to help underwrite the annual operating costs of Main Street Hatboro. This program strives to obtain a longer term commitment from local businesses who recognize the importance of professional economic development assistance.

C. Assistance from Local State Legislators

Hatboro's State Senator and State Representative have each provided funds from a discretionary grant program available to State legislators. Main Street Hatboro has used these appropriations to help sustain its regular mailings and website. It will be vital to continue such support in the future.

D. Borough of Hatboro

Each year, the Borough of Hatboro funded the required local match to the State Main Street grant received from the Pennsylvania Department of Community and Economic Development. In addition, the Borough provided funding in 2003, after it was no longer officially required to do so under State regulations. Borough support has been, and will continue to be, critical to Main Street Hatboro's existence and success.

E. Greater Hatboro Chamber of Commerce

The Greater Hatboro Chamber of Commerce has been a chief supporting partner since Main Street Hatboro originated. The proceeds donated from the Chamber's annual Bids & Bites auction, which is held each year at the Hatboro Federal Savings Bank, will continue to be a critical part of Main Street Hatboro's annual operating budget.

F. The Hatboro Authority

The Hatboro Authority sold its public water system to a private company in the 1990's. The Authority used the proceeds from this sale to establish a fund to underwrite community-oriented projects. Among other activities, the Authority helped fund this plan. The Authority paid for the 25% local share that matched Montgomery County Planning Commission's 75% planning grant. Having supported preparation of this agenda for revitalization, it would be a logical step for the Authority to help support the plan's implementation through funding contributions to Main Street Hatboro.

2. Determine if there is support among affected property owners and the public at large for a Business Improvement District.

Pennsylvania law allows municipalities to create a Business Improvement District (BID). Under this legislation, businesses in a specific geographic area pay a special annual assessment to help offset the cost of local revitalization activities, including marketing and promotion. Monies paid by the businesses within the BID can also be used for enhanced maintenance to sidewalks, lights, trees and other public infrastructure within the BID area. The special assessments charged to each business within the BID can be a flat fee and/or be based on the linear feet of street frontage each business occupies.

In 1980, Hatboro established the Hatboro Business District Improvement Authority. Hatboro established boundaries for a business improvement district in 1993. But because public support never materialized, the Borough did not follow through on administering the program and charging the special assessments. Reportedly, over 1,500 BIDS exist nationwide. Nearby, the Ambler Borough Council recently authorized the Borough Solicitor to prepare a draft BID ordinance for review at a public hearing. Hatboro should reintroduce the BID concept to determine if there is a consensus for putting it into operation in the downtown. Under State law, the BID program could be operated by the Borough or by a non-profit organization, such as Main Street Hatboro, Inc.

Another alternative would be for the BID program to be run privately. Under this scenario, the businesses would cooperate to contract for services themselves and collect the funds needed on their own. The motivation behind this approach is that maintenance and capital improvement conceivably could be accomplished faster and cheaper through a purely private sector approach.

**RECREATION, PUBLIC INFRA-
STRUCTURE, AND PUBLIC SAFETY**

RECREATION, PUBLIC INFRASTRUCTURE, AND PUBLIC SAFETY

Recreation, Public Infrastructure, and Public Safety Goals

The category of Recreation, Public Infrastructure, and Public Safety refers to important community facilities and services that the Borough of Hatboro provides or assists in providing to its residents. The Borough government plans and delivers some of these services directly. The others involve a variety of public and semi-public entities whose efforts are a positive contribution to quality of life in and around Hatboro.

This chapter of the Comprehensive Plan and Revitalization Strategy provides a summary overview of conditions, issues and strategies concerning the following topics.

- Parks, Recreation and Open Space
- Public Water Service
- Public Sewage Treatment
- Solid Waste Management
- Stormwater Management
- Public Schools
- Police Protection
- Fire and Rescue Services

Goals for each of these areas are identified below:

Goals for Parks, Recreation, and Open Space

- Add, maintain and update recreation facilities to existing borough parks as needed and as the Borough budget permits.
- Retain Miller Meadow as a passive recreation area dedicated to preserving open space and appropriate use for special community events.
- Continue the Borough's role in providing recreation program opportunities.

Goals for Public Infrastructure (Water, Sewer, Stormwater, Public Schools)

- Continue coordinating with the Philadelphia Suburban Water Company to provide clean and reliable water to Borough residents.
- Continue working as part of the Upper Moreland - Hatboro Joint Sewer Authority to address sewage treatment needs.

- Continue managing solid waste disposal and stormwater collection throughout the Borough.
- Work in conjunction with the Hatboro-Horsham School District to continue providing educational opportunities to local residents.
- Ensure municipal facilities for the Borough of Hatboro remain adequate and in good condition.

Goal for Public Safety (Police, Fire, Rescue)

- Continue to ensure the physical safety of Borough residents through comprehensive and modern police, fire, and emergency rescue services.

Recreation, Public Infrastructure, and Public Safety Plan

This section summarizes existing conditions and identifies recommendations in the following three areas:

- Parks, Recreation and Open Space
- Public Infrastructure
- Public Safety

Parks, Recreation, and Open Space: Existing Situation

The Borough of Hatboro owns and maintains four park and public open space sites. As shown on the accompanying Major Community Facilities map, these sites include the following properties:

- *Hatboro Memorial Park and Pool* is a 9.0-acre site is between West Moreland Avenue and West Monument Avenue. It contains a baseball diamond, a playground, a volleyball area and Hatboro Memorial Pool. The pool has a swim team and is open to resident and non-resident members daily from mid-June to the end of August. In addition to the swim team, community swimming and swim lessons, the Borough offers special events at the park and pool, such as summer concerts. Major repairs are required at the pool, a need that is too costly to fund from membership revenues. Consequently, the Borough is trying to secure state grant funds to undertake needed repairs and other improvements, which together are estimated to cost approximately \$600,000.
- *Eaton Park* is a 9.7-acre property on the south side of West Monument Avenue along the Pennypack Creek. The park features two basketball courts, two tennis courts, a picnic pavilion, concrete chess/checker tables, benches and a gravel walking path. Plans are underway to pave the gravel pathway.

Hatboro Borough Comprehensive Plan & Revitalization Strategy

MAJOR COMMUNITY FACILITIES

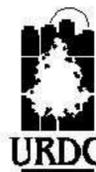


Major Community Facilities

- ① Hatboro Borough Municipal Building
- ② Hatboro Police Department
- ③ Enterprise Fire Company
- ④ Second Alarm Rescue Squad
- ⑤ Crooked Billet Elementary School
- ⑥ Pennypack Elementary School
- ⑦ Union Library of Hatboro
- ⑧ Hatboro Memorial Park & Pool
- ⑨ Eaton Park
- ⑩ Tanner Park
- ⑪ Miller Meadow Open Space
- ⑫ Hatboro YMCA
- ⑬ SEPTA Station & Parking
- ⑭ Village Players Community Theater



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- *Tanner Park* is a small (1.8 acres) site between Jefferson Avenue and Springdale Avenue, north of Tanner Avenue. Facilities on the property include a basketball court, a playground, picnic tables and informal play area.
- *Miller Meadow* refers to a 7.3-acre natural open space that Hatboro recently acquired with funding assistance from Montgomery County and the Hatboro Municipal Authority. The property is on South York Road across from Hatboro's municipal building. It extends along the Pennypack Creek and includes both wooded area and wetlands. Miller Meadow does not have any recreation facilities.

In addition to park sites owned by the Borough, *Pennypack Elementary School* and *Crooked Billet Elementary School* each have playground facilities for school students and ballfields that are available for community use. The following facilities in Hatboro also help provide for public recreation and cultural enrichment.

- *The Union Library of Hatboro* is an independent public library that is designated as the public library of Hatboro. This facility, which is on South York Road between Rorer Avenue and Lehman Avenue, is part of the Pennsylvania State system of libraries. The library offers both children's programs and adult book reading/discussion groups. Union Library is the second oldest library in Pennsylvania. The original front of the building dates from 1755. An addition was constructed in 1991 and a children's wing was added in 2000. The additions provide modern conveniences and sufficient space for the foreseeable future.
- *The Village Players Community Theater* is a small performance space at Springdale Avenue and Summit Avenue that is used by a community theater group. However, the building is too small for the theater group's needs and a search for more suitable quarters is on-going.
- *The Hatboro YMCA* is located on the west side of South York Road between the Hatboro Borough Municipal Building and Crooked Billet Road. It is a full service YMCA that provides a range of seasonal and year-round recreation programs to its regional membership. This YMCA has an indoor and an outdoor pool.

Lastly, Hatboro is home to two private recreational facilities: the *Sports Exchange* complex at the business park on Warminster Road and general purpose/softball fields at the *Penn America* property adjacent to Borough Hall.

Parks, Recreation, and Open Space: Recommendations

1. Earmark funding to provide the local share for state grant applications the Borough has submitted to renovate and repair Hatboro Community Pool.

2. Replace the outdated playground equipment and other recreation facilities at Tanner Park that may need replacing due to age and/or obsolescence.
3. Rehabilitate the tennis courts at Eaton Park or consider replacing them with other recreation facilities if these courts are not used enough to justify the investment needed.
4. Plan only low-impact improvements for Miller Meadow, such as landscaping enhancements that create a design link with Borough Hall, interpretive signs, and perhaps a nature trail. This vicinity should remain an attractive gateway to the Borough's central business district.
5. Maintain annual funding assistance to Union Library of Hatboro from Hatboro Borough.
6. Be alert to possibilities for relocating the Village Players Community Theater or other theater groups into more suitable performance space, preferably in the Borough's central business district.
7. Continue to augment regular recreation programming available in Hatboro special events and related programming sponsored by the Borough for all ages and interests.
8. Look for opportunities to permanently preserve some of the Borough's limited remaining open space, such as at the southwest corner of North York Road and Home Road, land upon which the Battle of Crooked Billet was fought during the American Revolution. Continue referencing the Hatboro Borough Open Space Plan to identify preservation priorities. This plan identifies wooded area adjacent to the business park on Warminster Road and recreation/open space land at Pennypack and Crooked Billet elementary schools as property that could be permanently preserved in the future.

If the Borough cannot afford or justify acquiring these properties (and/or similar open spaces), consideration should be given to placing them on an Official Map. In accordance with the Pennsylvania Municipalities Planning Code, designation of property on an Official Map allows the municipality to reserve a right of first refusal on acquiring the subject property for up to one year after development of that property is proposed.

9. Continue enforcing the regulations of the Floodplain Conservation District contained in the Borough of Hatboro's Zoning Ordinance to keep development out of sensitive floodprone lands.
10. Establish a setback from waterways, within which soil cannot be disturbed. Codify this riparian buffer by amending the Borough of Hatboro Zoning Ordinance.
11. Assess the feasibility of the Borough sponsoring recreation programs in partnership with the school district and/or another non-profit entity.
12. Develop a Borough-wide master plan for Hatboro's park system and individual site development plans for each Borough-owned recreation area. A walking trail should be included in each park with an eye towards connecting these trails over time.

Public Infrastructure: Existing Situation

- *Public Water* is provided in Hatboro by the Philadelphia Suburban Water Company, which bought Hatboro's water system from the Hatboro Authority in the 1980's. Both water quantity and quality are considered adequate. The Hatboro Authority established a special fund with revenues received from selling the water system. To date, the Hatboro Authority has used these funds for contributing to public projects, such as new street lights, the acquisition of Miller Meadow, and the local matching share for this Comprehensive Plan and Revitalization Strategy.
- *Public Sewage Treatment* in Hatboro is the responsibility of the Upper Moreland-Hatboro Joint Sewer Authority. The Sewer Authority serves Upper Moreland Township, Hatboro Borough and parts of Horsham Township, Warminster Township and Upper Dublin Township. The sewage treatment plant is located in Upper Moreland Township and it discharges into the Pennypack Creek. The plant's rated capacity of 7.1 million gallons per day is sufficient to accommodate the average flow to the plant, which is approximately 5.5 million gallons per day.

The Upper Moreland-Hatboro Joint Sewer Authority will soon finish installing a new 24" interceptor which parallels the Pennypack Creek across Hatboro into Upper Moreland. The new interceptor is replacing an existing 16" interceptor in the same location. The new interceptor will provide enough capacity to reduce sewage overflows sometimes experienced through manholes during very wet weather.

Most of the sewer lines in the Borough were constructed in the 1950's, although the earliest lines date to the 1920's. The Sewer Authority regularly inspects the lines and makes repairs as needed. According to the Sewer Authority, there are no specific areas of the sewage collection system in Hatboro that require replacement in the immediate future. The Upper Moreland-Hatboro Joint Sewer Authority is now party to a class action lawsuit involving mandates from the U.S. Environmental Protection Agency and the Pennsylvania Department of Environmental Protection. Resolution of this issue may involve the Sewer Authority having to install storage tanks or other facilities to deal with excessive flows experienced at the treatment plant during very wet weather.

- *Stormwater Management* is handled directly by the Borough of Hatboro. This includes keeping storm sewers inlets and pipes maintained and replacing inadequate facilities where needed. While most of this system operates without difficulty, there are certain drainage problems Hatboro needs to address. These are noted below in the recommendations section.
- *Solid Waste Management* is another direct Borough function in Hatboro. The Borough has three trash trucks and a recycling truck to collect ordinary trash and recyclables with two curbside pick ups per week. Trash is hauled to Montgomery County's trash to steam plant in Plymouth Township. Hatboro currently recycles glass, paper products and aluminum cans. Plastic is not recycled.

- *Public Education* is provided to Hatboro residents by the Hatboro-Horsham School District, which serves Hatboro Borough and Horsham Township. Schools in the district are listed below. The locations of the two district schools in Hatboro (Crooked Billet and Pennypack elementary schools) are shown on the accompanying Major Community Facilities map.
 1. Hatboro-Horsham High School
 2. Keith Valley Middle School
 3. Blair Elementary School
 4. Crooked Billet Elementary School
 5. Hallowell Elementary School
 6. Pennypack Elementary School
 7. Simmons Elementary School

Total enrollment in the district was 5,502 for the 2002-2003 school year. This was a 5% increase compared to the 1999-2000 school year when total enrollment was 5,255. The school district does not anticipate any sharp increases in enrollment in the near term future. Consequently, no facility expansion is planned although classroom space is tight at present.

Public Infrastructure: Recommendations

1. Improve communications between the Borough and the Municipal Authority regarding priorities and procedures for using the revenues that the Municipal Authority received from selling the Borough's public water system.
2. Be prepared to address the need for supplementary sewage treatment equipment that may result from state and federal directives on how the Upper Moreland-Hatboro Joint Sewer Authority should be treating peak period wastewater flows.
3. Budget the required funds and construct improvements needed to the Borough's stormwater drainage system at the following locations:
 - *Corinthian Avenue Storm Sewer System* - Design plans have been completed for the collection and management of stormwater from Corinthian Avenue and surrounding streets. The project was initiated due to local flooding and erosion problems.
 - *Continental Road Stormwater Management System Improvements* - Surveying and stormwater management system design has begun to expand and reconstruct the stormwater collection system along Continental Road and adjacent streets. The system would collect water in the extreme southwest section of the Borough and convey it to Pennypack Creek near the Borough border.

- *Williams Lane and Harding Avenue* - This project includes roadway reconstruction, including the installation of curbs and stormwater system to tie into the existing drainage system located at the rear of the Borough parking lot and the Wachovia Bank. The original concept was that this would be the first phase of several reconstruction projects on Fairview and Franklin, from Chester to Woodland Street, and reconstruction of these streets and curbs and stormwater systems from Woodland into Chester, including the reconstruction of Linden and the stormwater collection system on Linden, which ties into the West Moreland Avenue system.
- *Manor Road Reconstruction and Stormwater Management System* - This project involves the reconstruction of existing roadways to an 18 foot wide cartway and also includes a 5 foot wide parabolic gutter on each side of the roadway with provisions for driveway transition construction, as necessary. The scope also included replacement of an existing undersized culvert on Manor Road and the replacement of an existing undersized drainage course, which flows from Manor Road through residential properties to Wood Street where it connects to an existing 42 inch corrugated metal pipe.
- *Lacey Street Reconstruction and Stormwater Management System* - This project consists of the reconstruction of existing roadway sub-based to a paved cartway with 30 feet with the installation of concrete curbs for the entire length between East Moreland Avenue and Central Avenue. In addition, construction of the stormwater collection system, including inlets and underground pipes, would direct water from the street to Penn Street storm sewer at a low point on the street, approximately midway between East Moreland and Central.

Additional stormwater improvements are being contemplated on Academy Road, on Wood Street and in the vicinity of the Woodwind Apartments.

NOTE: The recommendations above identify Hatboro's current priorities for stormwater management improvements. The Borough will need to continue monitoring stormwater and flooding issues in the future, particularly because many areas in Hatboro lie within parts of the Pennypack Creek that are subject to flooding.

4. Continue to monitor the potential financial costs and benefits of removing plastics and other additional commodities from the regular solid waste stream in order to recycle them instead.
5. Use printed materials and possibly other media to educate Borough residents about the continued need to understand and follow Hatboro's recycling policies, practices and procedures.
6. Continue cooperating with the Hatboro-Horsham School District on community use of indoor and outdoor facilities at public schools both within the Borough and in Horsham Township.

Public Safety: Existing Situation

- *The Hatboro Police Department* headquarters is on Montgomery Avenue at Jacksonville Road. The Borough considers these facilities sufficient for the foreseeable future. Hatboro's police department has 14 officers, including a chief and a detective. The idea of forming a joint police force with Upper Moreland Township was raised in the recent past. But the strong consensus in the community was to keep the Borough police department in its present form. Hatboro officials, residents and business persons generally seem to view the Borough as a safe small town where crime is under control and threats to personal safety or property are not considered significant problems.
- *The Enterprise Fire Company* provides fire protection throughout the Borough of Hatboro. The fire station is located on Byberry Road approximately one block east of York Road. Hatboro Borough owns the fire station and provides operating funds to this volunteer fire company through a dedicated tax millage. Enterprise Fire Company members are currently trying to raise funds for a new building to replace the existing fire house, which they consider outdated and too small. The existing building also lacks space for social functions.
- *Second Alarm Rescue Squad* is a private, for-profit company, with whom Hatboro contracts for emergency medical services. The rescue squad's building is a Borough-owned property on the west side of York Road just north of Byberry Road. In addition to paying an annual fee to the rescue squad, the Borough of Hatboro is required to provide the rescue squad with a free building. From its York Road headquarters, this branch of the Second Alarm Rescue Squad provides emergency medical service to all of Hatboro and points outside the Borough.
- *The Borough of Hatboro* maintains its administrative and meeting facilities at 414 South York Road in a certified historic structure originally constructed as a private school. The Borough is seeking State assistance from the Pennsylvania Historical and Museum Commission to help fund repairs to this structure. Work required includes plaster repairs, minor renovations to the bell tower, window repair/replacement, and other improvements.

Public Safety: Recommendations

1. Maintain community confidence in the Borough's safe atmosphere by keeping the Borough's police force in the single municipality format and sustaining current police staffing levels.
2. Conduct a more formal analysis of options available to address the Enterprise Fire Company's reported need for a new fire house building. Special emphasis should be on the desire to add space for social functions. This would provide a new source of revenue to the fire company.
3. Assist the Enterprise Fire Company through publicity in its efforts to recruit, train and keep active volunteer firefighters.

4. Maintain annual contributions to the Second Alarm Rescue Squad and stay aware of their needs for new equipment and up to date headquarters, particularly if opportunities arise to relocate them from the downtown so their building could be put to a higher economic use.
5. Continue pursuing funding sources to match State monies being sought for selected repairs and renovations to Hatboro's municipal building at 414 South York Road.

TRANSPORTATION

TRANSPORTATION

Transportation Goals

Hatboro's major interest in transportation involves improving vehicular circulation and safety. The earlier section of this plan entitled Downtown Circulation and Parking proposes traffic calming and parking techniques to implement in and around the central business district. This chapter takes a more borough-wide perspective. Also included are recommended goals and policies for sustaining public transportation in Hatboro, both regional rail and bus service.

Goals for Vehicular Circulation

- Ensure Borough-owned roads are safe and well-maintained.
- Work with PennDOT to program and implement needed improvements for state-owned roads in Hatboro.

Goals for Public Transportation

- Maintain a regional rail station in Hatboro.
- Promote more use of bus service as an alternative to driving.

Transportation Plan

An overview of the existing transportation picture in the Borough is provided below, along with recommendations for enhancing how people and goods move in and through the Borough.

Vehicular Circulation: Existing Situation

Planners and traffic engineers classify roads according to their function, use and capacity. Arterials, Collectors, and Local Roads are the three major categories. Because it is a major connection between Hatboro and other population centers, York Road (PA 263) can be considered the Borough's primary arterial. Jacksonville Road (PA 332), Byberry Road, Horsham Road (PA 463), and County Line Road can also be viewed as arterials. Collectors feed large volumes of traffic from local areas

to arterials. In Hatboro, Collectors include Monument Avenue, Moreland Avenue, Warminster Road and Montgomery Avenue. Hatboro’s other roads can be considered local.

As shown on the Road Jurisdiction and Traffic Counts map on the next page and on the following table, York Road and Horsham Road respectively carry the largest volumes of traffic in Hatboro, according to Delaware Valley Regional Planning Commission counts.

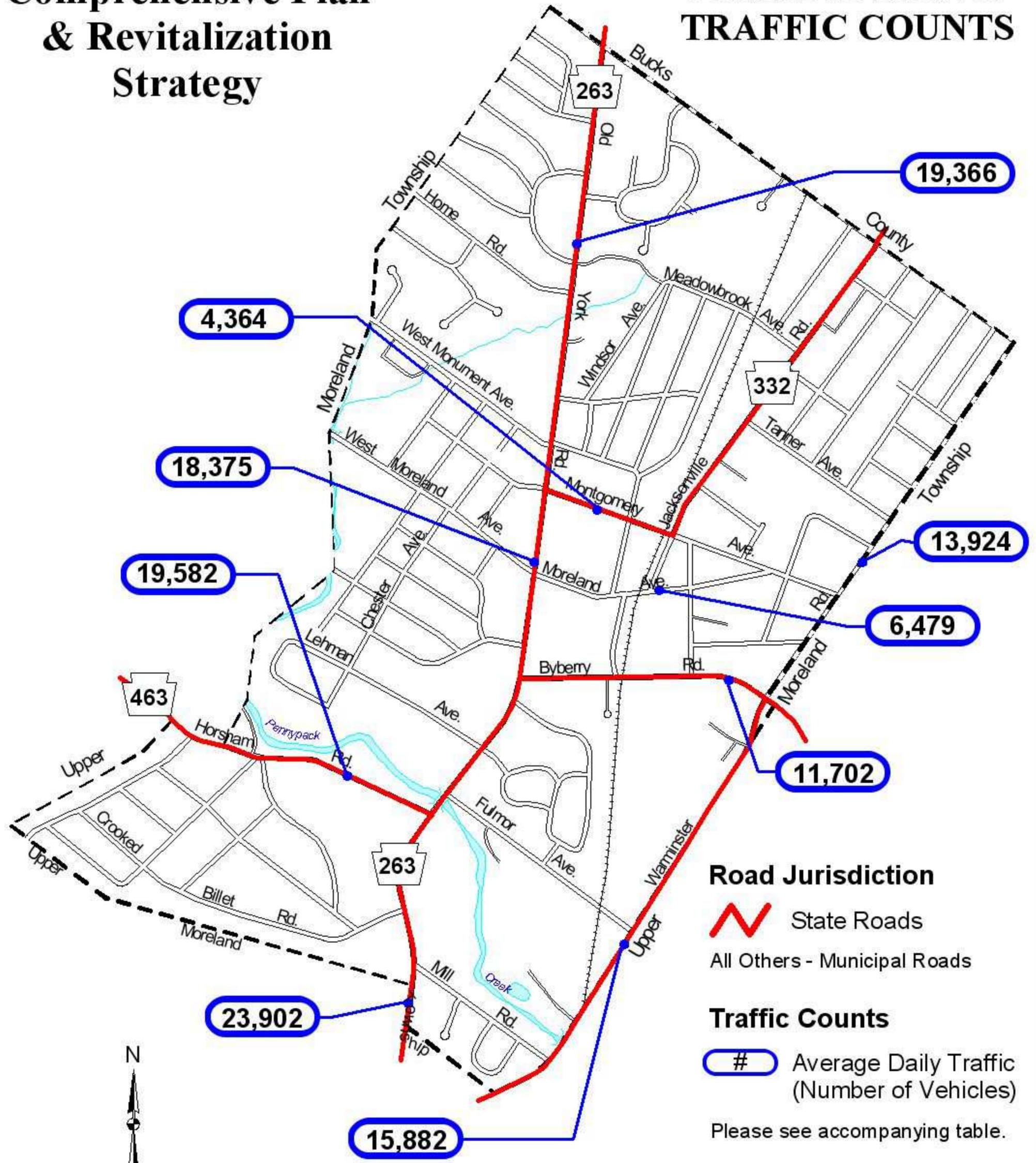
**TWO-WAY TRAFFIC COUNTS IN THE
BOROUGH OF HATBORO**

Road Name	From	Average Daily Traffic (Number of Vehicles)	Year of Count
York Road	Warminster Road to Mill Road	23,902	2002
Horsham Road	York Road to Continental Road	19,582	2002
York Road	Home Road to Crescent Road	19,366	2000
York Road	Byberry Road to Montgomery Avenue	18,375	1998
Warminster Road	Surrey Lane to Fulmor Avenue	15,882	1999
Warminster Road	Byberry Road to County Line Road	13,924	1998
Byberry Road	Warminster Road to Penn Street	11,702	2001
Moreland Avenue	Montgomery Avenue to York Road	6,479	2002
Montgomery Avenue	Jacksonville Road to York Road	4,364	1999

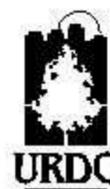
Two major road improvement projects are scheduled in Hatboro. PennDOT and Montgomery County are working together on updating traffic signals at five intersections along the York Road corridor south of County Line Road. Design for this project, which will entail a computerized closed loop signal timing system, should be complete in Fall 2003. In 2004, the Borough will begin reconstructing East Moreland Avenue from York Road to Jacksonville Road. New curbs, sidewalks, and street lights will be part of this project, which Hatboro intends to fund with Community Development Block Grant monies. Both of these projects include activities within the Borough’s official Main Street area.

Hatboro Borough Comprehensive Plan & Revitalization Strategy

ROAD JURISDICTION & TRAFFIC COUNTS



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Vehicular Circulation: Recommendations

1. Continue improving Borough-owned roads according to a prioritized timetable. Begin with roads that the Borough ranked as “poor” during its 2002 road inspection. Please see the map on the following page. Each project on this map and the corrective action required is identified in Appendix E. As a corollary to this recommendation, there may be areas in the Borough where sidewalks should be added to help safety concerns.
2. Request that Montgomery County and PennDOT consider a joint Borough/County/State initiative to enhance the function and appearance of Jacksonville Road. The need for cartway reconstruction, new curbs, sidewalks, streetlights, crosswalks, street trees, and other improvements should be formally analyzed. Resulting improvements would help beautify and attract more business to an older, underutilized and physically neglected business corridor.
3. Ask the Delaware Valley Regional Planning Commission to schedule additional traffic counts on important roads in Hatboro, such as County Line Road, Jacksonville Road and Monument Avenue, among others.
4. Try to target PennDOT “enhancement” funds towards improving the appearance of the drab concrete bridge that carries York Road over the Pennypack Creek.
5. Look for appropriate opportunities to implement traffic calming techniques on selected residential streets that drivers use to avoid congestion on Hatboro’s high traffic roadways.

Public Transportation: Existing Situation

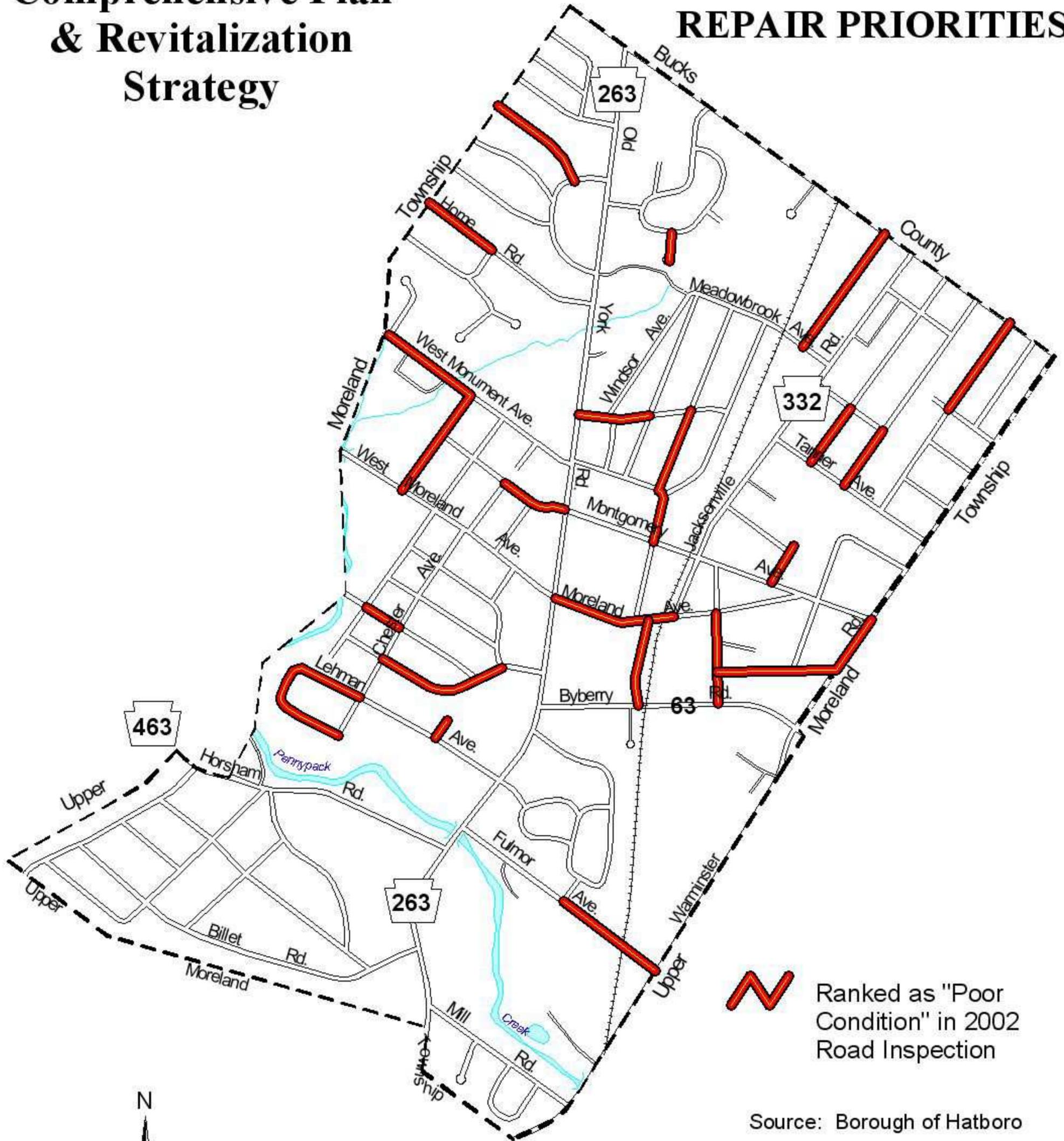
Hatboro is blessed with regional rail service along the SEPTA R2 Warminster line. The Hatboro station is on the east side of Penn Street between Byberry Road and Moreland Avenue. The R2 runs between Warminster and Wilmington, Delaware, via Willow Grove, Center City Philadelphia and the Philadelphia International Airport. In April 2003, SEPTA announced contingency plans to shut down the R2 line because of funding shortfalls. At that time, the R2 line was reportedly averaging 7,600 passenger trips daily with most passengers riding twice per day. An average of 316 people board each weekday at Hatboro and an average of 326 people exit the train at Hatboro, according to a 1996 SEPTA analysis. Hatboro is also on SEPTA Bus Route 22 which travels between Warminster and the Olney Transportation Center in Philadelphia, via Easton Road and York Road.

Public Transportation: Recommendations

1. Continue working with the Chamber of Commerce and elected officials in the region to demonstrate the importance of SEPTA regional rail and bus service to people who live, work, and operate businesses in Hatboro.
2. Work with SEPTA to ensure the Hatboro’s SEPTA train station has adequate surface parking to serve its ridership.

Hatboro Borough Comprehensive Plan & Revitalization Strategy

MUNICIPAL ROAD RECONSTRUCTION/ REPAIR PRIORITIES



IMPLEMENTATION

IMPLEMENTATION

Emphasizing land use and economic development, the recommendations in this Plan are all about where Hatboro should be headed in the next decade—with a special focus on revitalizing the Borough’s central business district. But it is essential to determine the actions that should be higher priorities because of their potential for major impact or because they take advantage of emerging opportunities. It is equally important to designate who should be responsible for putting the various parts of the Plan into action. Of course, identifying potential funding sources is also key.

Cost estimates for representative projects are provided in Appendix F. Please note that these estimates are very preliminary and do not include: a) design and engineering; b) stormwater management costs; and c) the cost for relocating utilities.

Summary of Recommendations

The following is a summary of the actions recommended in this Plan. (The numbers do not imply any priority.)

Future Land Use and Housing

1. Revise Hatboro’s zoning ordinance based on the following future land use categories described earlier in this text:
 - Neighborhood Residential
 - General Residential
 - Town Center
 - Highway Business
 - Limited Office/ Institutional
 - Campus Business
 - Industrial
2. Implement specific policies to keep older neighborhoods stable and vital.

Public Image and Streetscape

1. Extend the Design Challenge Grant Program.
2. Install new welcome signs at major entryways to the central business district.
3. Provide more directional signs to off-street parking areas and local businesses.
4. Create one or more locations for public sculpture/public art in the downtown.

5. Maintain York Road street trees and tree wells more regularly.
6. Develop a consensus on how the Borough should approach historic preservation.
7. Investigate the feasibility of extending streetscape improvements on York Road.

Retaining Business Vitality in the Downtown

1. Recruit more office uses to existing and future vacancies.
2. Formally study the feasibility of locating a regional attraction at the Hatboro Collision Site.
3. Prohibit first floor residential uses in the downtown.
4. Adopt selected zoning revisions that will facilitate downtown revitalization.

Downtown Circulation and Parking

1. Enhance the function and appearance of the off-street parking lots behind McMackin's, Wachovia and Produce Junction.
2. Protect and enhance existing pedestrian walkways to and from York Road.
3. Improve the connection between the Hatboro SEPTA Station and the downtown.
4. Retain on-street metered parking along York Road.
5. Initiate traffic calming improvements to make the downtown more pedestrian-friendly:
 - Mid-block pedestrian crossings
 - A possible landscaped median
 - Additional left-turn lanes
 - Textured crosswalks and bulbouts at intersections
 - A dedicated pedestrian cycle at all traffic signals
 - Padded or relocated traffic signal boxes
 - Warnings for south-bound drivers approaching the downtown

Business Opportunities Outside the Central Business District

1. Determine what environmental remediation is needed to safely redevelop the former Santarian's warehouse and conduct a feasibility study on potential reuses.

Organizational and Funding Resources

1. Provide longer-term financial support for Main Street Hatboro.
2. Determine if there is support among affected property owners and the public at large for a Business Improvement District.

Parks, Recreation and Open Space

1. Earmark funding to provide the local share for state grant applications to renovate and repair the pool.
2. Replace outdated facilities at Tanner Park.
3. Rehabilitate the tennis courts at Eaton Park or consider replacing them with other facilities.
4. Plan for only low-impact improvements at Miller Meadow that will sustain this vicinity as an attractive gateway.
5. Maintain annual funding assistance to the Union Library of Hatboro.
6. Be alert to possibilities for relocating the Village Players or other theater groups to more suitable quarters, preferably in the Borough's central business district.
7. Continue to augment regular recreation programming with Borough-sponsored special events.
8. Look for opportunities to preserve some of the Borough's limited remaining open space.
9. Continue enforcing the zoning regulations of the Floodplain Conservation District.
10. Establish a stream setback regulation in Hatboro's zoning ordinance.
11. Assess the feasibility of the Borough sponsoring recreation programs in partnership with the school district and/or another non-profit entity.
12. Develop a Borough-wide master plan for Hatboro's park system and individual site development plans for each Borough-owned recreation area.

Public Infrastructure

1. Improve communications between the Borough and the Municipal Authority regarding use of Municipal Authority funds for public projects.
2. Be prepared to address for possible supplementary sewage treatment equipment.
3. Budget the required funds and construct priority stormwater improvement projects.
4. Continue to monitor potential costs and benefits of recycling additional commodities.
5. Use printed materials and possibly other media to educate Borough residents on the Borough's recycling policies and procedures.
6. Continue cooperating with Hatboro-Horsham School District on community use of indoor and outdoor school facilities.

Public Safety

1. Keep the Borough's police force as a single municipality department and sustain current staffing levels.
2. Conduct a more formal analysis of options available for building a new fire house with social quarters.
3. Assist the Enterprise Company in its efforts to recruit more volunteers.
4. Maintain the Borough's annual contributions to the Second Alarm Rescue Squad and stay aware of opportunities to relocate them to free up more downtown space for new business.

Vehicular Circulation

1. Continue improving Borough-owned roads according to the needs assessment the Borough carried out in 2002.
2. Request that Montgomery County and PennDOT consider a joint Borough/County/State initiative to enhance Jacksonville Road.
3. Ask the Delaware Valley Regional Planning Commission to schedule additional traffic counts on important roads in Hatboro.
4. Try to target PennDOT "enhancement" funds towards improving the appearance of the York Road Bridge over Pennypack Creek.

Public Transportation

1. Continue working with the Chamber of Commerce and elected officials in the region to demonstrate the importance of SEPTA Regional Rail and bus service to Hatboro.
2. Work with SEPTA to ensure Hatboro's SEPTA Train Station has adequate surface parking to serve its ridership.

Action Program

If implemented, the recommendations summarized above will help improve Hatboro. However, priorities need to be established because of the limited time, money, and personnel available for these types of activities at any particular time. The following table lists all of this Plan's recommendations, along with suggested phasing and who should be primarily responsible for overseeing the implementation of each recommendation. Potential funding sources are listed as appropriate.

Important criteria for prioritizing among specific individual projects include the following:

- Pursue projects that will have a high impact.
- Target the projects most likely to attract funding assistance, especially under the Montgomery County Community Revitalization Program.
- Use Hatboro Borough expenditures to leverage other funding assistance.
- Try to stimulate private sector investment and involvement.
- Take advantage of activities already underway.

**HATBORO BOROUGH COMPREHENSIVE PLAN
& REVITALIZATION STRATEGY
ACTION PROGRAM**

Recommendation and Page Reference	High Priority (1st through 2nd Year)	Longer Range Priority (3rd Year & Beyond)	On- going	Responsible Parties	Primary/Major Potential Funding Sources *
FUTURE LAND USE AND HOUSING					
1. Revise Hatboro’s zoning ordinance based on the following future land use categories described earlier in this text: Neighborhood Residential; General Residential; Town Center; Highway Business; Limited Office/Institutional; Campus Business; Industrial. (p. 5-7)	X			Borough Planning Commission, Borough Council	PA Dept. of Commerce & Economic Development (DCED), Borough
2. Implement specific policies to keep older neighborhoods stable and vital. (p. 13)			X	Borough Planning Commission, Borough Council	Borough
PUBLIC IMAGE AND STREETScape					
1. Extend the Design Challenge Grant Program. (p. 17)			X	Main Street Hatboro	DCED, Local partners
2. Install new welcome signs at major entryways to the central business district. (p. 18)		X		Main Street Hatboro	County, Borough, Local partners
3. Provide more directional signs to off-street parking areas and local businesses. (p. 18)		X		Main Street Hatboro	County, Borough, Local partners
4. Create one or more locations for public sculpture/public art in the downtown. (p. 20)		X		Main Street Hatboro	County, Borough, Local partners
5. Maintain York Road street trees and tree wells more regularly. (p. 20)			X	Borough, Local partners	County, Borough, Local partners
6. Develop a consensus on how the Borough should approach historic preservation. (p. 20)			X	Borough Planning Commission, Borough Council	Administrative Cost Only

Recommendation and Page Reference	High Priority (1 st through 2 nd Year)	Longer Range Priority (3 rd Year & Beyond)	On- going	Responsible Parties	Primary/Major Potential Funding Sources *
7. Investigate the feasibility of extending street- scape improvements on York Road. (p. 22)		X		Borough, Main Street Hatboro	PennDOT, County, Borough, Local partners
RETAINING BUSINESS VITALITY IN THE DOWNTOWN					
1. Recruit more office uses to existing and future vacancies. (p. 22)			X	Main Street Hatboro	Administrative Cost Only
2. Formally study the feasibility of locating a regional attraction at the Hatboro Collision Site. (p. 22)		X		Main Street Hatboro	County, Borough, Local partners
3. Prohibit first floor residential uses in the downtown. (p. 23)	X			Borough Planning Commission, Borough Council	Administrative Cost Only
4. Adopt selected zoning revisions that will facilitate downtown revitalization. (p. 23)	X			Borough Planning Commission, Borough Council	Administrative Cost Only
DOWNTOWN CIRCULATION AND PARKING					
1. Enhance the function and appearance of the off- street parking lots behind McMackins, Wachovia Bank and Produce Junction. (p. 24)	X (Wachovia Bank)	X (Others)		Borough, Property owners	PennDOT, County, Borough, Local partners
2. Protect and enhance existing pedestrian walkways to and from York Road. (p. 29)		X		Borough, Property owners	PennDOT, County, Borough, Local partners
3. Improve the connection between the Hatboro SEPTA Station and the downtown. (p. 29)		X		Borough, Property owners	PennDOT, County, Borough, Local partners
4. Retain on-street metered parking along York Road. (p. 30)			X	Borough	Administrative Cost Only
5. Initiate traffic calming improvements to make the downtown more pedestrian-friendly (p. 30- 32): <ul style="list-style-type: none"> • mid-block pedestrian crossings, • a possible median, • additional left-turn lanes, • textured crosswalks and bulbouts at intersections, • a dedicated pedestrian cycle at all traffic signals, • padded/relocated traffic signal boxes, & • warnings for south-bound drivers approaching the downtown. 		X		Borough, PennDOT	PennDOT, County, Borough, PennDOT

Recommendation and Page Reference	High Priority (1 st through 2 nd Year)	Longer Range Priority (3 rd Year & Beyond)	On- going	Responsible Parties	Primary/Major Potential Funding Sources *
BUSINESS OPPORTUNITIES OUTSIDE THE CENTRAL BUSINESS DISTRICT					
1. Determine what environmental remediation is needed to safely redevelop the former Santarian's warehouse and conduct a feasibility study on possible reuses. (p. 35-36)		X		Borough, Property owners	PA Dept. of Environmental Protection (DEP), County, Property owners
ORGANIZATIONAL AND FUNDING RESOURCES					
1. Provide longer-term financial support for Main Street Hatboro. (p. 37-39)			X	Main Street Hatboro	Borough, DCED, Local partners
2. Determine if there is support among affected property owners and the public at large for a Business Improvement District. (p. 39)		X		Borough	Administrative Cost Only
PARKS, RECREATION AND OPEN SPACE					
1. Earmark funding to provide the local share for state grant applications to renovate and repair the pool. (p. 45)			X	Borough Council	PA Dept. of Conservation & Natural Resources (DCNR), Borough
2. Replace outdated facilities at Tanner Park. (p. 46)		X		Borough	DCNR, Borough
3. Rehabilitate the tennis courts at Eaton Park or consider replacing them with other facilities. (p. 46)		X		Borough	DCNR, Borough
4. Plan for only low-impact improvements at Miller Meadow that will sustain this vicinity as an attractive gateway. (p. 46)		X		Borough	County, Borough, DCNR
5. Maintain annual funding assistance to the Union Library of Hatboro. (p. 46)			X	Borough	Borough
6. Be alert to possibilities for relocating the Village Players or other theater groups to more suitable quarters, preferably in the Borough's central business district. (p. 46)			X	Borough, Main Street Hatboro	Administrative Cost Only
7. Continue to augment regular recreation programming with Borough-sponsored special events. (p. 46)			X	Borough	Borough
8. Look for opportunities to preserve some of the Borough's limited remaining open space. (p. 46)			X	Borough	DCNR, County, Borough

Recommendation and Page Reference	High Priority (1st through 2nd Year)	Longer Range Priority (3rd Year & Beyond)	On- going	Responsible Parties	Primary/Major Potential Funding Sources *
9. Continue enforcing the zoning regulations of the Floodplain Conservation District. (p. 46)			X	Borough	Administrative Cost Only
10. Establish a stream setback regulation in Hatboro's zoning ordinance. (p. 46)	X			Borough	Administrative Cost Only
11. Assess the feasibility of the Borough sponsoring recreation programs in partnership with the school district and/or another non-profit entity. (p. 46)		X		Borough	Administrative Cost Only, DCNR
12. Develop a Borough-wide master plan for Hatboro's park system and individual site development plans for each Borough-owned recreation area. (p. 46)		X		Borough	DCNR, Borough
PUBLIC INFRASTRUCTURE					
1. Improve communications between the Borough and the Municipal Authority regarding use of Municipal Authority funds for public projects. (p. 48)	X			Borough, Municipal Authority	Administrative Cost Only
2. Be prepared to address for possible supplementary sewage treatment equipment. (p. 48)			X	Joint Sewer Authority	Joint Sewer Authority
3. Budget the required funds and construct priority stormwater improvement projects. (p. 48)			X	Borough	Borough
4. Continue to monitor potential costs and benefits of recycling additional commodities. (p. 49)			X	Borough	Administrative Cost Only
5. Use printed materials and possibly other media to educate Borough residents on the Borough's recycling policies and procedures. (p. 49)		X		Borough	Borough
6. Continue cooperating with Hatboro-Horsham School District on community use of indoor and outdoor school facilities. (p. 49)			X	Borough, School District	Administrative Cost Only
PUBLIC SAFETY					
1. Keep the Borough's police force as a single municipality department and sustain current staffing levels. (p. 50)			X	Borough	Borough
2. Conduct a more formal analysis of options available for building a new fire house with social quarters. (p. 50)		X		Enterprise Fire Company	Enterprise Fire Company
3. Assist the Enterprise Company in its efforts to recruit more volunteers. (p. 50)			X	Borough	Administrative Cost Only

Recommendation and Page Reference	High Priority (1 st through 2 nd Year)	Longer Range Priority (3 rd Year & Beyond)	On- going	Responsible Parties	Primary/Major Potential Funding Sources *
4. Maintain the Borough’s annual contributions to the Second Alarm Rescue Squad and stay aware of opportunities to relocate them to free up more downtown space for new business. (p. 51)			X	Borough	Borough
5. Continue pursuing funding sources to match State monies being sought for selected repairs and renovations to Hatboro’s municipal building at 414 South York Road. (p. 51)	X			Borough	County
VEHICULAR CIRCULATION					
1. Continue improving Borough-owned roads according to the needs assessment the Borough carried out in 2002. (p. 56)			X	Borough	Borough
2. Request that Montgomery County and PennDOT consider a joint Borough/County/State initiative to enhance Jacksonville Road. (p. 56)	X			Borough	County, Borough, PennDOT
3. Ask the Delaware Valley Regional Planning Commission to schedule additional traffic counts on important roads in Hatboro. (p. 56)	X			County	Administrative Cost Only
4. Try to target PennDOT “enhancement” funds towards improving the appearance of the York Road Bridge over Pennypack Creek. (p. 56)		X		Borough	Borough, PennDOT
5. Look for appropriate opportunities to implement traffic calming techniques on selected residential streets that drivers use to avoid congestion on Hatboro’s high traffic roadways. (p. 56)					
PUBLIC TRANSPORTATION					
1. Continue working with the Chamber of Commerce and elected officials in the region to demonstrate the importance of SEPTA Regional Rail and bus service to Hatboro. (p. 56)			X	Borough, Main Street Hatboro	Administrative Cost Only
2. Work with SEPTA to ensure Hatboro’s SEPTA Train Station has adequate surface parking to serve its ridership. (p. 56)			X	Borough, Main Street Hatboro	Administrative Cost Only, PennDOT

* These are only the most apparent funding sources; many others exist and should be pursued.

High Priority Work Program

The recommendations proposed for immediate action are termed “High Priority” on the preceding summary table. They should begin as soon as possible and hopefully can be completed in 12 to 18 months. These High Priority recommendations are extracted from the summary table and listed below along with appropriate work program details.

- Continue pursuing funding sources to match State monies being sought for selected repairs and renovations to Hatboro’s municipal building at 414 South York Road.

Approximate Cost: \$150,000
Completion: 4 months
Steps Required:

- a. Finish securing necessary funding.
- b. Prepare specifications and bid the project.
- c. Select contractor(s) and complete the needed improvements.

- Revise Hatboro’s Zoning Ordinance.

Approximate Cost: \$15,000
Completion: 12 to 18 months
Steps Required:

- a. Seek state grant.
- b. Select planning/zoning consultant.
- c. Prepare and adopt new zoning ordinance in accordance with State law (Act 247, as amended).

Descriptive Narrative: See pages 5-7.

- Prohibit first floor residential uses.

(Part of the new Zoning Ordinance identified above.)

- Adopt zoning revisions that will facilitate downtown revitalization.

(Part of the new Zoning Ordinance identified above.)

- Enhance the function and appearance of the off-street parking lot behind Wachovia Bank.

Approximate Cost: \$344,985 (see Appendix F)
Completion: 1 to 2 years
Steps Required:

- a. Coordinate nature and extent of improvements with Wachovia.
- b. Select engineering consultant.
- c. Prepare engineering plans.
- d. Construct improvements.

Descriptive Narrative: See pages 24-25.

- Establish a stream setback regulation in Hatboro’s Zoning Ordinance.

(Part of the new Zoning Ordinance identified above.)

- Improve communications between the Borough and the Municipal Authority regarding use of Municipal Authority funds for public projects.

Approximate Cost: Administrative cost only (no capital cost)
Completion: 6 months
Steps Required: a. Initiate contact with Municipal Authority.
b. Establish explicit guidelines and criteria.
Descriptive Narrative: See page 48.

- Request that Montgomery County and PennDOT consider a joint Borough/County/State initiative to enhance Jacksonville Road.

Approximate Cost: (Design Study) \$10,000
Completion: 6 months
Steps Required: a. Coordinate with PennDOT and MCPC to determine extent and nature of the study.
b. Select study consultant.
c. Complete the study.
d. Proceed as appropriate to engineering and construction.
Descriptive Narrative: See page 54.

- Ask the Delaware Valley Regional Planning Commission (DVRPC) to schedule additional traffic counts on important roads in Hatboro.

Approximate Cost: No Borough cost
Completion: 1 year
Steps Required: a. Ask MCPC to schedule counts with DVRPC (already done).
b. Review resulting traffic count data.
Descriptive Narrative: See page 54.

Potential Funding Sources

Hatboro will need many types and combinations of funding sources to carry out this plan. Many different entities should play a role, including the borough government, Montgomery County, the State, local businesses, economic development organizations, local banks and private developer/investors. To be successful, many of the recommendations identified will depend on funds from a combination of sources.

This section summarizes five types of funding:

1. Montgomery County Funding
2. State Funding
3. Federal Funding
4. Municipal Debt
5. Tax Incentives

Montgomery County Funding

Montgomery County Community Revitalization Program

By adopting this plan, Hatboro becomes eligible to compete for grants under the Montgomery County Community Revitalization Program. In recent years, the County expected to award approximately \$5 million per year under this program, which local municipalities must match with a 15% local share. Street trees, parking lots, new sidewalks, property acquisition, housing rehabilitation and a renovation fund for commercial properties are examples of activities Montgomery County has funded to date. The maximum annual grant available to each participating municipality is \$400,000 plus \$20 per resident based on 2000 population. Hatboro is eligible for a maximum grant of \$547,860.

The Montgomery County Department of Commerce and Economic Development

The Montgomery County Department of Commerce and Economic Development assists in business planning, marketing, site selection and government procurement; an excellent first stop for people considering investment in Montgomery County. The Department also administers the Montgomery County Small Business Loan Fund that makes loans for both capital and operating costs.

The Montgomery County Development Corporation

The Montgomery County Development Corporation is the Area Loan Organization for various Pennsylvania loan programs and federal funding sources.

The Montgomery County Redevelopment Authority

The Montgomery County Redevelopment Authority uses state monies and private sector reimbursements to stimulate affordable housing and to invest in selected economic revitalization initiatives.

The Montgomery County Industrial Development Corporation

The Montgomery County Industrial Development Corporation is a private, non-profit corporation designated by the State to market and administer the Pennsylvania Industrial Development Authority (PIDA) financing program. PIDA provides a low cost source of capital for industrial projects.

The Suburban Development Council, Inc.

The Suburban Development Council, Inc. is a companion organization to the Montgomery County Industrial Development Corporation. It provides loans of up to \$300,000 on a 50/50 basis with a bank. Loan proceeds are generally used for land and building acquisition and improvement, and for building construction.

Community Development Block Grant (CDBG)

Community Development Block Grant (CDBG) funds are federal grants available through Montgomery County. CDBG funds can be used for a variety of community development, economic revitalization and housing related activities, provided the activity meets one of the following three national objectives of the program: 1) benefitting low and moderate income persons, 2) addressing slums or blight, and 3) meeting a particularly urgent public need. Seventy percent of all funds used must benefit low-moderate income persons.

CDBG funds may be used for such purposes as: property acquisition, clearance, public improvements, housing rehabilitation and construction, commercial and industrial rehabilitation and expansion, and historic preservation. CDBG funds could play a significant part in funding certain recommendations included in this Plan. The CDBG program is administered locally by the Montgomery County Department of Housing and Community Development. Annual applications are due each April. Hatboro is a regular participant in this program.

Section 108 Loans

Section 108 Loans, like CDBG funds, are federal monies available from the U.S. Department of Housing and Urban Development (HUD) through Montgomery County. Montgomery County is eligible to borrow up to five times the value of its annual CDBG entitlement for community development and economic development purposes. At present, the County is eligible for over \$20 million in Section 108 funds, minus outstanding 108 loan obligations.

State Funding

Main Street Manager Program

This is the State funding program whose five-year term of assistance ended in Hatboro in 2003. The program is summarized here as a reference to the funding source that has been crucial to the survival and success of Main Street Hatboro to date. The Pennsylvania Department of Community and Economic Development (DCED) uses the following overall guidelines to guide this very successful State initiative:

State assistance is provided for a maximum of five years to help establish a local downtown organization and fund a full-time professional downtown coordinator.

- The grantee is eligible for an additional Design Challenge grant in years 2-5.
- The first year grant is \$5,000 with no local match. Second year grant is up to \$35,000 or 70% of the budget, with at least \$15,000 local match. A sliding scale applies through year five with up to \$20,000 grant or 40% of the budget, and a minimum \$30,000 local match.
- Grantees are also eligible for Commercial Reinvestment Program assistance, which includes 50/50 matching grants for public site improvements, facade loan programs, adaptive reuse projects and related activities.

To secure a Main Street grant, a municipality must demonstrate that it has a viable commercial core with identified needs and a potential for improving. Well-defined goals, the strength of the local government's commitment to revitalization and private sector participation are important selection criteria. In coordination with the Pennsylvania Downtown Center, DCED uses a four-point approach that has been successful in downtowns across the United States. This approach stresses: 1) organization and consensus; 2) promotion and marketing; 3) design and beautification; and economic restructuring to convert underused space into productive property.

Elm Street Program

While no regulations or application packages have been released yet, the FY 2004 Pennsylvania State budget includes funding for the new Elm Street Program. The Elm Street Program establishes grants for residential areas adjacent to commercial districts. The intent of the program is to fund new streetscapes, infrastructure improvements, facade renovations, and revitalization planning. The Elm Street Program, which is being billed as a major initiative, is based on the idea of extending the success of the Main Street Program out beyond the central business district.

The Communities of Opportunity Program

The Communities of Opportunity Program provides grants to assist community revitalization and economic development to become more competitive for business retention, expansion and attraction. Eligible entities are local governments, redevelopment authorities and housing authorities. The minimum grant is \$25,000 and there is no maximum. The Communities of Opportunity Program emphasizes the existence and creation of local partnerships that include municipal agencies, the financial community, for-profit and not-for-profit organizations. The program stresses strategic planning and encourages private sector investment to stimulate community renewal.

The Community Revitalization Program

The Community Revitalization Program provides grants to support local initiatives to promote stability, maintain social and economic diversity, ensure a productive tax base and a good quality of life. Local governments, municipal and redevelopment authorities and agencies, industrial development agencies, and non-profit corporations incorporated in PA are eligible. Eligible activities include construction or rehabilitation of infrastructure, building rehabilitation, acquisition and demolition of structures, revitalization or construction of community facilities, purchase and upgrade of machinery/equipment, public safety, crime prevention, and recreation, etc.

The Infrastructure Development Program

The Infrastructure Development Program provides grants and low interest loans to finance public and private infrastructure improvements needed in order for a business to locate or expand at a specific site. A 50 percent match is required. Eligible entities include manufacturers, industries, research and development firms, agricultural processors, traded services, firms establishing a national or regional headquarters and private real estate developers who are developing sites for businesses. Eligible activities include clearing and preparation of land, site clearance and clean-up, water and sewer systems, parking lots, storm sewers and bridges at transportation facilities, rail facilities and port facilities. Land and building acquisition, construction, renovation, demolition and clearance are eligible to private developers at former industrial sites.

The Industrial Sites Reuse Program

The Industrial Sites Reuse Program provides grant and loan financing to perform environmental site assessment and remediation work at former industrial sites (25% match required). Up to \$200,000 may be offered for environmental assessments and up to \$1,000,000 for remediation. Companies, public non-profit economic development entities, and private non-profit economic development entities are eligible.

The Pennsylvania Industrial Development Authority (PIDA)

The Pennsylvania Industrial Development Authority (PIDA) provides low interest loan financing to businesses and industrial development corporations for the purpose of job creation or retention. Eligible entities include manufacturing, industrial, warehouse, R&D, or businesses establishing a national or regional headquarters or computer/clerical operation center. Eligible activities include land and building acquisitions, building construction, multi-tenant spec building and industrial park development. PIDA financing in Montgomery County is obtained through the Montgomery County Industrial Development Corporation.

The Pennsylvania Economic Development Financing Authority (PEDFA)

The Pennsylvania Economic Development Financing Authority (PEDFA) operates a pooled bond program which finances business entities in Pennsylvania by issuing taxable bonds, selling them to investors and lending the proceeds to eligible businesses. The Authority also issues tax-exempt bonds to finance facilities that by federal tax law are eligible for tax exempt financing. Funds may be applied to land and building acquisition, building renovation and construction, machinery and equipment acquisition and installation, and bond refinancing. In Montgomery County, funding is applied for through the Montgomery County Industrial Development Authority.

The Small Business First Program

The Small Business First Program provides businesses of 100 employees or less with loans up to \$200,000 (or 50% of total costs, whichever is less) for acquisition, construction, machinery and equipment, working capital and certain environmental compliance costs are eligible activities. The maximum loan for working capital is \$100,000. The interest rate for loans through this program is 5%. A job must be created or retained for each \$25,000 loaned.

The Pennsylvania Capital Access Program (PennCAP)

The Pennsylvania Capital Access Program (PennCAP) guarantees loans up to \$500,000 so that favorable terms, rates and approvals can be secured for businesses that need access to low-cost capital. Land and building acquisition, equipment and working capital are eligible activities. Loan guarantees are provided through the PEDFA bond program. Both term loans and lines of credit are eligible for the guarantees available through this program.

Pennsylvania Department of Transportation Enhancement Projects

The Transportation Equity Act for the 21st Century (TEA-21) allocated federal funds to Pennsylvania for use in “Enhancement Projects”. Enhancement Projects involve transportation-related activities outside of the traditional highway construction and mass transit projects. Locally, the program is administered by PennDOT District 6-0. Eligible activities include historic bridge improvements, historic transportation building improvements (such as train stations), bikeways, pedestrian trails, rails-to-trails projects, archaeological research and planning, scenic easements, removal of billboards and related initiatives.

Federal Funding

Federal funds available to Hatboro Borough are severely limited because the Borough does not qualify as a federal enterprise zone, empowerment zone or enterprise community. The U. S. Department of Commerce Economic Development Administration (EDA) offers certain grants for community development purposes but these are extremely competitive and directed mainly to funding public facilities. The EDA Title I program offers grants for public works projects associated with industrial development and EDA Title IX grants that are designed for communities recovering from severe economic dislocations. Federal incentives that may be available to private sector investors in the Small Business Administration (SBA), 7a Loan Guarantee Program and 504 Direct Loan Program.

Municipal Debt

Municipal Bonds

The Borough of Hatboro may issue general obligation or revenue bonds to finance projects that are in the public interest. The Borough has the remaining capacity to issue bonds up to their debt limit, but they must be able to demonstrate that tax revenues or revenues from a project will be sufficient to pay off any additional debt beyond their current debt repayment obligations.

If interest rates are low, the Borough may want to consider refinancing existing debt and adding to the amount borrowed. Of course, bond issuance decisions depend upon need, economic benefits, current debt obligations, debt limits, project feasibility, interest rates, timing and other factors.

Tax Incentives

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) is a way for redevelopment to pay for itself through the increased property taxes that are generated by a specific project. Tax increment financing districts in Pennsylvania are governed by Act 113 of 1990, the Tax Increment Financing Act. Municipalities, school districts and counties may participate in this program.

TIF districts and their related redevelopment projects are designed to convert blighted areas—generally with low property values, assessments and tax revenues—into more attractive areas in which businesses will want to locate. Public improvements, which may include land assembly, building clearance, infrastructure improvements, and/or creation of amenities, will make the area more attractive for the private sector relocation of business, industrial, or residential development. The new development will have significantly higher assessment values and provide greater tax revenues to the municipality.

Once a tax increment financing district is designated, the amount of tax revenue from the area that is directed to the general fund is held at the pre-improvement level. Any amount of taxes collected above this base level is directed into a fund to pay for improvements or to pay off bonds which funded improvements in the TIF district.

Local Economic Revitalization Tax Abatement (LERTA)

Adopting a LERTA ordinance allows municipalities to exempt physical improvements within a designated geographic area from re-assessment for up to ten years. The exemption applies to the value added from the subject improvements. The school district, the county and the municipality must agree on a revitalization program and must each pass a resolution supporting the proposed LERTA program.

APPENDICES

Appendix A - Regional Location

Appendix B - Population and Housing

Appendix C - Existing Land Use and Zoning

Appendix D - Natural Features

**Appendix E - Improvement Priorities for
Borough Roads**

Appendix F - Cost Estimates

**Appendix G - Municipal Tax Revenue and
Assessed Value by Land Use**

APPENDIX A
REGIONAL LOCATION

APPENDIX A REGIONAL LOCATION

The Borough of Hatboro is located in southeastern Pennsylvania, in Montgomery County. The Borough encompasses an area of 1.56 square miles and is located 15 miles north of Center City Philadelphia. Hatboro is situated along Montgomery County's border with Bucks County, five miles northwest of the both counties' borders with the city of Philadelphia.

Hatboro Borough is surrounded wholly by Upper Moreland Township except on the northeastern side, which borders Warminster Township in Bucks County. The Borough is also close to Horsham Township to the west and Bryn Athyn Borough to the southeast. Route 263, the main arterial road through Hatboro, leads north to central Bucks County and south to Philadelphia via Route 611. The Willow Grove interchange of the Pennsylvania Turnpike lies just one mile outside Borough borders, giving Hatboro significant regional access. Hatboro Borough and Horsham Township together compose the Hatboro Horsham School District.

Hatboro is a unique community discernable from surrounding areas, while also comprising part of the larger Philadelphia metropolitan area. The central business district and surrounding older neighborhoods are distinctly unlike the suburbanized townships nearby. To the south, the residential parts of post-war suburbs and older boroughs mingle with industrial and commercial areas, as well as parks and golf courses. To the north and west, Bucks County and Montgomery County suburbs eventually give way to farmland and woodland.



Hatboro Borough in Southeastern Pennsylvania Region



Hatboro Borough and Surrounding Townships

APPENDIX B
POPULATION AND HOUSING

**APPENDIX B
POPULATION AND HOUSING**

The following statistics compare Hatboro with Montgomery County and the adjacent townships of Upper Moreland and Warminster. Data is also provided for Ambler and Jenkintown, two comparable boroughs located near Hatboro.

Total Population

Population data provides insight on how an area changes over time, and how it may grow in the future. Hatboro’s population was 7,393 in 2000, according to the U.S. Census. With the exception of a 1970 spike in population, Hatboro has been home to a similar number of people since 1960 (Table 1). By this year, most land within the Borough had been developed. The surrounding municipalities of Upper Moreland and Warminster Townships had peak populations in 1980, followed by a slight population decline over the following 20 years. Populations in the Boroughs of Ambler and Jenkintown peaked in 1970, and are now lower than they were in 1960. Warminster Township saw the most growth since 1960 (over 96%), while Jenkintown saw the greatest decrease in population. The whole of Montgomery County has been growing steadily since 1960. The county now contains over 750,000 people, more than the entire state of Vermont. Looking at growth from 1990 to 2000 (Table 2), Hatboro added a negligible 11 inhabitants. The surrounding townships and two comparable boroughs, however, all lost population since 1990. Montgomery County, which has seen significant development in northern and western areas in the past decade, grew nearly 11%.

**TABLE 1
TOTAL POPULATION
1960 - 2000**

	POPULATION					CHANGE (1960-2000)	
	1960	1970	1980	1990	2000	NUMBER	PERCENT
Hatboro Borough	7,315	8,880	7,579	7,382	7,393	78	1.1%
Upper Moreland Township	21,032	24,866	25,874	25,313	24,993	3,961	18.8%
Warminster Township	15,994	34,900	35,543	32,832	31,383	15,389	96.2%
Ambler Borough	6,765	7,800	6,628	6,609	6,426	- 339	-5.0%
Jenkintown Borough	5,017	5,990	4,942	4,574	4,478	- 539	-10.7%
MONTGOMERY COUNTY	516,682	624,080	643,621	678,111	750,097	223,415	45.2%

Source: U.S. Census

TABLE 2
TOTAL POPULATION
1990 - 2000

MUNICIPALITY	POPULATION		CHANGE (1990-2000)	
	1990	2000	NUMBER	PERCENT
Hatboro Borough	7,382	7,393	11	0.1%
Upper Moreland Township	25,313	24,993	- 320	-1.3%
Warminster Township	32,832	31,383	- 1449	-4.4%
Ambler Borough	6,609	6,426	- 183	-2.8%
Jenkintown Borough	4,574	4,478	- 96	-2.1%
MONTGOMERY COUNTY	678,111	750,097	71,986	10.6%

Source: U.S. Census

Age Distribution

Age distribution provides important information about the residential make-up of a community. Hatboro's median age was 37.5 in 2000, slightly younger than the county median of 38.2, and the median ages of surrounding townships (Table 3). Ambler and Jenkintown have the lowest and highest median ages, respectively. While Hatboro does not contain many large, new suburban homes such as those found in surrounding townships, the Borough still embodies a similar family-oriented demographic. One third of Hatboro residents are aged 25-44 years. Children and teens (ages 5-19) make up the next largest group at 20%, followed by senior citizens aged 65 and higher (15.1%). Persons aged 19-24, a typically mobile age group, are not found in high numbers in Hatboro, at only 4.3%.

**TABLE 3
AGE DISTRIBUTION
2000**

Age	Hatboro Borough		Upper Moreland Township		Warminster Township		Ambler Borough		Jenkintown Borough		MONTGOMERY COUNTY	
	#	%	#	%	#	%	#	%	#	%	#	%
Under 5	472	6.4%	1,460	5.8%	1,979	6.3%	434	6.8%	213	4.8%	47,290	6.3%
5 - 19	1,475	20.0%	4,571	18.3%	6,432	20.5%	1,193	18.6%	880	19.7%	149,974	20.0%
20 - 24	319	4.3%	1,221	4.9%	1,677	5.3%	327	5.1%	183	4.1%	36,970	4.9%
25 - 44	2,443	33.0%	7,813	31.3%	9,111	29.0%	2,090	32.5%	1,209	27.0%	228,884	30.5%
45 - 54	946	12.8%	3,222	12.9%	3,978	12.7%	729	11.3%	659	14.7%	106,735	14.2%
55 - 64	619	8.4%	2,127	8.5%	3,424	10.9%	538	8.4%	394	8.8%	68,447	9.1%
65+	1,119	15.1%	4,579	18.3%	4,782	15.2%	1,115	17.4%	940	21.0%	111,797	14.9%
TOTAL	7,393	100%	24,993	100%	31,383	100%	6,426	100%	4,478	100%	750,097	100%
MEDIAN	37.5	-	38.8	-	37.9	-	37.3	-	41.7	-	38.2	-

Source: U.S. Census

Household Size

Households refer to persons living in a housing unit whether related or not. In Hatboro the average number of people in a household was 2.44 in the year 2000 (Table 4). Surrounding townships have more large households, primarily due to the prevalence of young families in new suburban homes. The average household size in Hatboro changed little from 1990 to 2000 (Table 4). More dramatic changes were seen in the surrounding townships. In the comparable boroughs, Ambler's household sizes have been close to the county average, while Jenkintown has exhibited the smallest household sizes. All five municipalities, as well as the whole of Montgomery County, reflect the national decline in household size. Later marriages, more divorces, fewer children and more elderly households have contributed to this trend.

TABLE 4
HOUSEHOLD SIZE, 1990-2000

	AVERAGE PERSONS PER HOUSEHOLD	
	1990	2000
Hatboro Borough	2.44	2.43
Upper Moreland Township	2.49	2.40
Warminster Township	2.99	2.74
Ambler Borough	2.50	2.45
Jenkintown Borough	2.34	2.19
MONTGOMERY COUNTY	2.58	2.54

Source: U.S. Census

Housing Type

Households often need different types of housing as they mature. Young couples often look for starter homes and move to larger homes as families grow. As children leave and the remaining occupants grow older, requirements often return full circle to apartments, townhouses and other smaller units. More than half of Hatboro’s homes are single-family detached houses (Table 5). This is slightly lower than the county-wide average. Like many boroughs in the Delaware Valley, Hatboro contains a notable percentage of structures with 2 to 4 units (11.1%) and structures with 5 or more units (21.8%).

TABLE 5
HOUSING TYPE

Housing Type	Hatboro Borough		MONTGOMERY COUNTY	
	NUMBER	%	NUMBER	%
Single-Family Detached	1,627	52.1%	166,543	56.0%
Single-Family Attached	468	15.0%	55,745	18.7%
Units in 2-4 Unit Structures	347	11.1%	23,107	7.8%
Units in 5+ Unit Structures	679	21.8%	49,321	16.6%
Mobile Homes/Other	0	0%	2,718	9.1%
TOTAL	3,121	100%	297,434	100%

Source: U.S. Census

Housing Tenure and Vacancy

The amount of rental housing in an area affects housing affordability and the ability to accommodate life cycle changes. More rental housing usually signifies an area more affordable to singles, young families and older people. Areas with high rates of owner-occupied housing may be less accessible to singles, starter families and the elderly. As shown in Table 6, Hatboro contains a majority of owner-occupied housing (65.1%). This is a lower percentage than Montgomery County as a whole, which has nearly 75% owner-occupied housing. Boroughs tend to have higher rental rates than rural or suburban townships. The county, however, has a higher vacancy rate than Hatboro’s 2.6%.

**TABLE 6
HOUSING TENURE AND VACANCY**

	Owner-Occupied Units		Renter-Occupied Units		Vacant Units		Total Units	
	Number	%	Number	%	Number	%	Number	%
Hatboro Borough	1,980	65.1%	1,061	34.9%	80	2.6%	3,121	100%
MONTGOMERY COUNTY	210,233	73.5%	75,865	26.5%	11,336	3.8%	297,434	100%

Source: U.S. Census

Housing Age

Housing age statistics illustrate Hatboro’s post-war growth spurt in addition to its core of older buildings and assortment of newer homes (Table 7). As of the 2000 Census, housing units constructed between 1940 and 1959 accounted for 45.5% of the housing stock, more than double the number of units of any other origin. Homes built before 1940 were the second most common. Likewise, Montgomery County had more post-war homes than homes of any other era, followed by pre-1940 homes. After 1980, however, housing construction in Hatboro dwindled considerably while the county saw continued development of suburban and rural areas.

**TABLE 7
HOUSING AGE**

YEAR BUILT	Hatboro Borough		MONTGOMERY COUNTY	
	Number	%	Number	%
1990-1999	106	3.3%	38,645	13.0%
1980-1989	59	1.9%	35,774	12.0%
1970-1979	414	13.3%	42,310	14.2%
1960-1969	490	15.7%	43,091	14.5%
1940-1959	1,421	45.5%	77,513	26.1%
1939 or earlier	631	20.2%	60,101	20.2%
TOTAL	3,121	100%	297,434	100%

Source: U.S. Census

Housing Value, Income and Poverty

Hatboro has a median owner-occupied housing value of \$135,100 (Table 8). This value is lower than that of the two surrounding townships and that of Montgomery County. Hatboro's relative affordability can be attributed to smaller house size and older house age. Ambler and Jenkintown have the lowest and highest median housing value, respectively.

Median income is the level at which half an area's households earn more and half earn less. In Hatboro, median income is \$44,901 (Table 9). Like housing value, Hatboro's median income is less than its neighbors, which fall in the low \$50,000's. The median income values of Ambler and Jenkintown fall in between, in the \$47,000 range. The county median household income is \$60,829. Oppositely, Hatboro had a low poverty rate of 1.8% in 2000. Poverty levels are based on a federally established minimum income that changes based on number of persons in a household.

**TABLE 8
HOUSING VALUE, 2000**

	MEDIAN VALUE OF OWNER-OCCUPIED HOUSING
Hatboro Borough	\$135,100
Upper Moreland Township	\$143,400
Warminster Township	\$160,500
Ambler Borough	\$129,000
Jenkintown Borough	\$168,200
MONTGOMERY COUNTY	\$160,700

Source: U.S. Census

**TABLE 9
MEDIAN INCOME AND POVERTY, 2000**

	MEDIAN HOUSEHOLD INCOME	PERCENT OF FAMILIES IN POVERTY
Hatboro Borough	\$44,901	1.8%
Upper Moreland Township	\$50,454	3.0%
Warminster Township	\$54,375	4.1%
Ambler Borough	\$47,014	2.4%
Jenkintown Borough	\$47,743	1.9%
MONTGOMERY COUNTY	\$60,829	2.8%

Source: U.S. Census

Commute to Work

The average travel time to work, shown in Table 10, is 24.5 for residents of Hatboro. This is slightly less than the county average of 26.5, due in part to Hatboro's relative proximity to the many employers of Philadelphia's northern suburbs. Hatboro and Montgomery County exhibit similar ratios of commuting methods, with roughly 80% of both areas driving alone to work, and 8.3% choosing to carpool. Despite Hatboro's access to the SEPTA R2 commuter rail line and several SEPTA bus routes, only 4% of residents use public transit to get to work. The county as a whole takes better advantage of public transit at 4.4%. Hatboro, however, has a greater percentage of walking commuters.

**TABLE 10
COMMUTE TO WORK, 2000**

	Travel Time to Work (minutes)	Method of Commuting to Work			
		Drive Alone (%)	Carpool (%)	Public Transportation (%)	Walking, Other (%)
Hatboro Borough	24.5	79.9%	8.3%	4.0%	7.8%
MONTGOMERY COUNTY	26.5	80.5%	8.3%	4.4%	6.8%

Source: U. S. Census

**TABLE 11
RESIDENCE OF PEOPLE WHO WORK
IN HATBORO BOROUGH, 2000**

Residence	Number	Residence	Number
Philadelphia City, Philadelphia County, PA	610	Lansdowne Borough, Delaware County, PA	15
Hatboro Borough	533	New Hanover Township	14
Upper Moreland Township	443	New Garden Township, Chester County, PA	13
Warminster Township, Bucks County, PA	351	Haverford Township, Delaware County, PA	13
Horsham Township	244	Bridgeport Borough	13
Abington Township	193	Conshohocken Borough	12
Warrington Township, Bucks County, PA	154	Willingboro Township, Burlington County, NJ	11
Bensalem Township, Bucks County, PA	118	Wrightstown Township, Bucks County, PA	11
Upper Southampton Township, Bucks Co., PA	114	Ivyland Borough, Bucks County, PA	10
Warwick Township, Bucks County, PA	92	Morrisville Borough, Bucks County, PA	10
Buckingham Township, Bucks County, PA	71	State College Borough, Centre County, PA	10
Doylestown Township, Bucks County, PA	71	Hatfield Borough	10
Northampton Township, Bucks County, PA	67	Jenkintown Borough	10
Upper Dublin Township	63	Cherry Hill Township, Camden County, NJ	9
Lower Moreland Township	59	Waterford Township, Camden County, NJ	9
Middletown Township, Bucks County, PA	55	Lower Southampton Township, Bucks Co., PA	9
Radnor Township, Delaware County, PA	46	Newtown Borough, Bucks County, PA	9
Towamencin Township	45	Solebury Township, Bucks County, PA	9

Residence	Number	Residence	Number
Whitpain Township	40	East Goshen Township, Chester County, PA	9
New Britain Township, Bucks County, PA	35	Upper Frederick Township	9
Upper Gwynedd Township	35	Hempfield Township, Westmoreland County, PA	9
Cheltenham Township	34	Pennsauken Township, Camden County, NJ	8
Lower Merion Township	33	Monroe Township, Gloucester County, NJ	8
Hilltown Township, Bucks County, PA	31	Birdsboro Borough, Berks County, PA	8
Plumstead Township, Bucks County, PA	29	Oley Township, Berks County, PA	8
Montgomery Township	28	Richland Township, Bucks County, PA	8
Bristol Township, Bucks County, PA	27	Lansdale Borough	8
Upper Darby Township, Delaware County, PA	25	Limerick Township	8
Franconia Township	25	Perkiomen Township	8
Lower Saucon Township, Northampton Co., PA	23	Rockledge Borough	8
Newtown Township, Bucks County, PA	22	Bristol Borough, Bucks County, PA	7
Perkasie Borough, Bucks County, PA	21	Dublin Borough, Bucks County, PA	7
Ambler Borough	21	Ridley Park Borough, Delaware County, PA	7
Plymouth Township	21	Upper Chichester Township, Delaware Co., PA	7
East Norriton Township	20	Douglass Township	7
Springfield Township	20	Pennsburg Borough	7
Uwchlan Township, Chester County, PA	18	Skippack Township	7
Lower Makefield Township, Bucks County, PA	17	Upper Pottsgrove Township	7
Lower Providence Township	17	New Castle County, DE	6
Pemberton Township, Burlington County, NJ	16	Brigantine City, Atlantic County, NJ	6
Amity Township, Berks County, PA	16	Chesterfield Township, Burlington County, NJ	6
Chalfont Borough, Bucks County, PA	15	Cinnaminson Township, Burlington County, NJ	6
Falls Township, Bucks County, PA	15	Bedminster Township, Bucks County, PA	6
Lansdowne Borough, Delaware County, PA	15	Doylestown Borough, Bucks County, PA	6
New Hanover Township	14	Yardley Borough, Bucks County, PA	6
New Garden Township, Chester County, PA	13	Pottstown Borough	6
Haverford Township, Delaware County, PA	13	Royersford Borough	6
Bridgeport Borough	13	Souderton Borough	6

Residence	Number	Residence	Number
Conshohocken Borough	12	Upper Providence Township	6
Willingboro Township, Burlington County, NJ	11	New Britain Borough, Bucks County, PA	5
Wrightstown Township, Bucks County, PA	11	Phoenixville Borough, Chester County, PA	5
Ivyland Borough, Bucks County, PA	10	Media Borough, Delaware County, PA	5
Morrisville Borough, Bucks County, PA	10	Smithfield Township, Monroe County, PA	5
State College Borough, Centre County, PA	10	North Wales Borough	5
Hatfield Borough	10	Swedesboro Borough, Gloucester County, NJ	4
Jenkintown Borough	10	Silverdale Borough, Bucks County, PA	4
Cherry Hill Township, Camden County, NJ	9	East Greenville Borough	4
Waterford Township, Camden County, NJ	9	Upper Salford Township	4
Lower Southampton Township, Bucks Co., PA	9	Evesham Township, Burlington County, NJ	3
Newtown Borough, Bucks County, PA	9	Schwenksville Borough	3
Solebury Township, Bucks County, PA	9	Harrison Township, Potter County, PA	3
East Goshen Township, Chester County, PA	9	District Township, Berks County, PA	2
Upper Frederick Township	9	Ryan Township, Schuylkill County, PA	2

Source: U.S. Census

APPENDIX C
EXISTING LAND USE AND ZONING

APPENDIX C EXISTING LAND USE AND ZONING

An inventory of the existing use of land is essential in preparing a comprehensive plan. An up-to-date base map that depicts roads and property lines in the Borough was prepared using Montgomery County GIS information from the Montgomery County Planning Commission. Field surveys were then conducted to categorize how each property in Hatboro was being used as of April 2003. The results of the field survey and mapping are illustrated on the accompanying Existing Land Use Map, and on the Central Business District Land Use Inventory and Map. Two additional maps and narrative in this appendix summarize how land is currently zoned in Hatboro and in the areas of Upper Moreland Township and Warminster Township adjacent to Hatboro. Findings are described below.

Residential Uses

Residential uses occupy 65% of Hatboro's land area (excluding streets and water), compared to 35% for non-residential uses. Among residential uses, single-family homes are the most prevalent type. Single-family detached homes are located throughout the community, mainly on the smaller lots that typify the density levels found in most Delaware Valley boroughs. Traditional grid street neighborhoods are the norm in Hatboro, as opposed to the curving streets and cul-de-sacs of the low density residential subdivisions found in the surrounding suburban townships.

Regarding housing other than single-family detached, there is a large twin home development located in the far northern sector of Hatboro between North York Road and County Line Road. Isolated twin homes are also scattered in various neighborhoods. Low-rise apartment complexes exist along both sides of the North York Road corridor between Summit Avenue and County Line Road. In addition, there are two multi-story apartment buildings for the elderly in the block between Moreland Avenue and Byberry Avenue, east of the central business district between York Road and the SEPTA rail station.

Commercial Uses (Retail, Service and Office)

The central business district along both sides of York Road between Pennypack Creek and Summit Avenue is the largest concentration of commercial activity in Hatboro. The accompanying Central Business District Land Use Inventory features a parcel-by-parcel magnification of this area. Number labels correspond to the included list of businesses and other land uses in the central business district. As discussed elsewhere in this document, selected private and public investments are needed to preserve and enhance the downtown. Nonetheless, this retail and service district is a classic "Main Street" that is commercially vibrant, physically attractive and pedestrian-oriented. There is a very wide range of business operating in the downtown Hatboro. These range from small owner-operated

services, restaurants, and specialty shops to chain store pharmacies and fast food franchises. Four banks serve the downtown with a fifth now being built.

Jacksonville Road and County Line Road are the two primary clusters of commercial activity in Hatboro outside the central business district. Both of these service corridors mainly contain heavier commercial uses oriented more to motorists than pedestrians. Neither area features the streetscape improvements and attractive building facades found in the central business district.

Offices occupy a small proportion of uses in the central business district. Stand-alone offices are scattered along the York Road corridor including, both north and south of the central business district. Some office are also found in the business park that now occupies the former Vicks plant on Warminster Road between Byberry Avenue and Fulmor Avenue.

Industrial Uses

The accompanying Existing Land Use map shows the former Vicks plant on Warminster Road as an industrial use. In reality, industrial operations occupy only a portion of the total building space on this site. Offices, warehouse space, an indoor sports complex and other uses also exist there. Several small industrial uses (machine shops, printers, and the like) are located on the east side of Jacksonville Road north and south of Tanner Avenue. A small industrial/business park, a quarry operation and assorted industries exist off County Line Road in the area of the SEPTA railroad corridor.

Public/Semi-Public Uses

Public/semi-public uses refer to community oriented facilities. In Hatboro, these include the following:

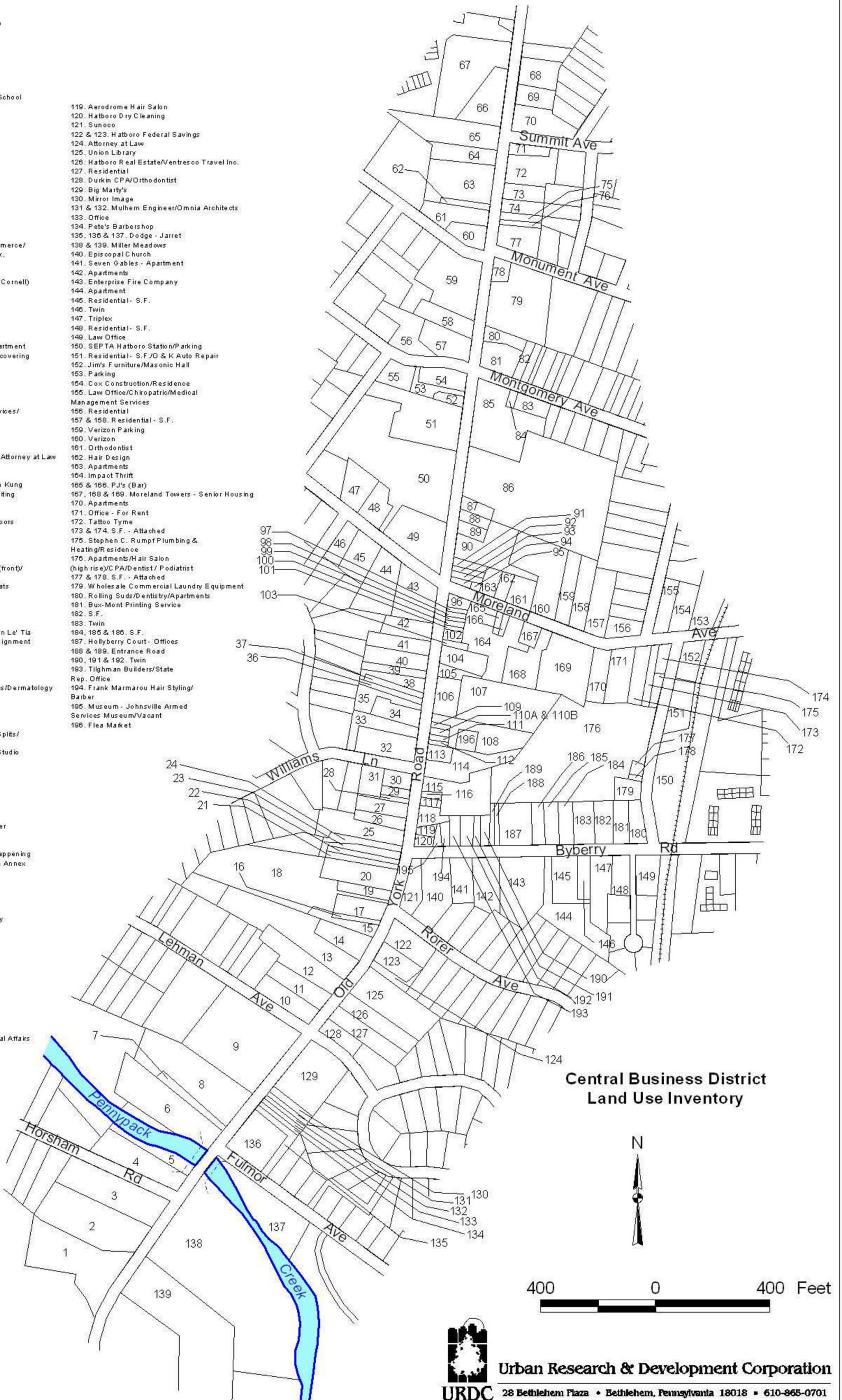
- Hatboro Borough Hall
- Hatboro Cemetery
- Union Library
- Hatboro Cemetery
- Hatboro Post Office
- YMCA
- Second Alarmers Rescue Squad
- Hatboro Public Works Department
- Hatboro Police Station
- Hatboro-Horsham Junior High School
- Pennypacker Elementary School
- Crooked Billet Elementary School
- Enterprise Fire Company
- SEPTA Train Station and Rail Line

Parks and Public Open Space

Hatboro owns three parks used for active recreation and one passive open space. The parks include Eaton Park and Memorial Park on West Moreland Avenue, and Tanner Playground off Tanner Avenue. Miller Meadows is a Borough-owned passive open space on the east side of York Road adjacent to Pennypack Creek.

Hatboro Borough Comprehensive Plan & Revitalization Strategy

1. Municipal Building - Borough of Hatboro
2. Holland-Glen
3. Old Mill Parking
- 4&5. Old Mill Inn Restaurant
6. Minuteman Press Printing and Color Copying/NuLife (Cleaners)
7. Shannons
8. Car Nu/Trans 2 Tech (in rear)
9. Lehman United Methodist Church and School
10. Allstate Wisconsin Agency
- 11 & 12. Commerce Bank
13. Hatboro Collision
14. Stencil Shop/Dance Studio
15. Half Office/Half Kims Skill & Nails
16. Driveway
17. First Union
18. Driveway
19. Burdicks News Agency
20. All Systems TV & Sat/Vacant/Vacant/Bagel Cappuccino
21. Family Dentistry - Samuel E. Cramer
22. Flynn's Discount Jewelers
23. WRD V-FM and WLBS-FM
24. Vacant Commercial
25. Red Barn Mall (rear)/Chamber of Commerce/DTL Insurance Admin./Patricia Gershanick, Photographer/Hatboro Jeweler
26. Second Alarm Rescue Squad
27. Insurance and Real Estate (Miller and Cornell)
28. Law Office
29. Looche's Family Restaurant
30. Colonial Florist & Gifts
31. C. H. Zapp Accounting Services
32. Café La Fontana
33. DeLuca Music
34. Under construction - Retail/Luxury Apartment
35. Forever in Frames/Lewis Paint & Wallcovering
36. Hatboro Camera Center
37. Hatboro Embroidery
38. Village Pretzel
39. Fashionable Accents
- 40 & 41. CVS
42. Nationwide Insurance & Financial Services/BJ's Sports cards
43. Cooper Tires
44. Public Parking
45. Church - Gospel Hall
46. Genesis Abstract/John G. Younglove, Attorney at Law
- 47 & 48. Residential
49. 7-11
50. Sound Crafters/Consult Tex/Ving Tsuh Kung Fu/Elaine's Boutique/Armed Forces Recruiting Center
51. Wendy's
52. Miller's Sales & Service Windows & Doors
53. The Meehan Building - Office Vacant
54. Hudson United Bank
55. Bank Parking
56. Baskwill Funeral Home
57. Marie's Ceramic (rear)/United Steaks (front)/Nina's Water Ice (front)
58. Alterations by Greta/Eye Care/Pats Hats
59. McDonald's
60. My Son-n-Me - Hotwheel Collectibles
61. Lampshades
62. Hatboro Pizza
63. Laundromat/Wine Spirits Shoppe/Salon Le' Tia/Webers Flower/Insatiable Shoppers Consignment Shop
64. Continental Interiors
65. Corporate Communication
66. Law Office/Yoga, Pilates & Massage
67. Ophthalmology Assoc. Hatboro Opticians/Dermatology
68. Residential
69. Multi-Family
70. Hatboro Dental
71. Daddypops (Diner)
72. Midtown Agency (insurance)/Kicks & Splits/Mortgage Options Financial
73. Progressive Insurance Sterling / Nail Studio
74. Classic Trophies, Inc.
- 75 & 76. Boggs Printing
77. Wireless Zone
78. Small's Formalwear/Lacey Lady
79. Hatboro Manor - Offices
80. Law Offices
81. Bon Ton Draperies/Silvio's Deli
82. Grooming Pet Supplies/Hound & Terrier
83. Culligan
84. J. Mills Auto Repair
85. WaWa/Karate/Carmel Cleaners/It's Happening Hair, Mind & Body/Hatboro Baptist Church Annex
86. Hatboro Baptist Church
- 87, 88 & 89. Leroy's Flower
90. Post Office
91. Bux-Mont Office Supply
92. Thrift Shop
93. Philadelphia Athletic Historical Society
94. Willow Grove Bank
95. Instant Auto Tags
96. Vacant/Dance Dimension
97. Edward Studio
98. Creative Hair Design
99. Main Street Records
100. Van Jewelers
101. Sports Exchange
102. Village Hardware
103. Vacant
104. Expression Design
105. Everyone's Home / Kathy's Klippers
106. The Second Fiddle/Joe's Pizza/Formal Affairs
107. Produce Junction
108. Parking
109. Jewelers - A. C. Frattone
- 110A. Joys & Toys Collectibles
- 110B. Paul's Barbershop
111. Looche's Bakery
112. Winship's Pieces of Time
- 113, 114 & 115. Gamburg's Furniture
116. The Sweater Mill
117. Towey's Tavern
118. On a Roll Café/Ming's Chinese Restaurant/Ming Noodles & Dumplings
119. Aerodrome Hair Salon
120. Hatboro Dry Cleaning
121. Sunoco
- 122 & 123. Hatboro Federal Savings
124. Attorney at Law
125. Union Library
126. Hatboro Real Estate/Venturesoo Travel Inc.
127. Residential
128. Durkin CPA/Orthodontist
129. Big Marty's
130. Mirror Image
- 131 & 132. Mulhern Engineer/Omnia Architects
133. Office
134. Pete's Barbershop
- 135, 136 & 137. Dodge - Jarret
- 138 & 139. Miller Meadows
140. Episcopal Church
141. Seven Gables - Apartment
142. Apartments
143. Enterprise Fire Company
144. Apartment
145. Residential - S.F.
146. Twin
147. Triplex
148. Residential - S.F.
149. Law Office
150. SEPTA Hatboro Station/Parking
151. Residential - S.F./O & K Auto Repair
152. Jim's Furniture/Masonic Hall
153. Parking
154. Cox Construction/Residence
155. Law Office/Chiropractic/Medical Management Services
156. Residential
- 157 & 158. Residential - S.F.
159. Verizon Parking
160. Verizon
161. Orthodontist
162. Hair Design
163. Apartments
164. Impact Thrift
- 165 & 166. P.J's (Bar)
- 167, 168 & 169. Moreland Towers - Senior Housing
170. Apartments
171. Office - For Rent
172. Tattoo Tyne
- 173 & 174. S.F. - Attached
175. Stephen C. Rumpf Plumbing & Heating/Residence
176. Apartments/Hair Salon (high rise)/CPA/Dentist/Podiatrist
- 177 & 178. S.F. - Attached
179. Wholesale Commercial Laundry Equipment
180. Rolling Suds/Dentistry/Apartments
181. Bux-Mont Printing Service
182. S.F.
183. Twin
- 184, 185 & 186. S.F.
187. Hollyherry Court - Offices
- 188 & 189. Entrance Road
- 190, 191 & 192. Twin
193. Tilghman Builders/State Rep. Office
194. Frank Marmarou Hair Styling/Barber
195. Museum - Johnsville Armed Services Museum/Vacant
196. Flea Market



**Central Business District
Land Use Inventory**

400 0 400 Feet



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Parking

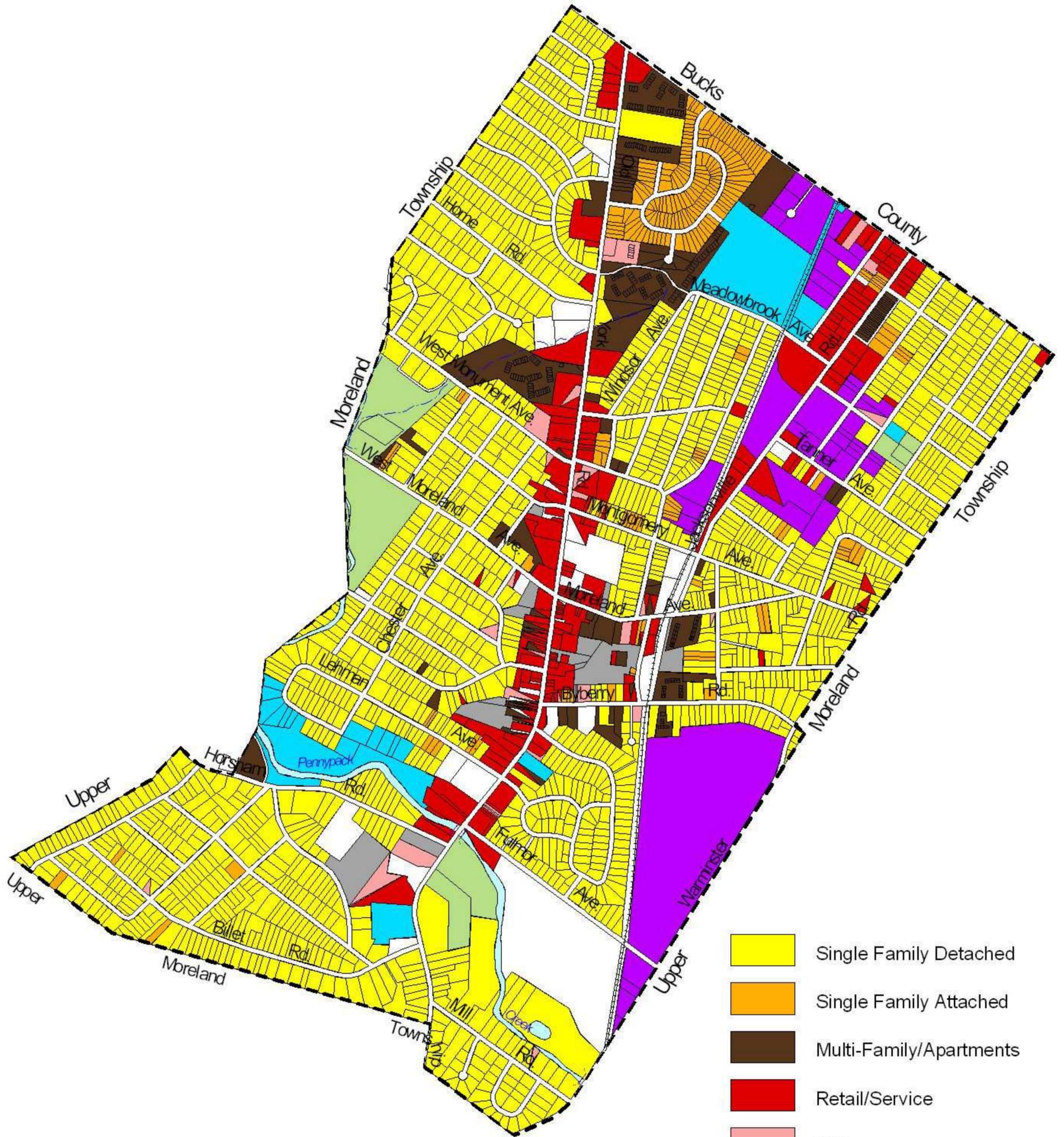
This special category refers to publicly-accessible parking lots that serve the central business district. One is on the east side of York Road behind Produce Junction. Another is on the west side of York Road behind Wachovia Bank. The third such parking lot is on the south side of Moreland Road just west of York Road.

Existing Land Use Summary

Land Use	Percent of Total Land Area (excluding streets and water)
Single-Family Detached Residential	54.8
Single-Family Attached Residential	3.9
Multi-Family Residential	6.0
Retail/Service	8.0
Office	1.2
Industrial	8.9
Public/Semi-Public	10.1
Parking	1.7
parks and Public Open Space	4.9
Vacant	0.5
	100.0

Hatboro Borough Open Space Plan

GENERALIZED EXISTING LAND USE



- Single Family Detached
- Single Family Attached
- Multi-Family/Apartments
- Retail/Service
- Office
- Industrial
- Public/Semi-Public
- Parks & Public Open Space
- Parking
- Undeveloped/Vacant



950 0 950 1900 Feet



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Zoning in Hatboro

The Borough of Hatboro Zoning Ordinance includes amendments through December, 2000. The following is a summary of the major permitted uses and density regulation that pertain to each zoning district. Following this summary is a map that shows how land is currently zoned in Hatboro and the areas of Upper Moreland Township and Warminster Township that border Hatboro.

R-1 Residential District

Primary Permitted Uses: Minimum Lot Sizes:
• Single-family detached dwelling 10,000 S.F.

R-2 Residential District

Primary Permitted Uses: Minimum Lot Sizes:
• Single-family detached dwelling 7,000 S.F.

R-3 Residential District

Primary Permitted Uses: Minimum Lot Sizes:
• All uses permitted in R-1 and R-2 As per R-1 and R-2
• Twin dwellings 4,000 S.F. per unit
• Duplex dwellings 7,000 S.F. per building
• Townhouse dwellings 4,000 S.F. per each end unit; 3,000 S.F. each inside unit (minimum 40,000 S.F. site)
• Offices in a residential use –

R-4 Residential District

Primary Permitted Uses: Minimum Lot Sizes/Maximum Density:
• All uses permitted in R-1, R-2 and R-3, except townhouses As per R-1, R-2 and R-3
• Garden apartments 15 d.u. per acre (minimum 3 acre lot)
• Townhouses 15 d.u. per acre

O Office District

Primary Permitted Uses: Minimum Lot Sizes:
• Offices 7,000 S.F. per each use or group of uses

RC-1 Retail Commercial District

Primary Permitted Uses: Minimum Lot Sizes:
• Retail sales 5,000 S.F. for each use or group of uses
• Personal services "
• Restaurant, bar "
• Office "

RC-2 Retail Commercial District

Primary Permitted Uses:

- Retail sales
- Personal services
- Restaurant, Bar
- Office
- Elderly garden apartments
- Mid-rise apartments

Minimum Lot Sizes:

- 5,000 S.F. for each use or group of uses
- "
- "
- "
- 25 d.u. per acre (minimum 3 acre site)
- 30 d.u. per acre (minimum 1 acre site)

HB Highway Business District

Primary Permitted Uses:

- Services to the traveling public (gas stations, drive-ins, drive-through restaurants, etc.)
- Commercial recreation
- Auto sales/auto service

Minimum Lot Sizes:

- 6,000 S.F. for each use or group of uses
- "
- "

LI Limited Industrial District

Primary Permitted Uses:

- Manufacturing, compounding, processing, packaging of designated products
- Storage, warehousing
- Similar activities

Minimum Lot Sizes:

- 20,000 S.F. per lot
- "
- "

HI Heavy Industrial District

Primary Permitted Uses:

- All uses permitted in LI
- Plus additional heavy industrial uses

Minimum Lot Sizes:

- 20,000 S.F. per lot
- "

FP Floodplain Conservation District

Primary Permitted Uses:

- Various open space uses, provided no buildings or structures are present, and no filling or removal of topsoil is undertaken

Minimum Lot Sizes:

–

Hatboro Borough Comprehensive Plan & Revitalization Strategy

ZONING



- R-1 - Residential District
- R-2 - Residential District
- R-3 - Residential District
- R-4 - Residential District
- O - Office District
- RC-1 - Retail Commercial District
- RC-2 - Retail Commercial District
- HB - Highway Business District
- LI - Limited Industrial District
- HI - Heavy Industrial District



950 0 950 1900 Feet



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Zoning in Adjacent Areas

The Borough of Hatboro is affected by what occurs along its borders with adjacent municipalities (Upper Moreland Township in Montgomery County and Warminster Township in Bucks County). The following table and map summarize how land adjacent to Hatboro Borough is zoned.

Almost all adjacent land in Upper Moreland Township is zoned for residential use, ranging from R-3 single-family detached zoning to multi-family zoning. Single-family residential zoning here is generally compliant with adjacent single-family zoning in Hatboro Borough. Upper Moreland's multi-family zoning on the western border with Hatboro is separated by a stream from Hatboro's R-1 and R-2 single-family zoning. On the eastern border of Hatboro, Warminster Road separates multi-family zoning in Upper Moreland from light industrial zoning in Hatboro. This industrial zone is occupied by a relatively quiet office and warehouse facility. Two very small areas of commercially-zoned land also exist along Warminster Road in Upper Moreland Township.

The border between Hatboro Borough and Warminster Township is defined by County Line Road. In Warminster Township, commercial zoning is contiguous with Hatboro's highway business zoning near Route 263. To the southeast, multi-family zoning is contiguous with high-density residential zoning across the road. A majority of the remaining border is zoned industrial in Warminster Township. This corresponds well with light and heavy industrial zoning in Hatboro, and not as well with residential zoning in the northeast corner of Hatboro. Instances of contrasting zoning are slightly lessened by the buffer formed by County Line Road.

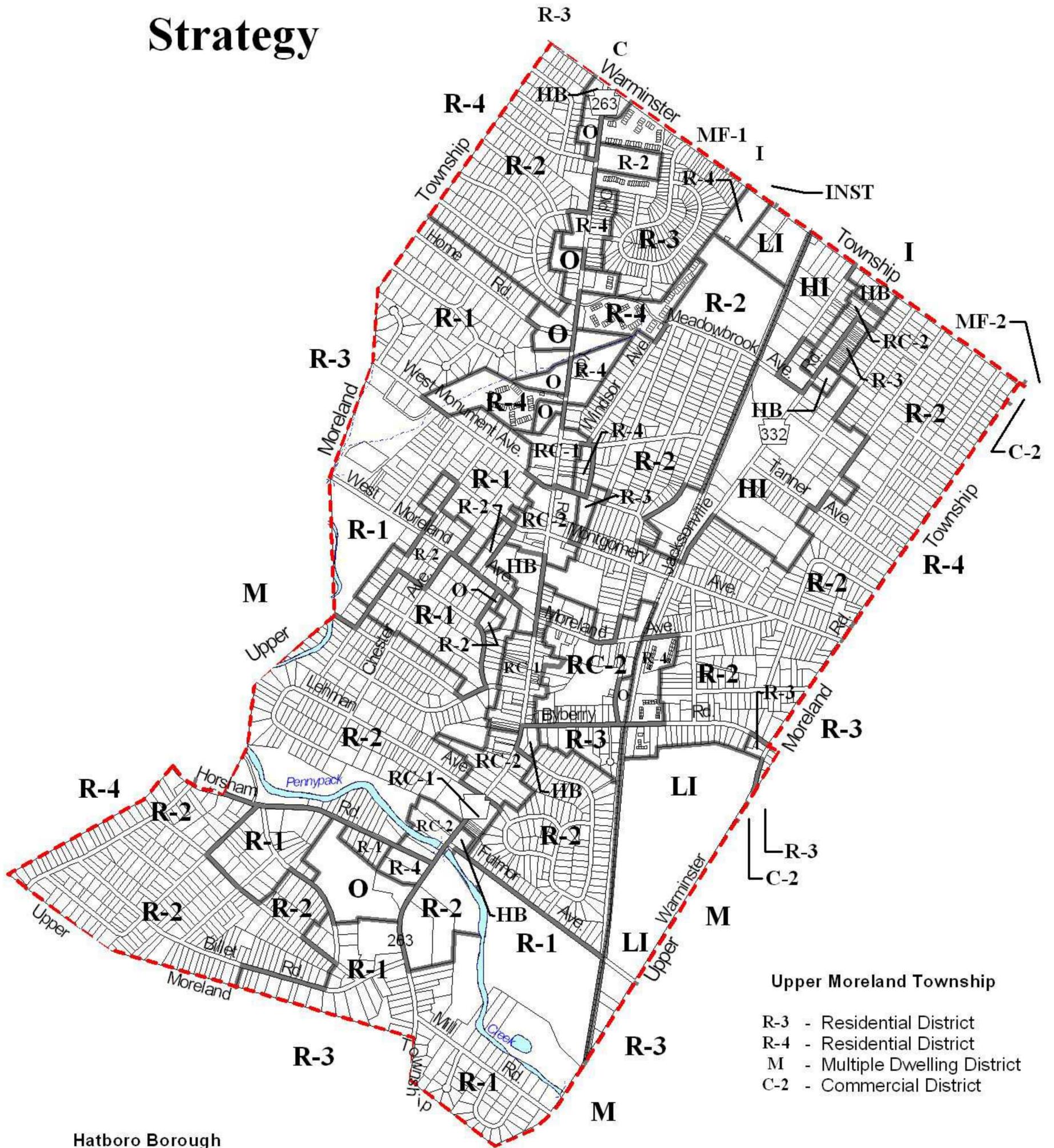
ZONING ADJACENT TO HATBORO BOROUGH, 2003

Adjacent Municipality	Adjacent Zoning District	Major Permitted Uses / Minimum Lot Sizes
Upper Moreland Township, Montgomery County	R-3 - Residential	Single-family detached home, tilling of soil, nursery or greenhouse, one-story private garage, or municipal use. 14,000 square foot minimum lot size, 80 foot minimum lot width.
	R-4 - Residential	Single-family detached home, tilling of soil, nursery or greenhouse, one-story private garage, or municipal use. 6,000 square foot minimum lot size, 50 foot minimum lot width.
	M - Multiple Dwelling	Duplex, garden apartment, townhouse, single-family unit, accessory building, or cellular / antenna tower. 4 acre minimum total tract area, 7,500 minimum dwelling unit size.
	C-2 - Commercial	A variety of commercial and office uses. Restaurants, gas stations, motels and other uses must meet special requirements. 65 foot minimum lot width, 100 foot minimum lot depth.
Warminster Township, Bucks County	R-3 - Residential	Single-family detached home, tilling of soil, accessory building or municipal use. 9,000 square foot minimum lot size, 70 foot minimum lot width.
	C - Commercial	A variety of general retail commercial uses, some institutional uses. 10,000 foot minimum lot size, 75 foot minimum lot width.
	I - Industrial	Light manufacturing, many small industrial operations. One acre minimum lot size, 125 foot minimum lot width.
	INST - Institutional	Schools, places of worship, hospitals, medical centers, libraries, museums, recreation areas, fire stations, golf courses. 40,000 square foot minimum lot size, 140 foot minimum lot width.
	MF-1 - Multi-Family	Multi-family dwellings, several institutional uses. Two acre minimum total lot area. Minimum dwelling unit sizes vary from 1,500 to 4,500 square feet depending on number of bedrooms and whether or not it is a duplex.
	MF-2 - Multi-Family	Multi-family or single-family dwellings intended for low and moderate income families. Some institutional uses allowed. 100 acre minimum total lot size, 5,000 square foot minimum dwelling unit size.

Source: Upper Moreland Township Zoning Ordinance, Warminster Township Zoning Ordinance

Hatboro Borough Comprehensive Plan & Revitalization Strategy

ADJACENT ZONING



Upper Moreland Township

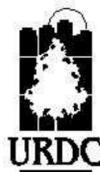
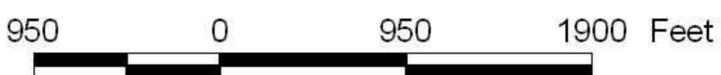
- R-3 - Residential District
- R-4 - Residential District
- M - Multiple Dwelling District
- C-2 - Commercial District

Warminster Township

- R-3 - Residence District
- C - Commercial District
- I - Industrial District
- INST - Institutional District
- MF-1 - Multi-Family District
- MF-2 - Multi-Family District

Hatboro Borough

- R-1 - Residential District
- R-2 - Residential District
- R-3 - Residential District
- R-4 - Residential District
- O - Office District
- RC-1 - Retail Commercial District
- RC-2 - Retail Commercial District
- HB - Highway Business District
- LI - Limited Industrial District
- HI - Heavy Industrial District



APPENDIX D
NATURAL FEATURES

APPENDIX D NATURAL FEATURES

Hatboro is situated along the southern edge of a physiographic region known as the Gettysburg-Newark Lowland Section. This section, extending between the namesake cities, constitutes part of the greater Piedmont province, which are the foothills of the Appalachian mountains. Terrain in the Gettysburg-Lowland Section is defined by rolling low hills and valleys developed on red sedimentary rock. Elevations in the Borough slope gently from 190 feet above sea level along Pennypack Creek to 320 feet in the northeastern corner of the Borough. Key natural features of the Borough are described below.

Streams

Streams are valuable aquatic habitats that can also provide recreational and educational opportunities. The major stream in Hatboro is Pennypack Creek, which traverses the southern portion of the Borough from northwest to southeast. Upon leaving the Borough, the creek flows in a similar direction through Lower Montgomery County and into Northeast Philadelphia, where it empties into the Delaware River at tidewater. Areas adjacent to Pennypack Creek in Hatboro include many private residences, but also several tracts of public land. Public areas include the Lehman Avenue soccer fields, and a designated open space tract on the east side of Old York Road. A tributary of Pennypack Creek, known as the North Branch Pennypack Creek on older maps, enters the northern section of the Borough at County Line Road. The stream flows in a southwesterly direction underneath Old York Road, through Hatboro Memorial Park and under Moreland Avenue. From here until its confluence with Pennypack Creek, the tributary roughly delineates the western boundary of the Borough, as well as the western border of Eaton Park. Visitors to the park can view the stream along a half-mile walking trail.

The Pennsylvania Department of Environmental Protection Water Quality Standards designate protective categories for major streams and water quality criteria that are used in limiting the discharge of effluent into these streams. Pennypack Creek is designated as a Trout Stocking Fishery and a Migratory Fishery. These statuses allow for the stocking of trout from February 15 to July 31, and mandate the protection of the stream for anadromous fishes. The quality of treated wastewater released into the stream is regulated accordingly.

Floodplains

The Federal Emergency Management Agency (FEMA) delineates 100-year floodplains, areas that have a one in one hundred chance of flooding in a given year. Besides providing natural habitat, floodplains carry floodwaters and help moderate flood heights. Interfering with these natural functions can exacerbate flooding, and result in costly property damage and loss of life. As shown on the accompanying Natural Features Map, 100-year floodplains surround Pennypack Creek and

the North Branch of Pennypack Creek. With a few exceptions, these floodplains are generally free of man-made structures.

Wetlands

Wetlands are areas with vegetation and soil types that are characteristic of a permanently or frequently saturated environment, including swamps, marshes, bogs and similar areas. Wetlands are important groundwater recharge areas that support wildlife, fish and other aquatic life. Wetlands also reduce flooding by detaining stormwater. Besides protecting against floods, slowing stormwater discharge helps to filter impurities that can contribute to surface water and groundwater pollution.

Wetlands shown on the accompanying Natural Features Map are based on National Wetlands Inventory data, prepared by the U.S. Fish and Wildlife Service. The only prominent wetland area in Hatboro is along Pennypack Creek in the southern portion of the Borough. Part of this cluster lies in Borough-owned open space, while other parts are privately owned. However, because the National Wetlands Inventory is based on aerial photography, boundaries are approximate and some wetland areas may be excluded. Other parts of the Borough with stream corridors, low-lying areas, and hydric soils may also be host to wetlands. To determine and delineate wetlands on a site-by-site basis, it is recommended to consult a professional wetlands scientist.

Woodlands

Woodlands are an important scenic resource, adding character and visual relief to the landscape. In developed areas like Hatboro, woodland areas and tree rows often provide a visual and sonic barrier between properties and along roadways. In addition, the root systems of trees and other vegetation stabilize the soil against erosion, particularly in steep areas. Woodlands also help preserve the water quality of creeks, provide important wildlife habitats and moderate air temperatures during the summer.

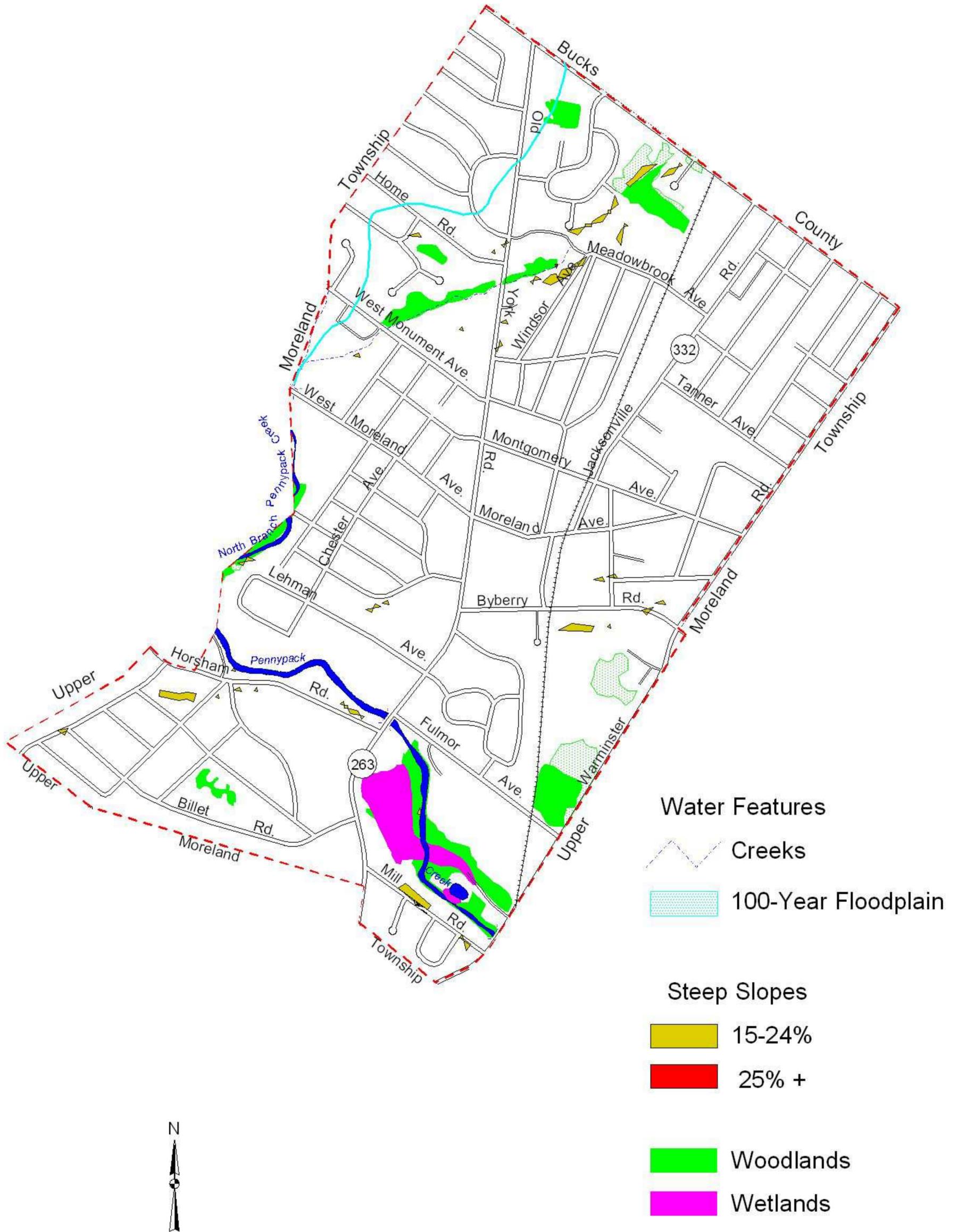
While many streets and properties in Hatboro contain trees, there are few areas of sizable woodlands. Primary concentrations of woodlands are along Pennypack Creek and the North Branch. The largest contiguous woodland area corresponds with the wetland area in the southern portion of the borough. Other, more linear areas of woodlands exist near Eaton Park and between Monument Avenue and Old York Road in the western portion of the Borough.

Steep Slopes

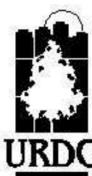
Steep slope is a major consideration when deciding how a tract of land should be used and managed. Steep slopes can add significantly to the hazards and costs of constructing and maintaining roads and buildings. Steep slopes are very susceptible to erosion when their soils and vegetation are disturbed. On the accompanying map, steep slopes are categorized into 15-24% slopes and slopes greater than 25%. Hatboro contains very few areas of steep slope, and most do not exceed 25% in grade. Steep slopes exist near the southern bounds of the Pennypack Creek floodplain, along Horsham Road and Mill Road. Another concentration of steep slopes is found on either side of the North Branch Pennypack Creek between Meadowbrook Avenue and County Line Road. In both areas, these slopes are a transition between low-lying areas and higher ground. Other areas of steep slope in the Borough are spotty.

Hatboro Borough Comprehensive Plan & Revitalization Strategy

NATURAL FEATURES



1000 0 1000 2000 Feet



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APPENDIX E
IMPROVEMENT PRIORITIES
FOR BOROUGH ROADS

**APPENDIX E
IMPROVEMENT PRIORITIES
FOR BOROUGH ROADS**

The following table lists the road segments identified during the Borough's 2002 road inspection as most in need of improvement. Both the road segments and the nature of the problem are shown.

**IMPROVEMENT PRIORITIES FOR BOROUGH ROADS
2002 - 2003**

Street	Beginning	Ending	Remarks
Bank	Lehman	Parking Lot	Surface cracks; surface peeling up; potholes; breaking up
Broad	Moreland	Montgomery	Poor condition; major cracking; edge breaking away; surface coming up
Broad	Montgomery	Monument	Poor condition; major cracking; edge breaking away; surface coming up
Barbara	Crescent	Borough Line	Cracking; surface pushing up; needs overlay
Central	New	Lacey	Cracking; potholes; surface deteriorating
Central	Lacey	Warminster	Cracking; potholes; surface deteriorating
Fulmor	Railroad	Warminster	Bad patches and potholes at railroad tracks; alligator cracks
Home	Bright	Borough Line	Alligator cracks; edge breaking off
Jefferson	Corinthian	County Line	Alligator cracking; bad patches
West Lehman	Chester	Spring	Alligator cracks; potholes; surface coming up; needs to be paved
Lincoln	Tanner	Summit	Edge breaking
East Moreland	York	North Penn	Bad patches; rough surface; cracks; potholes
East Moreland	North Penn	South Penn	Terrible
East Moreland	South Penn	Jacksonville	Terrible
West Montgomery	Chester	Abbots	Low curbs; numerous patches; cracking
West Montgomery	Abbots	York	Low curbs; numerous patches; cracking
West Monument	Borough Line	Pine Tree	Bad patches; cracks; minor holes; alligator cracks
South New	Byberry	Central	Bad surface; potholes; cracks
South New	Central	Green Lane	Bad surface; potholes; cracks
South New	Green Lane	Moreland	Bad surface; potholes; cracks
Oakdale	Meadowbrook	County Line	Major cracks; bad potholes; drain cover blacktop over; repave south of DVC 2001

Street	Beginning	Ending	Remarks
South Penn	Moreland	Byberry	Seam cracks; alligator cracks; rails sticking through street
North Penn	Montgomery	Monument	Major cracks; potholes
North Penn	Monument	Summit	Minor cracks
Spring	Chester	Lehman	Potholes; major cracks
Springdale	Tanner	Summit	Cracks; potholes; major cracks
Summit	York	Windsor	Cracks; potholes; bad patches
Summit	Windsor	Lancaster	Cracks; potholes; bad patches
Williams	Chester	Harding	Potholes
Williams	Harding	Orchard	Cracks; bad patches
Wood	Montgomery	Monument	Coming apart
Wood	Monument	Dead End	Breaking up
Woodland	Earl	Cul-de-sac	½ paved in 2001; potholes; cracks; bad patches
South Warminster	Moreland	Central	Alligator cracks; bad patches sunken in

APPENDIX F
COST ESTIMATES

Cost Estimates for Representative Projects

Parking Lot Enhancements (First Union)

Item		Quantity		Unit Cost		Total Cost
Demolition						
1.	Bituminous Paving (Landscape Islands)	1255	S.Y.	\$ 9.00	S.Y.	\$ 11,295.00
Construction						
1.	Bituminous Overlayment	8890	S.Y.	\$ 18.00	S.Y.	\$ 160,020.00
2.	Curb	2370	L.F.	\$ 16.00	L.F.	\$ 37,920.00
3.	Sidewalk - Pavers	560	S.Y.	\$ 75.00	S.Y.	\$ 43,500.00
4.	Painted Linestriping	1	EA.	\$ 350.00	EA.	\$ 350.00
5.	Street Lights	12	EA.	\$ 3,700.00	EA.	\$ 44,400.00
6.	Shade Trees	63	EA.	\$ 750.00	EA.	\$ 47,250.00
7.	Signage	1	EA.	\$ 250.00	EA.	\$ 250.00
Total						\$ 344,985.00

*Textured Crosswalks at Signalized Intersections w/Bulbouts**

Item		Quantity		Unit Cost		Total Cost
Demolition						
1.	Bituminous Street	550	S.Y.	\$ 9.00	S.Y.	\$ 4,950.00
2.	Curb	150	L.F.	\$ 4.00	L.F.	\$ 600.00
Construction						
1.	Bituminous Street (2' width along cut)	206	S.Y.	\$ 25.00	S.Y.	\$ 5,150.00
2.	Curb	225	L.F.	\$ 16.00	L.F.	\$ 3,600.00
3.	Sidewalk - Concrete	100	S.Y.	\$ 38.00	S.Y.	\$ 3,800.00
4.	8' Crosswalk (Pavers)	155	S.Y.	\$ 60.00	S.Y.	\$ 9,300.00
Total						\$ 27,400.00

*Assumes 4 crosswalks and bulbout on each corner.

*Textured Crosswalks at Non-signalized Intersections w/Bulbouts**

Item		Quantity		Unit Cost		Total Cost
Demolition						
1.	Bituminous Street	250	S.Y.	\$ 9.00	S.Y.	\$ 2,250.00
2.	Curb	150	L.F.	\$ 4.00	L.F.	\$ 600.00
Construction						
1.	Bituminous Street (2' width along cut)	100	S.Y.	\$ 25.00	S.Y.	\$ 2,500.00
2.	Curb	225	L.F.	\$ 16.00	L.F.	\$ 3,600.00
3.	Sidewalk - Concrete	50	S.Y.	\$ 38.00	S.Y.	\$ 1,900.00
4.	8' Crosswalk (Pavers)	75	S.Y.	\$ 60.00	S.Y.	\$ 4,500.00
Total						\$ 15,350.00

*Assumes 2 crosswalks and bulbout on each corner.

Cost Estimates for Representative Projects

Mid-block Crosswalk across Old York Road

Item		Quantity	Unit Cost		Total Cost
Demolition					
1.	Bituminous Street	90	S.Y.	\$ 9.00 S.Y.	\$ 810.00
2.	Curb	60	L.F.	\$ 4.00 L.F.	\$ 240.00
Construction					
1.	Bituminous Street (2' width along curb)	24	S.Y.	\$ 25.00 S.Y.	\$ 600.00
2.	Curb	70	L.F.	\$ 16.00 L.F.	\$ 1,120.00
3.	Sidewalk - Pavers	42	S.Y.	\$ 75.00 S.Y.	\$ 3,150.00
4.	8' Crosswalk (Pavers)	28	S.Y.	\$ 60.00 S.Y.	\$ 1,680.00
5.	Bollards	4	EA.	\$ 850.00 EA.	\$ 3,400.00
Total					\$ 11,000.00

Possible Median in Old York Road

Item		Quantity	Unit Cost		Total Cost
Demolition					
1.	Bituminous Street	210	S.Y.	\$ 9.00 S.Y.	\$ 1,890.00
Construction					
1.	Bituminous Street (2' width along curb)	60	S.Y.	\$ 25.00 S.Y.	\$ 1,500.00
2.	Curb	305	L.F.	\$ 16.00 L.F.	\$ 4,880.00
3.	Street Trees	4	EA.	\$ 750.00 EA.	\$ 3,000.00
4.	Landscaping	1	EA.	\$ 4,000.00 EA.	\$ 4,000.00
Total					\$ 15,270.00

Core Block Parking & Connection Improvement

Item		Quantity	Unit Cost		Total Cost
Demolition					
1.	Bituminous Street	7500	S.Y.	\$ 9.00 S.Y.	\$ 67,500.00
2.	Curb	1670	L.F.	\$ 4.00 L.F.	\$ 6,680.00
3.	Sidewalk	385	S.Y.	\$ 7.00 S.Y.	\$ 2,695.00
Construction					
1.	Bituminous Street	2904	S.Y.	\$ 25.00 S.Y.	\$ 72,600.00
2.	Curb	7900	L.F.	\$ 16.00 L.F.	\$ 126,400.00
3.	Sidewalk - Concrete	2300	S.Y.	\$ 38.00 S.Y.	\$ 87,400.00
4.	Sidewalk - Pavers	1001	S.Y.	\$ 75.00 S.Y.	\$ 75,075.00
5.	8' Plaza Pavers	290	S.Y.	\$ 60.00 S.Y.	\$ 17,400.00
6.	Bituminous Overlayment	3000	S.Y.	\$ 18.00 S.Y.	\$ 54,000.00
7.	Street Lights	30	EA.	\$ 3,700.00 EA.	\$ 111,000.00
8.	Street Trees	87	EA.	\$ 750.00 EA.	\$ 65,250.00
9.	Tree Grates	40	EA.	\$ 600.00 EA.	\$ 24,000.00
Total					\$ 710,000.00

Cost Estimates for Representative Projects

*Pedestrian Walkway - (Adjacent to CVS)**

	Item	Quantity	Unit Cost		Total Cost
Demolition					
1.	Sidewalk	25	S.Y.	\$ 7.00 S.Y.	\$ 175.00
Construction					
1.	Sidewalk - Pavers	25	S.Y.	\$ 75.00 S.Y.	\$ 1,875.00
2.	Lighting	4	EA.	\$ 450.00 EA.	\$ 1,800.00
3.	Trash Receptacles	2	EA.	\$ 250.00 EA.	\$ 500.00
4.	Signage	2	EA.	\$ 250.00 EA.	\$ 500.00
5.	Landscaping	1	LS	\$ 2,000.00 LS	\$ 2,000.00
Total					\$ 6,850.00

*Sections of the existing walk replaced with pavers.

Pedestrian Walkway - (Adjacent to Everyone's Home/Kathy's Klippers)

	Item	Quantity	Unit Cost		Total Cost
Demolition					
1.	Sidewalk	60	S.Y.	\$ 7.00 S.Y.	\$ 420.00
Construction					
1.	Sidewalk - Pavers	60	S.Y.	\$ 75.00 S.Y.	\$ 4,500.00
2.	Lighting	4	EA.	\$ 450.00 EA.	\$ 1,800.00
3.	Trash Receptacles	2	EA.	\$ 250.00 EA.	\$ 500.00
4.	Signage	2	EA.	\$ 250.00 EA.	\$ 500.00
Total					\$ 7,720.00

Pedestrian Walkway - (Adjacent to Aerodrome Hair Salon)

	Item	Quantity	Unit Cost		Total Cost
Demolition					
1.	Sidewalk	100	S.Y.	\$ 7.00 S.Y.	\$ 700.00
Construction					
1.	Sidewalk - Pavers	130	S.Y.	\$ 75.00 S.Y.	\$ 9,750.00
2.	Lighting	6	EA.	\$ 450.00 EA.	\$ 2,700.00
3.	Trash Receptacles	2	EA.	\$ 250.00 EA.	\$ 500.00
4.	Signage	2	EA.	\$ 250.00 EA.	\$ 500.00
Total					\$ 14,150.00

**Summary of
Cost Estimates for
Representative Projects**

<i>Parking Lot Enhancements</i>	\$	344,985.00
<i>Textured Crosswalks at Signalized Intersections w/Bulbouts</i>	\$	27,400.00
<i>Textured Crosswalks at Non-signalized Intersections w/Bulbouts</i>	\$	15,350.00
<i>Mid-block Crosswalk</i>	\$	11,000.00
<i>Median</i>	\$	15,270.00
<i>Core Block Parking & Connection Improvement</i>	\$	710,000.00
<i>Pedestrian Walkway - CVS</i>	\$	6,850.00
<i>Pedestrian Walkway - Everyone's Home/Kathy's Klippers</i>	\$	7,720.00
<i>Pedestrian Walkway - Aerodrome Hair Salon</i>	\$	14,150.00
<hr/>		
Total*	\$	1,152,725.00

*Sidewalk Pavers 1/3 of the pavement width wide

*Does not include storm water

*Does not include design or engineering

*Does not include relocation of utilities

APPENDIX G
ASSESSED VALUE AND MUNICIPAL
TAX REVENUE BY LAND USE

**APPENDIX G
ASSESSED VALUE AND MUNICIPAL
TAX REVENUE BY LAND USE**

**ASSESSED VALUE AND MUNICIPAL
TAX REVENUE BY LAND USE
Hatboro Borough - 2003**

LAND USE	PARCELS (#)	ASSESSED VALUE (\$)	MUNICIPAL TAX REVENUE GENERATED @ \$5.95 MILLS	
			\$	% of Total
Multi-Family	22	17,886,600	106,425	
Single-Family	2,233	264,010,950	1,570,865	
Vacant / Other	53	2,445,020	14,548	
Total Residential	2,308	284,342,570	1,691,838	75.6
Multi-Use	114	26,400,400	157,082	
Retail / Service	69	21,982,210	130,794	
Office	24	6,145,000	36,563	
Vacant	9	539,730	3,211	
Total Commercial	216	55,067,340	327,650	14.7
Industrial	44	34,765,260	82,772	
Vacant	1	185,860	125,187	
Total Industrial	45	34,951,120	207,959	9.3
Miscellaneous	42	1,820,850	10,834	
Tax-Exempt	64	22,130,430	0	
Total Other	106	23,951,280	10,834	0.4
TOTAL	2,675	\$ 398,312,310	\$ 2,238,281	100.0

Source: Montgomery County Board of Assessment, URDC

**APPENDIX H
ADDITIONAL SUGGESTIONS
FROM THE HATBORO BOROUGH
PLANNING COMMISSION**

APPENDIX H

ADDITIONAL SUGGESTIONS FROM THE HATBORO BOROUGH PLANNING COMMISSION

In addition to the recommendations contained in this Comprehensive Plan and Revitalization Strategy, the Hatboro Borough Planning Commission suggests that the following initiatives be pursued by the Borough in the process of Hatboro's ongoing revitalization:

- North end of York Road Corridor - Create a continuous pedestrian connection up to and across York Road, along the stream corridor that exists in the North end of town, near the corner of York and Home Road. Designate public pedestrian easements on the Plan, the portions of the parcels of ground at the corner of Home and York Road and the residential lot across York Road as targeted open space/pedestrian connections, possibly a site for a Crooked Billet War Memorial site, etc.
- Jacksonville Road - Add language to encourage the utilization of underground utilities for future re-development in this corridor. Include additional verbiage regarding encouraging residential re-development rather than industrial.
- Walking Trails - In the section addressing trails, add language about the possibility of incorporating trails along railroad Right-of-ways, within the PECO ROW (not specifically in the RR ROW but alongside—apparently this condition exists in some locations with the path and railroad separated by a fence). Also, add section on establishing riparian corridors with conservation/pedestrian access easements on private property.
- Public/Private Parking behind Burdicks - Incorporate the possibility of creating a more centralized entrance to the jointly owned parking area by placing an entranceway from the traffic light at the end of Byberry Road. This would provide a more recognizable, convenient and safe access to the largest borough parking, centrally located in town. Propose refinement and development of the Red Barn Mall area.
- Future Land Use Plan - Extend Town Center boundary as follows:
 - incorporate areas along Penn Street (block of Train station) and along both sides of Montgomery Avenue, between York and Jacksonville Roads.
 - extend boundary to the west to the first street, extending down to the back of the Red Barn Mall lot.These extensions would incorporate areas that have become more commercial and less residential over the years and open up the potential for a larger town center area.
- Historic Overlay - Recognize the Historic Overlay and the fabric of the architecture present in Hatboro. Provide economic incentives to encourage developers to utilize the historic architectural character.