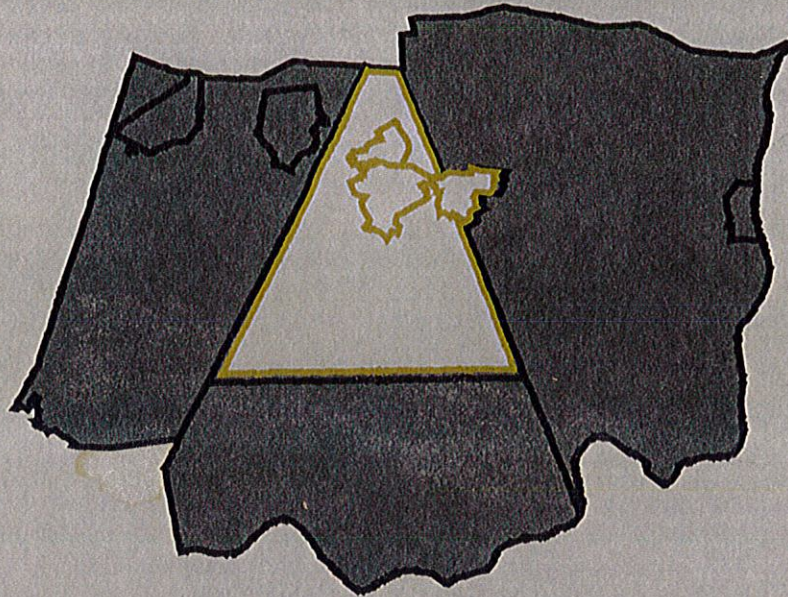


Regional Comprehensive Plan

Central Slate Belt Region

JUN 23 2005



COMPREHENSIVE PLAN 2005 - 2030

BOROUGH OF BANGOR

PENNSYLVANIA

**Boroughs of Bangor, Roseto,
East Bangor, Township of Washington
in County of Northampton, Pennsylvania**

Preliminary Draft Report Sections prepared in 2004 & 2005.

This report was financed, in part, by a grant from the Pennsylvania Department of Community and Economic Development under the Land Use Technical Assistance Planning Program. This program is part of a Multi-municipal Planning Program including the Boroughs of Bangor, East Bangor, Roseto and the Township of Washington.

BOROUGH OF BANGOR PLANNING COMMISSION
Central Slate Belt Regional Plan Steering Committee
Rodite & Pandl, LLC, Community Planners

**Final Draft Report
For Review Only**

Regional Comprehensive Plan

**CENTRAL SLATE BELT REGION
COMPREHENSIVE PLAN 2005-2030
BOROUGH OF BANGOR
PENNSYLVANIA**

**BOROUGHES OF BANGOR, ROSETO, EAST BANGOR,
TOWNSHIP OF WASHINGTON
IN COUNTY OF NORTHAMPTON,
PENNSYLVANIA**

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**Bangor Borough Planning Commission
Central Slate Belt Regional Plan Steering Committee
Rodite and Pandl, LLC, Community Planners**

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197 Pennsylvania Avenue, Bangor, PA 18013-1922

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Borough Council

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Douglas Beck, Vice President
Bonnie J. LaBar
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John H. Rigione
Craig N. Roberts
Marcus Statham

Borough Manager

Bernard A. Rodgers

Borough Secretary

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Planning Commission

Mary Miller, Chair
Carol Hummel, Vice Chair
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Angela M. Battaglia
Linda Demansky
Theresa Kinnaman

Zoning Officer

Francis A. Zalena

Codes Officer

Francis A. Zalena

Sewage Enforcement Officer

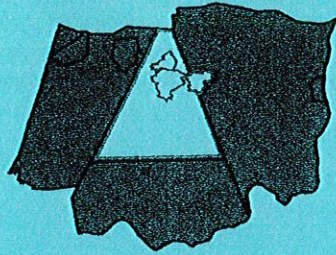
Robert Collura

Engineer

Robert Collura

Regional Comprehensive Plan Sections

Central Slate Belt Region



Boroughs of Bangor, Roseto,
East Bangor, Township of Washington
in County of Northampton, Pennsylvania

CHAPTER ONE

CENTRAL SLATE BELT REGIONAL PLAN

Introduction for Central Slate Belt Regional Comprehensive Plan - Page 1
Public Input for Central Slate Belt Regional Comprehensive Plan - Page 5
Central Slate Belt Regional Comprehensive Plan Concepts - Page 6
Preservation of Natural, Historic, and Farmland Resources Plan - Page 7
Land Use and Housing Plan - Page 14
Regional Transportation and Circulation Plan - Page 22
Regional Community Facilities and Utilities Plan - Page 29

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Central Slate Belt Regional Plan Steering Committee
Rodite & Pandl, LLC, Community Planners

INTRODUCTION FOR CENTRAL SLATE BELT REGIONAL COMPREHENSIVE PLAN

The Boroughs of Bangor, Roseto, East Bangor and the Township of Washington make up the Central Slate Belt Region. The municipal governing bodies of this region agreed to create a long range comprehensive plan as part of an inter-governmental cooperation agreement. For convenience in this report the four municipalities are referred to as the BREW municipalities or communities.

Why plan together? There are several reasons for multi-municipal planning. For the BREW municipalities, economics is one of the prime reasons. The Northern tier of Northampton County has long been referred to as the Slate Belt Area. Five slate quarries opened between 1863 and 1870 in the Bangor Area. Slate mining and related industries were very important to the local economy until 1920s when the slate industry went into deep decline. More recently, agriculture, apparel manufacturing, retail trade, and service industries, particularly tax processing and computer related businesses provide most of the local job opportunities. However many local people commute long distances to work. The rural portions of the BREW planning area include productive agricultural soils and farming continues to be viable in the southern portion of the planning area. Regional planning will help the BREW municipalities to improve the Central Slate Belt Regional economy through a coordinated strategy to create local job opportunities. Secondly, this regional plan provides a better opportunity to preserve BREW environmental assets, farmland, and open space resources of this region.

There are also fiscal and legal advantages for this multi-municipal plan. There are cost savings in the planning stage and potential savings on shared services in the future. From the legal standpoint, the Pennsylvania Municipalities Planning Code enables a group of cooperating municipalities to provide for all required land uses over a larger geographic area for

a more rational distribution of land uses.

SELECTED CHARACTERISTICS

Bangor, Roseto, East Bangor and Washington Township are located in a low shale plateau with undulating hills located on the southerly side of the Blue Mountain. Martins Creek and several other streams have their head waters in this region. The BREW region generally has a scenic rural setting. The three historic boroughs and Township villages are semi-rural, central places, within the region. They also have local historic and architectural charm.

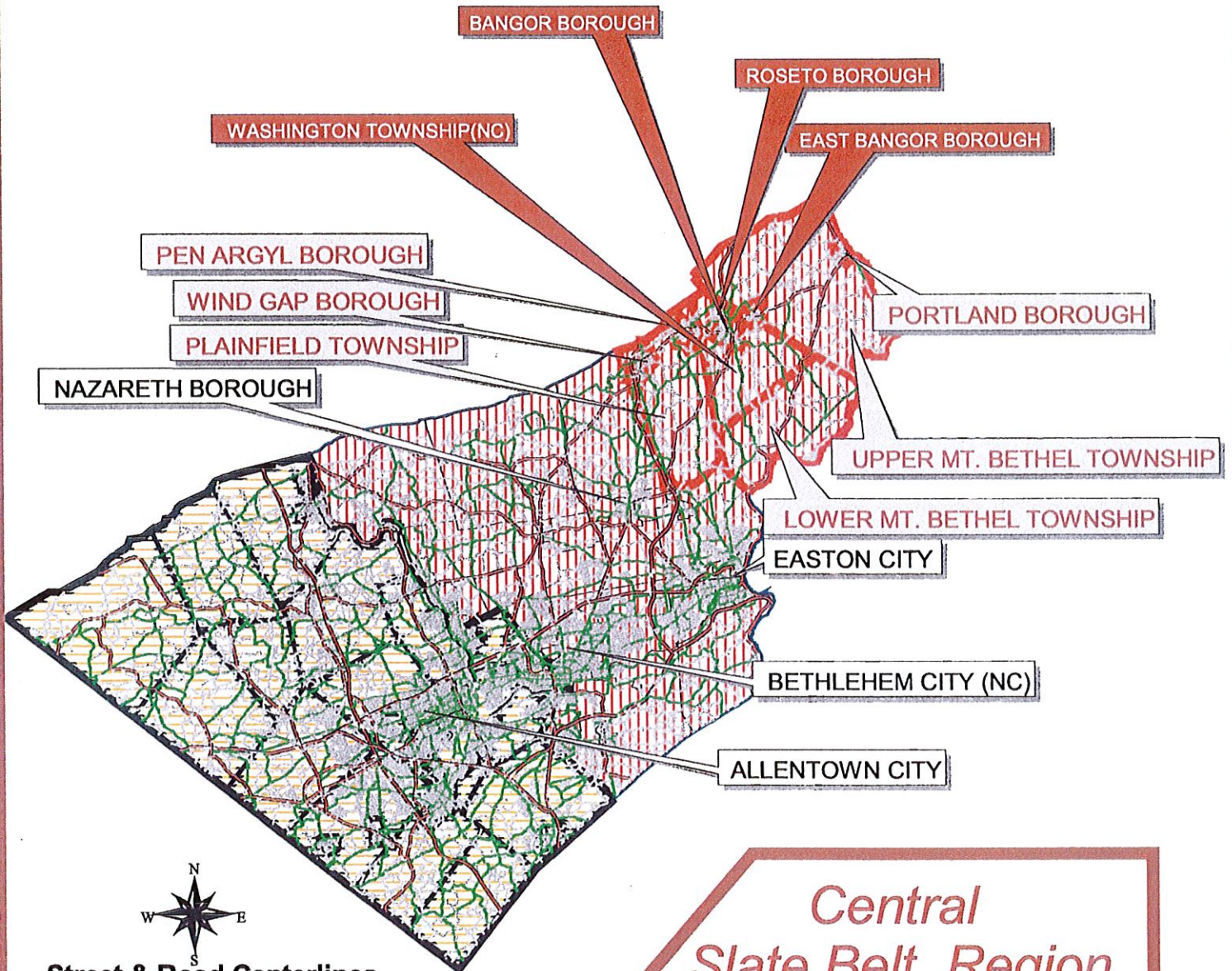
Beautiful Landscape – The beauty of this landscape is evident from the hills, valleys, streams, forests, farms, and village scale of the BREW communities. Special views of this landscape are enhanced from the higher land elevations. Land elevations above sea level reach their highest (1,600 feet on the Blue Mountain) and lowest points (340 feet along the Martins Creek) in Washington Township. Following are some other elevations:

Bangor – 760 feet at Bangor Memorial Park, 800 feet near 13th Street, 720 feet along Ridge Road, 520 feet at Broadway and Main Streets, 480 feet on Martins Creek near Pennico Park west of South Main Street.

Roseto – 840 feet along Kennedy Drive, 800 feet along Garibaldi Avenue and Eisenhower Boulevard, 760 feet at the Borough Park, 740 feet at the Municipal Building, 670 feet along Roseto Avenue, and 630 feet along Columbus Street as it exits the Borough to the east.

East Bangor – 800 feet along Maple Street near South Broad Street, 780 feet near North Broad, 700 feet at the Borough Park as well as at the intersection of Broad and Central Avenue, 620 feet at Capitol Auto Parts, and 580 feet along SR 512 at the western entrance of the Borough.

Location of Central Slate Belt Region in Lehigh Valley, Pennsylvania



*Central
Slate Belt Region*
(BREW) Municipalities
*Boroughs of Bangor,
Roseto, East Bangor, and
the Township of Washington*

- Street & Road Centerlines
- Major Roads
- Minor Roads
- Other Roads
- Ramps
- Municipalities in Lehigh County
- Lehigh County Boundary
- Slate Belt Area Municipalities
- Northampton County
- Municipality Boundary

10 0 10 20 Miles

Rodite & Pandl, LLC, Community Planners and Landscape Architects June 2004

This map was financed [in part] by a grant from the Commonwealth of Pennsylvania Department of Community and Economic Development.

Washington Township Villages - 580 to 480 feet in Ackermanville, 440 to 400 feet in Factoryville, 480 to 420 feet in Flicksville, 700 to 660 feet in Jacktown, 800 to 680 feet in Locke Heights, 680 to 480 feet in Richmond, 940 to 840 feet in West Bangor.

HERITAGE

Indians were the earliest residents of this region. They were joined by European settlers in the early 18th century. In the 1730s, Scotch-Irish farmers came to this area. As more settlers arrived, mostly from Germany, village development took place primarily at the confluence of Martins Creek and Brushy Creek. When slate mining began in the mid to late 1860s, Welsh, English, German, Irish, Italian and others came to work in the mines and area businesses. The Slate Belt Heritage Center museum on North First Street in Bangor provides an opportunity to learn more about the history and economy of this Area.

Although this is a regional plan, the plan seeks to respect and preserve each community's identity as part of the planning process.

PURPOSE OF THIS PLAN

The primary purpose of this plan is to recommend a set of coordinated policies to guide future growth, renewal of built-up areas and preservation of community – environmental assets in the four BREW municipalities. This plan also seeks to be consistent with the twelve purposes of a multi-municipal plan as defined in Section 1101 of the Pennsylvania Municipalities Planning Code.

SCOPE OF THIS PLANNING PROGRAM

This multi-municipal planning program includes three major tasks described below in the order of their accomplishment.

Investigation of Background Information- Information including surveys, U.S.

Census data, prior published reports and interviews form the basis for this plan. Some of that background information is summarized in Chapter Three of this report. Other data is in electronic files and preliminary draft report sections that were presented to the BREW municipal planning commissions as part of the multi-municipal planning program.

Preparation of Comprehensive Plan – The three major comprehensive plan elements are land use, transportation, and community facilities. The planning process involved preparing a Central Slate Belt Regional land use Plan, taking that plan to each individual community for their general agreement, having a Central Slate Belt Regional planning steering committee accept the plan and then detailing the transportation and community facilities elements.

Development of Plan Implementation Recommendations – This planning process included the preparation of a recommended zoning ordinance for three of the four municipalities and a recommended zoning map for the fourth BREW community. This planning process also included a recommendation for the amendment of the multi-municipal intergovernmental agreement to include a process for the implementation of plan recommendations that are appropriate to carry out jointly by two or more of the BREW municipalities.

ORGANIZATION OF THIS REPORT

This report is organized in such a manner that it emphasizes the plan goals, policies, and implementation recommendations rather than the background information. The first chapter is the Regional Plan. This is followed by a local plan for each community. The background sections are in Chapter Three. This plan is consistent with the scope of the planning program established at the outset of this program to

meet the requirements of the PA Municipalities Planning Code and the PA Department of Community and Economic Development that administers the partial grant for this program.

ASSUMPTIONS

This Comprehensive Plan is based on the following general assumptions:

- It is important to consider human activities and the physical environment of the region as interacting. Balance is important.
- It is important to respect the existing human development in the Central Slate Belt Boroughs and Villages. These developments can be cultivated as decent, safe, and interesting central places for people to live, worship, recreate, work, and in which to conduct business.
- It is important to understand and respect the natural context and resources that link the communities, including the Blue Mountain watershed area, the three north-south trending creeks and their tributaries, the upland woodlands and the productive agricultural soils.
- It is important to understand that economic opportunities are extremely important to many residents of the BREW area particularly borough residents. Good economic opportunities provide local work and increased self respect. Improved economics for the family provides resources for living as well as home improvement, neighborhood stabilization, community enrichment and regional stability.

This Central Slate Belt Regional planning program is intended to be people oriented. The economy, land use, transportation, and community facility elements of the plan are inter-related to best serve the people of this region. Balance is

important. The old slate mining operations of the past were out of balance with nature leaving difficult reclamation issues for decades after the close of those mines. There was too much taking from nature and not enough care, respect and giving back. The landscape around the old mines tells the story. It is assumed that future policies of this Central Slate Belt Region should be more respectful of the land as a place for people to coexist with nature.

Population Trend Impact on Assumptions -

The number of people in the BREW area grew as a function of the prosperous mining and agricultural economies. By 1880, there were 1,328 people living in the village that became Bangor. Bangor's population grew up to the year 1950 when it peaked at 6,050 persons as the textile and apparel industries provided a new prosperous economic base to replace slate and limited agricultural growth. The number of people settling in the Boroughs of Roseto, East Bangor, and the villages in Washington Township also increased during this period, but they never grew to the size of Bangor. Bangor became the central place for many activities such as shopping, social activities, church and services. However, from 1950 to 1980 Bangor Borough's population declined to 5,006 as the textile and apparel industries began to move south and out of this country to lower labor costs and other lower costs.

Bangor's population increased slightly in the 1980's (+377), but declined by 64 in the 1990's. The number of people living in Washington Township increased by 554 in the 1980's and continued to increase in the 1990's by 393.

According to Lehigh Valley population forecasts, at some year between 2010 and 2020, the number of people living in Washington Township will exceed the number living in Bangor. Part of the reason for this change is that Bangor no longer provides major employment opportunities since textile manufacturing

is gone and apparel industries are a mere shadow of their employment importance within the Borough. Just south of the Borough, the largest regional apparel manufacturer is located in Washington Township. Another factor in Bangor's population decline is the aging population. As children graduated from school, they moved elsewhere to find work leaving only one or two parents in the large Bangor homestead. The number of persons per household in Bangor has been declining and is projected to continue to decline slightly for many more years. The number of buildable lots in Bangor is very limited. Conversely, Washington Township has almost all of the land for building homes in the BREW region. Washington Township also has a picturesque living environment. Some of the people moving into the Township are attracted to the Township for its environment and for its lower cost of land. Clearly from the local planning questionnaire results, many New Jersey and New York families are moving into Washington Township for the more affordable cost of living, picturesque living environment and its safety. Many of the job holders in these new Township households either commute back to their former home areas or are commuting to the Lehigh Valley employment center. Some of the new residents appear to be working at home. This Central Slate Belt Regional Plan assumes that these trends will continue and intensify during the planning period to 2030.

Slate Belt and Central Slate Belt Population Growth Assumption – This Central Slate Belt Regional (BREW) Comprehensive Plan will utilize the population forecasted to the year 2030 by the Lehigh Valley Planning Commission (LVPC) as follows:

Slate Belt Area	2000	2030	Change
Central Slate Belt (BREW) Region			
Bangor B.	5,319	5,508	4%
Roseto B.	1,653	1,653	0%
East Bangor B.	979	1,103	13%
Washington T.	4,152	6,855	65%
BREW Region	12,103	15,120	25%

(Population Table Continued)			
Slate Belt Area	2000	2030	Change
Remainder of Slate Belt (non-BREW) Region			
<i>Lower Mount Bethel T.</i>	3,228	3,669	14%
<i>Upper Mount Bethel T.</i>	6,063	9,115	50%
<i>Plainfield T.</i>	5,668	9,002	59%
<i>Pen Argyl B.</i>	3,615	3,729	3%
<i>Portland B.</i>	579	747	29%
<i>Wind Gap B.</i>	2,812	2,812	0%
Non BREW	21,965	29,074	32%
Slate Belt Total	34,068	44,194	30%

Table Data Source: Lehigh Valley Planning Commission, Comprehensive Plan – Lehigh and Northampton Counties, PA. The Lehigh Valley...2030

Population Characteristics Assumptions –

The resident population of the Central Slate Belt Region is becoming ethnically diverse. Population within the Boroughs still has strong influences from the immigration of Welsh, German, Italian, English and Dutch people. Washington Township's older population contains the same ethnic roots. While the influx of new families is reducing the strength of immigrant numbers, the pride and spirit of the region's cultural heritage remains vibrant. The success of the Slate Belt Heritage Center located in Bangor and the many regional celebrations and events (such as "Roseto's Big Time" and the "Slate Belt Heritage Festival") are evidence of a continuing interest in heritage. This Regional Plan assumes such interest will continue and grow.

Other major population characteristics will have an impact upon this Region. The post World War II "baby boom" population

group born between 1946 and 1964 will increasingly retire from the work force during the next 25 years. The generations of younger people born after 1964 appear to have different values from the older pre

1946 and baby boom generations. The younger generations (Generation "X" born 1965-77 and the Millennial" born 1977-2000+) are very busy people with both mother and father working. Many of these people came of age when national institutions, big businesses, and famous people came under question for their actions. Layoffs, downsizing of companies, and out-sourcing of work to other countries is becoming a way of life that requires constant improvement of job and communication skills in order to retain family supporting jobs. With the high divorce rate, the post baby boom population has become more self reliant. Although they are individualistic, there is somewhat of a trend to be group-oriented. Frequently, their group is related to work, areas of social interest, or based on Internet communications and their group is not as much based on neighborhood and

community contacts.

Local interest of many younger families is perked by threats to their children's safety, education needs, and in some cases environmental and property value degradations. This plan assumes that the above trends will continue during the next 20 plus years. This plan also assumes that as a result of these trends there will be many opportunities for this region. Some of those opportunities that are considered in this plan are a need for better local education opportunities including vocational retraining, physical rehabilitation and exercise for the aging population. There may also be an opportunity to establish an environmental quality committee and neighborhood watch groups affiliated with the local governments or affiliated with a council of local government bodies such as the State Belt Council of Governments.



Central Slate Belt Region Comprehensive Plan Steering Committee, during a planning meeting

PUBLIC INPUT FOR CENTRAL SLATE BELT REGIONAL COMPREHENSIVE PLAN

Each of the four Central Slate Belt Regional municipalities conducted a survey of all residents as a way to obtain useful information regarding community attitudes on comprehensive planning related issues. The results of their public participation process and surveys are summarized in the back of this plan report with the special plan recommendations for each community. Following are results from a survey of the Central Slate Belt Steering Committee that was appointed by governing bodies of the four BREW municipalities.

1. How would you describe the mission of our Multi-municipal Plan?

Central Slate Belt Regional Plan Steering Committee Answer: *To provide an Inter-municipal Cooperative Planning Approach that coordinates future land uses, preserves the natural and the residential environments, accommodates new job development and tax ratables, encourages inter-municipal cooperation and service sharing, and facilitates the public interest in preserving the health, safety, general welfare, economy, and Central Slate Belt beauty of the region.*

2. How would you describe the vision of our Multi-municipal plan?

Central Slate Belt Regional Plan Steering Committee Answer:

Vision statements	% agree	% disagree
a. A Central-slate belt area as a residential bedroom community with income tax to fund local and school service.	12.5%	87.5%
b. A Central-slate area with local job opportunities for at least half of the work force and with tax and service sharing.	100%	0%

c. A Central-slate belt area with strong local identity, featuring tourism linkages to both greater LV and Pocono regions.	100%	0%
Vision statements	% agree	% disagree
d. A Central-slate belt area free from all slate mine holes and slate refuse piles with either garbage or fly ash to fill the holes and generate a major revenue source for local services.	100%	100%
e. A Central-slate belt area with some or all of the slate mine remnants preserved and inter-connected walking and bicycling trails throughout the area.	100%	0%
f. A Central-slate belt area that strongly supports local education of children and adults and enhances broadband and the best internet access as an asset for home and business	90%	10%

3. What Values and/or Images come to your mind to describe the Unique Identity of Each or Our Communities?

Bangor – A struggling, quaint, close-knit, small town – working together to make changes to preserve its heritage.

East Bangor – “Mayberry, USA” - A small, old fashion, tight-knit, residential community.

Roseto – A quaint, rural small town with a strong Italian heritage.

Washington Township – A rural, agricultural area, with housing developments, open fields, commercial plazas and small village centers.

4. Public Input Also Derived By: Key Person Interviews, Public Workshops & Hearings.

CENTRAL SLATE BELT REGIONAL COMPREHENSIVE PLAN CONCEPTS

The major ideas of this Central Slate Belt Regional Comprehensive Plan are introduced in this chapter of the plan report as overarching goal statements. Each of the subsequent sections of this chapter builds upon these goals by recommending policies and implementation actions. The major plan concepts seek to accomplish the following:

1. Concentrate future Regional land development within the Boroughs of Bangor, Roseto, East Bangor, and in Washington Township near these Boroughs as well as within Township Villages. Discourage sprawl development and loss of farmland in Washington Township.
2. Encourage economic development in clusters along the existing railroad, along State Route (SR) 512, and in places that already have business development such as Downtown Bangor and Majestic in Washington Township and in areas that have traditionally been employment locations, such as the slate quarries and mill sites.
3. As part of an economic development and community building strategy, attract educational institutions to locate preferably in the Borough of Bangor and/or elsewhere within this Planning Region.
4. Enhance the Central Slate Belt Regional electronic communication linkages between educational institutions, businesses, home based businesses and the electronic world.
5. Preserve stream, wetlands, and important natural areas with a 50 to 100 foot set back for development, and where possible, use these open space preserve corridors as greenway connections for walkways and bikeways.
6. Retain the rural character of most of Washington Township by preserving open space and preserving meaningful open space within all future developments of any type.
7. Promote tourism as a form of low impact economic development by keeping the scale of tourism development in balance with the natural and human environment.
8. Nurture agriculture as a business activity, protector of open space, and as a way of life. Enhance the development potential of agricultural related businesses in this region.
9. Enhance systems for the movement of people and goods. Include streets, buses, parking, park and ride facilities, and heliports as well as safe and attractive pedestrian corridors.
10. Evolve the community facility and utility systems to change with the times and to be complementary with the intent and purposes of the land use plan and proposed Central Slate Belt regionalization.

Other concepts of this plan relate to the fact that the Central Slate Belt Region is part of many other geographic, economic and social worlds. Openness and cooperation should be pursued. As an example, the BREW municipalities are also part of the Slate Belt Area of northern Northampton County. This Central Slate Belt Regional Comprehensive Plan recommends that each of the BREW municipalities join the Slate Belt Council of Governments (COG).

Elaborating on goal statement #3 & 4 from above, this plan recommends linkages with vocational schools, colleges, and other institutions of higher learning. Even if these facilities are not located within the BREW communities, linkages should be pursued. Special opportunities can emerge from such relationships that combine the talent of educators along with the enthusiasm and energy of students. The contact can be enlightening for the students & beneficial for the local businesses, government & residents.

PRESERVATION OF NATURAL , HISTORIC, AND FARMLAND RESOURCES PLAN

PRESERVATION PLANS

Major natural resources for preservation were identified in a Central Slate Belt Planning Region Natural Features Inventory report (NFI) prepared by Rodite & Pandl, LLC Community Planners in September of 2003. The original NFI Study focused on Washington Township, but it has regional significance as summarized below:

● **Agriculturally Productive Soils** are mapped in the NFI report. Highly productive and moderately productive soils are highlighted. Unfortunately, most of the highly productive agricultural soils are located in the western part of Washington Township along the highly accessible SR 191 highway corridor and in locations that have already experienced subdivision activity. Significant land development has already occurred on many farms in this area.

● **Farms under the two PA farmland preservation acts' protection** are mapped in the NFI. The mapped area includes both the Central Slate Belt Area and a strip of land along the Washington Township Boundaries that extend into the adjacent three townships. The map portrays very extensive farmland act participation, particularly in the southern part of Washington Township and along the eastern and southwestern Township boundaries.

● **Major natural areas of statewide significance** are identified in the Central Slate Belt Region as unique and important for the protection of biological diversity. Each one of the following areas is identified on a map in the NFI report.

- Blue Mountain
- Roseto Pond
- Angle Swamp

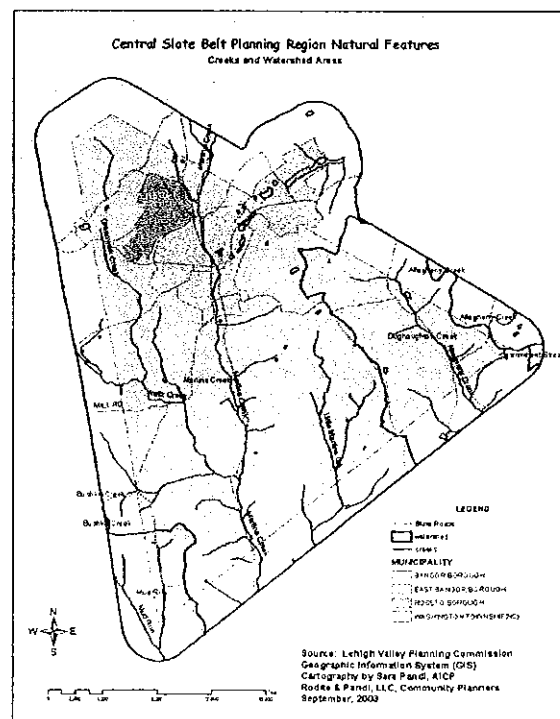
- East Bangor Swamp Complex
- Wooded Areas

● **Major woodlands, watersheds and creeks** are identified in the NFI. Combining the NFI report and the LVPC Lehigh Valley 2003 Comprehensive Plan regarding stream quality reveals the following:

- **Martins/Jacoby Creek** including its tributaries (Greenwalk and Waltz Creeks) is a Trout Stocking (TSF) Stream.
- **Little Martins Creek, Allegheny Creek, Oughoughton Creek, and Mud Run** are all Cold Water Fishes (CWF) Streams

Natural Features Map: CREEKS & WATERSHEDS

(See chapter 3 for full size version of this map. This map and other maps in this section are "thumbnail" miniature copies. They are presented here for general reference only. On this map, watersheds are named and the watershed boundaries are outlined with a black line; streams are also named.)



RIPARIAN (STREAMSIDE) BUFFERS PLAN

The above streams are quality streams. They are major assets to the Central Slate Belt Region. These streams connect each community with the others. Stream based connectivity and interrelationship combines the natural and human environment into one major watershed neighborhood. This Central Slate Belt Regional Plan recommends the creation, development and continual respect of riparian buffers along every stream and minor tributary in this region.

Riparian buffers are one way of respectfully dealing with storm water runoff. This plan recommends storm water control approaches such as minimizing impermeable land coverage on each parcel of land, developing and maintaining effective ground water retention, detention and aquifer recharge systems in every development.

Wetland (including swamps-bogs etc) should also be protected by riparian buffering. Wetland areas frequently act as ground water recharge areas.

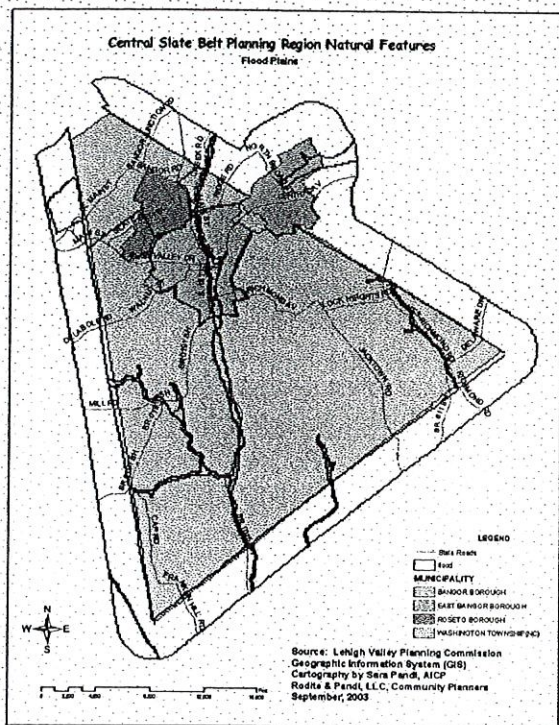
GOAL

To protect streams and wetlands so they can provide numerous recreational and environmental benefits to Central Slate Belt Region residents.

POLICIES

- ◆ Encourage creation of quality streamside buffers on lands that border streams.
- ◆ Require riparian buffers of 100 feet along Martins Creek and buffers of at least 50 feet along all other streams.
- ◆ Inform Developers about quality riparian buffers that contain a variety of native trees and plants. Discourage the development of riparian buffers with monocultures of exotic vegetation.

- ◆ Educate officials and landowners as to why it is important to protect rivers and streams.
- ◆ Encourage stream conservation plans.
- ◆ Encourage landowners with streams on their property to have conservation plans prepared that include best management practices for riparian buffers.
- ◆ Encourage landowners to put conservation easements on the parts of their property that include riparian buffers.
- ◆ Promote the use of existing voluntary best management practices in the management of forestry activities in and along streamside buffer areas.
- ◆ Include provisions for the preservation and restoration of riparian buffers in the Borough and Township zoning ordinances, & subdivision and land development ordinances.
- ◆ Give high priority should be given to recreation, greenway and open space projects that involve streams.
- ◆ Offer opportunities for colleges and universities to study streams and to adopt stream segments to develop riparian buffers.
- ◆ Encourage public and private local school teachers to monitor stream and riparian buffer quality and to work with students from colleges and universities who adopt a local stream and buffers.
- ◆ Facilitate the collaboration between young and senior citizen residents to adopt stream segments and their riparian buffers to monitor their quality and do streamside clean up when necessary. Boy scouts, girl scouts and senior citizens through a community center facility could be the groups to initiate this policy.



The above thumbnail (miniature) map is entitled **Natural Features Map: FLOOD PLAINS** (This map generally identifies where flood plains exist. Much more detailed maps are required to specifically locate the flood plain for a property or group of properties. The Geographic Information System (GIS) prepared by the Lehigh Valley Planning Commission provides more detailed information on the location and extent of flood plains. That information may be viewed together with other data layers such as property lines and streets to more specifically ascertain the impact of flood plains. The full size version of this FLOOD PLAIN map is located in Chapter 3 of this Comprehensive Plan report.)

FLOODPLAINS

Several of the villages in Washington Township (i.e. Ackermansville, Factoryville, and Richmond) and the Borough of Bangor have major floodplain areas. In some cases, development has already encroached on these flood plain areas. Fortunately, it has been almost two decades since major flooding has been a region-wide event. Major flooding is a game of chance. A major flood event is likely to occur and it is most prudent to manage land use so as to reduce the damage to individual properties in the Central Slate Belt Region. This Regional

Comprehensive Plan recommends a region-wide approach to this issue with the following goal and policies:

GOAL

To minimize flood damage and protect floodplains.

POLICIES

- Prohibit new buildings, structures and fill in the 100-year floodplain except for highways and certain other structures owned or maintained by the Commonwealth of Pennsylvania, municipalities or public utilities as defined and regulated in Chapter 106 Floodplain Management of Title 25 Environmental Protection, Pennsylvania Code.
- Redevelopment of vacant, formerly developed land is not recommended within the floodway. Outside the floodway, but within the flood plain fringe, adequate flood proofing measures must be taken for the reuse or substantial improvement of existing buildings or the redevelopment of vacant but formerly developed land.
- Floodways and in some cases parts of the 100 year flood plain land areas should be purchased by a public body if these areas have potential for linear park and/or riparian buffer use. Otherwise, zoning regulations should prevent development of these flood impacted areas. As part of that acquisition (in fee simple or development rights purchase), these areas should be included in riparian buffers and where possible developed as linear parks.

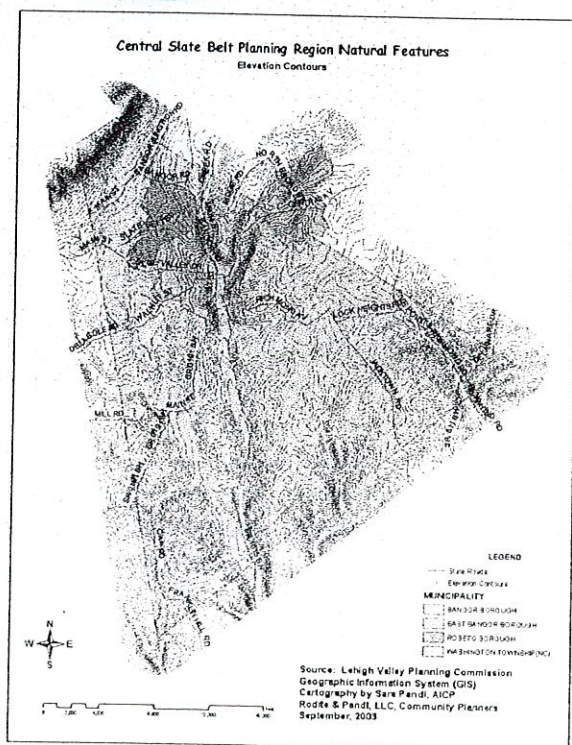
WETLANDS PRESERVATION PLAN

GOAL

To protect the remaining wetlands in the Central Slate Belt Region.

POLICIES

- * Preserve 100% permanent open space in all wetlands. All wetlands are protected and regulated by State and Federal regulations. A wetland delineation should be obtained from the appropriate public agency.
- * Require a 50 foot riparian type buffer around all wetlands and a 100 foot buffer around all wetlands that are in critical aquifer recharge areas particularly in the foot hills of the Blue Mountain and the Greenwalk Creek watershed. Both of these areas provide water sources for human consumption. Offer opportunities for colleges and universities to study streams and to adopt stream segments to develop riparian buffers.
- * Encourage public and private local school teachers to adopt certain wetlands that exist in key stream watersheds. Facilitate the collaboration between young and senior residents to monitor the quality of their adopted stream and do wetland buffer clean up when necessary. Boy scouts, girl scouts and a senior center facility group could be the groups to initiate this policy.



The above map is entitled - Natural Features Map: ELEVATION CONTOURS (This map identifies lines of equal land elevation above sea level at 20' intervals. Very steep slopes are evident on this map where the brown contour lines are clustered together appearing as brown bands.)

STEEP SLOPES PLAN

The Blue Mountain ridge and roadways such as SR 191 that descend from that ridge provide beautiful views of the Central Slate Belt Region and beyond. There are other promontory views along SR 191 throughout its corridor in this Planning Area. Many of the views are of a picturesque quilt like pattern of farms, steams, and housing. It is very tempting for people to want to capture that type of view by building their home on a slope that provides such a vista. However, like the old parenting term, "look but don't touch" there are hazards for development of steep slope areas. For this reason the Central Slate Belt Regional Comprehensive Plan adopts a similar set of goals and policies as proposed in the Lehigh Valley Comprehensive Plan as follows:

GOAL

To minimize the adverse environmental impacts of steep slope development.

POLICIES

- * Future development is not recommended on slopes greater than 25%.
- * On slopes of 15% to 25%, large lots with low site coverage standards should be maintained and special erosion and storm drainage controls enforced. This Plan recommends a maximum of one dwelling unit per acre if public water and sewers are available. A minimum lot size of three acres is recommended if an on-lot water supply or sewer system is used. In boroughs and other urban areas, infill development on steep slopes should be allowed in accord with the zoning ordinance if site

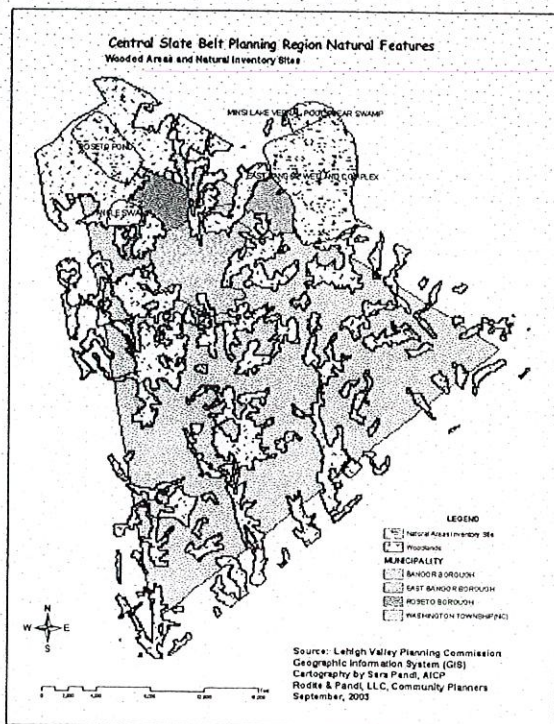
design can eliminate or greatly reduce the negative environmental impacts of the project.

- ✘ Encourage the treatment of steep slopes as areas where plantings and ground cover should be planted and preserved in a manner similar to the stream side and wetland buffers.

CARBONATE GEOLOGY

The geology of Washington Township does not include areas underlain by carbonate rock. (MOST OF THE AREA IS UNDERLAIN BY: (omb) BUSHKILL MEMBER, (omp) PEN ARGYL MEMBER, AND (omr) RAMSEYBURG MEMBER. *check out*)

The following map is entitled *Natural Features Map: WOODLANDS & NATURAL INVENTORY SITES* (Wooded areas are outlined in green; natural areas of recognized environmental value, "natural inventory sites," are outlined in grey and are named.)



WOODLAND & NATURE INVENTORY PLAN

The Central Slate Belt Planning Region contains nearly 30,000 acres of woodlands. Significant wooded areas are located in the northern quarter of the planning region and

they extend into the Boroughs of Bangor, Roseto and East Bangor. Together with the creeks, the associated woodland provides important wildlife corridors that serve as habitat and migration paths throughout the planning region.

The woodland areas in Washington Township are predominantly mixed oak forests generally located along stream corridors and steep slopes. There are isolated hemlock forest associations along the north facing slopes of Martins Creek. Although the forest is fragmented due to development, significant forested areas occur on the Blue Mountain slopes and Nagy Hill, as well as within the riparian corridors that bisect the township in a general north south direction.

GOAL

To preserve the natural woodlands along steep slopes and watercourses in order to maintain their functions in erosion control, slope stabilization and as important wildlife corridors.

POLICIES

- To preserve Nature Preserve Areas identified on the Natural Inventory.
- To protect established woodland areas, especially within areas identified as containing important natural features.
- To provide property owners with education and incentives to protect woodlands on private property.
- To encourage site development with sensitivity to preserving trees and uninterrupted woodland areas.

IMPLEMENTATION

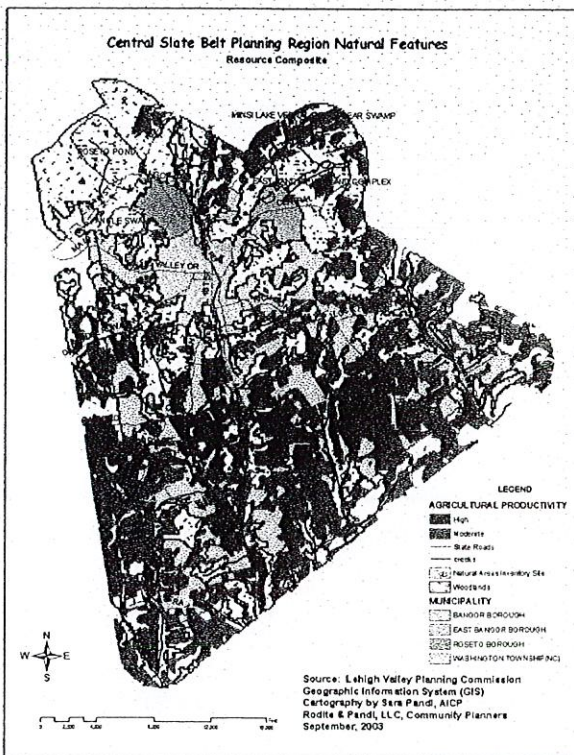
Prior to development, wooded areas and significant mature trees should be located on the development plan and development designed to preserve existing woodlands.

During construction, trees and woodland areas that are to be preserved should be clearly delineated to protect them from clearing, grading, construction traffic and storage.

The BREW Township and Boroughs should reserve the right to require an arborist as a consultant on important wooded tracts of land.

The BREW Township and Boroughs should require a tree replacement plan when mature trees are removed during development or are removed as part of wood harvesting. (Require planting of trees for any new development)

The following map is entitled Natural Features Map: RESOURCE COMPOSITE (This map presents the location of high quality agricultural soils in green and moderate quality agricultural soils in light brown along with other natural inventory features.)



NATURAL FEATURES PLAN

The Central Slate Belt Region includes four natural features identified by the State to be of regional significance. Blue Mountain, extending along the northwestern most corner of the planning area, is identified as an area of exceptional significance, because

of its natural diversity, relatively uninterrupted expanse and importance in the major east coast raptor migration flyways.

Within Washington Township, Roseto Pond and Angle Swamp have been identified as significant because of their population of Pennsylvania rare and endangered plant species. Additionally, a portion of the East Bangor Swamp Area of Upper Mount Bethel Township extends into the eastern portion of Roseto Borough and a small part of Washington Township. It is listed as a high priority site for preservation, since it represents the largest contiguous wetland complex in Northampton County.

GOAL

To protect significant natural features from disruption and development.

POLICIES

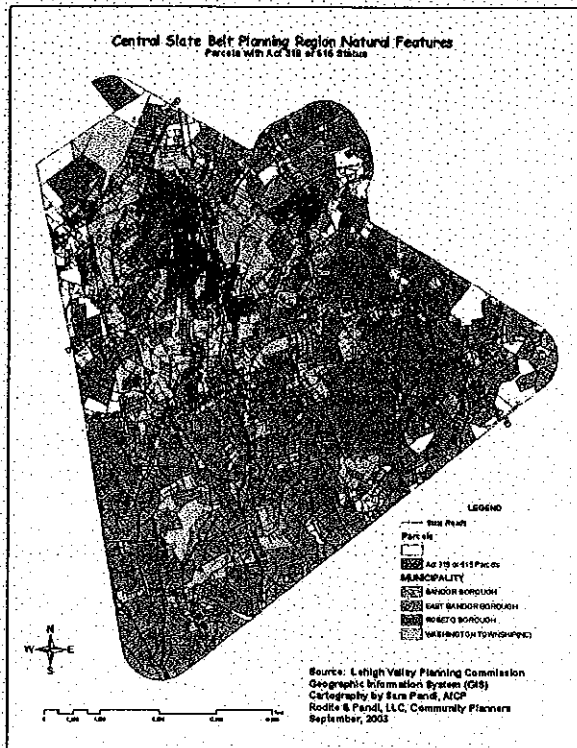
- Acquire conservation easements to significant parts of the Blue Mountain and East Bangor Swamp as the highest regional conservation priority.
- Work with property owners on Angle Swamp and Roseto Pond to prevent further degradation.
- Work with municipalities abutting areas of natural significance to ensure a comprehensive and coordinated approach to their preservation.

IMPLEMENTATION

Pursue grants and assistance from regional land conservancies to preserve areas identified as high priority natural features.

Develop best management practices for roads adjacent to natural areas, including non destructive weed abatement and pest management. Use conservation development practices to ensure that the most sensitive portions of a site are protected from disturbance.

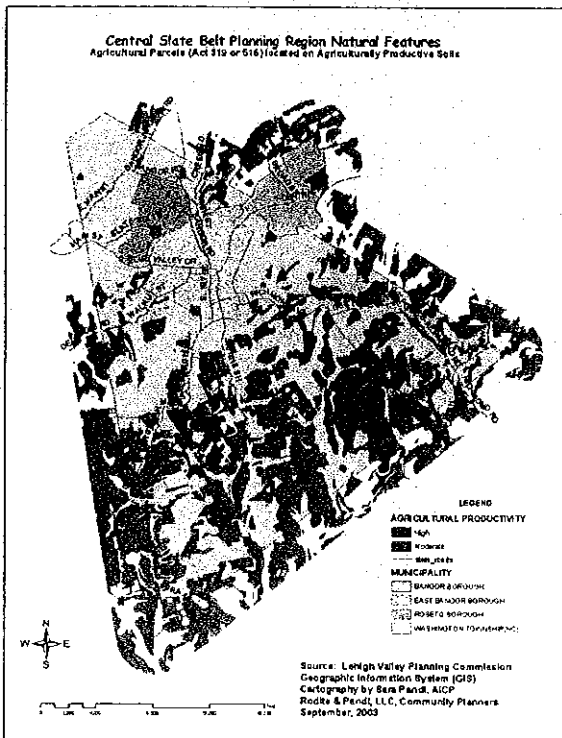
The following map is entitled Natural Features Map: PARCELS WITH ACT 319 OR 515 STATUS (This map presents –in light gold color- the location of parcels in Washington Township that are included in either the Act 319 or 515 agricultural land preservation programs)



The forgoing map is entitled Natural Features Map: AGRICULTURAL PARCELS (ACT 319 & 515) LOCATED ON AGRICULTURALLY PRODUCTIVE SOILS (This map presents the location of Act 319 & 515 farms on high quality soils – in green – and the location of Act 319 & 515 farms on moderate quality agricultural soils in gold-brown color.)

FARMLAND PRESERVATION PLAN

The Central Slate Belt Area (in Washington Township) has some of the best farmland soil in Pennsylvania. Unfortunately, most of this good soil area is in the western part of Washington Township where it is more easily accessible to SR 191. This relatively good accessibility contributes to the attractiveness of developing farms in this area as residential subdivisions. The attractiveness relates to the relatively easy commute on SR191 to employment opportunities either in the Lehigh Valley or north to the Poconos or to the New Jersey-New York metropolitan area. In fact, looking at a parcel map and land use map, it is evident that there are many lots and new homes in this good agricultural soil area of Washington Township.



The positive side of the agricultural soil situation relates to soils that are classified as moderately productive agricultural soils. Washington Township lands with moderately productive agricultural soils are in the southern and southeastern parts of the Township. These sections of the Township are not as accessible except for the far eastern part of the Township via US 611 that provides access. For limited accessibility and other reasons, there seems to be slightly less subdivision activity in the southern and southeastern parts of the Township. This provides a window of opportunity for more effective farmland preservation policies to be implemented.

In June of 2004, Washington Township with the assistance of Rodite & Pendl, LLC Community Planners, conducted a survey of farmland owners. The response rate was 39% of the 165 farm

land owners surveyed. A summary of responses follows:

- 81% were from smaller farms in the 10 to 75 acre size
- 65% of the farmland parcels were still being farmed.
- Types of farming from most to least- field crop, equestrian, live-stock, other (tree, hay, fish), orchards, and dairy.
- Current plans: 54% wish to remain in agriculture, 3% wish to sell, 11% wish to retain development rights, 32% were unsure of what to do.
- 71% agreed that Washington Township should establish an Agricultural Protection Zone. (29% did not agree)
- 56% favor a zoning approach that would preserve farmland by restricting development in areas zoned for agriculture. (13% do not favor this approach and 31% are not sure)
- Methods to preserve farmland received the following support:
 - 48% agree with a restriction to develop only 10% of farmland.
 - 19% agree with a restriction to develop only 20% of farmland.
 - 10% agree with a restriction to develop only 30% of farmland.
 - 23% agree with a restriction to develop only 50% of farmland.

GOAL

To preserve approximately 70% of farmland in Washington Township for agriculture.

POLICIES

- Create effective agricultural zoning.
- Support agricultural security areas, and purchase of agricultural easements in recommended farmland preservation areas.
- Preserve large contiguous clusters of farmland in areas that have not been substantially urbanized.
- Discourage extension of central water and sewer services and new roads into areas where farming is the recommended use.
- Encourage farm-related business in areas where farming is recommended.
- Protect recommended farmland preservation areas from residential development and non-farm activities that interfere with normal farming practices.
- Target strategic areas for preservation such as prime farmland and areas where clusters of like-minded farmers own land that they wish to preserve in farmland.

LAND USE AND HOUSING PLAN

GROWTH TRENDS AND FORECASTS

The population, household, and land development forecasts for the BREW Regional Municipalities are presented in the following tables:

Central Slate Belt Region – Population Forecast LVPC			
	2000	2030	Change
Bangor	5,319	5,508	189
Roseto	1,653	1,653	0
East Bangor	979	1,103	124
Washington	4,152	6,855	2,703
Total	12,103	15,119	3,016

Central Slate Belt Region – Household Forecast			
	2000	2030	Change
Bangor	2,105	2,285	180
Roseto	640	671	31
East Bangor	387	457	70
Washington	1,601	2,673	1,072
Total	4,733	6,086	1,353

Central Slate Belt Region – Land Use Forecast of Developed Acres			
	2001	2030	Change
Bangor	815	855	40
Roseto	283	290	7
East Bangor	298	323	25
Washington	3,452	4,702	1,250
Total	4,848	6,170	1,322

Source: LVPC, Rodite & Pandl, LLC

GENERAL GROWTH GOALS

This Central Slate Belt Regional Plan envisions an inter-municipal cooperative approach to guiding land development in the Central Slate Belt Region toward the following overarching goals:

- ◆ *To seek preservation of open space and farmland in Washington Township where rural and open space are recommended by this plan.*

- ◆ *To encourage new in-fill housing and economic development in the Boroughs.*

- ◆ *To attract suburban and cluster housing development in Washington Township in designated Villages and in the areas adjacent to the Boroughs.*

If this Central Slate Belt Regional Plan is effective in reaching its goals, then some of the LVPC projected land development and population growth may be shifted from Washington Township into the three Boroughs.

GENERAL GROWTH POLICIES

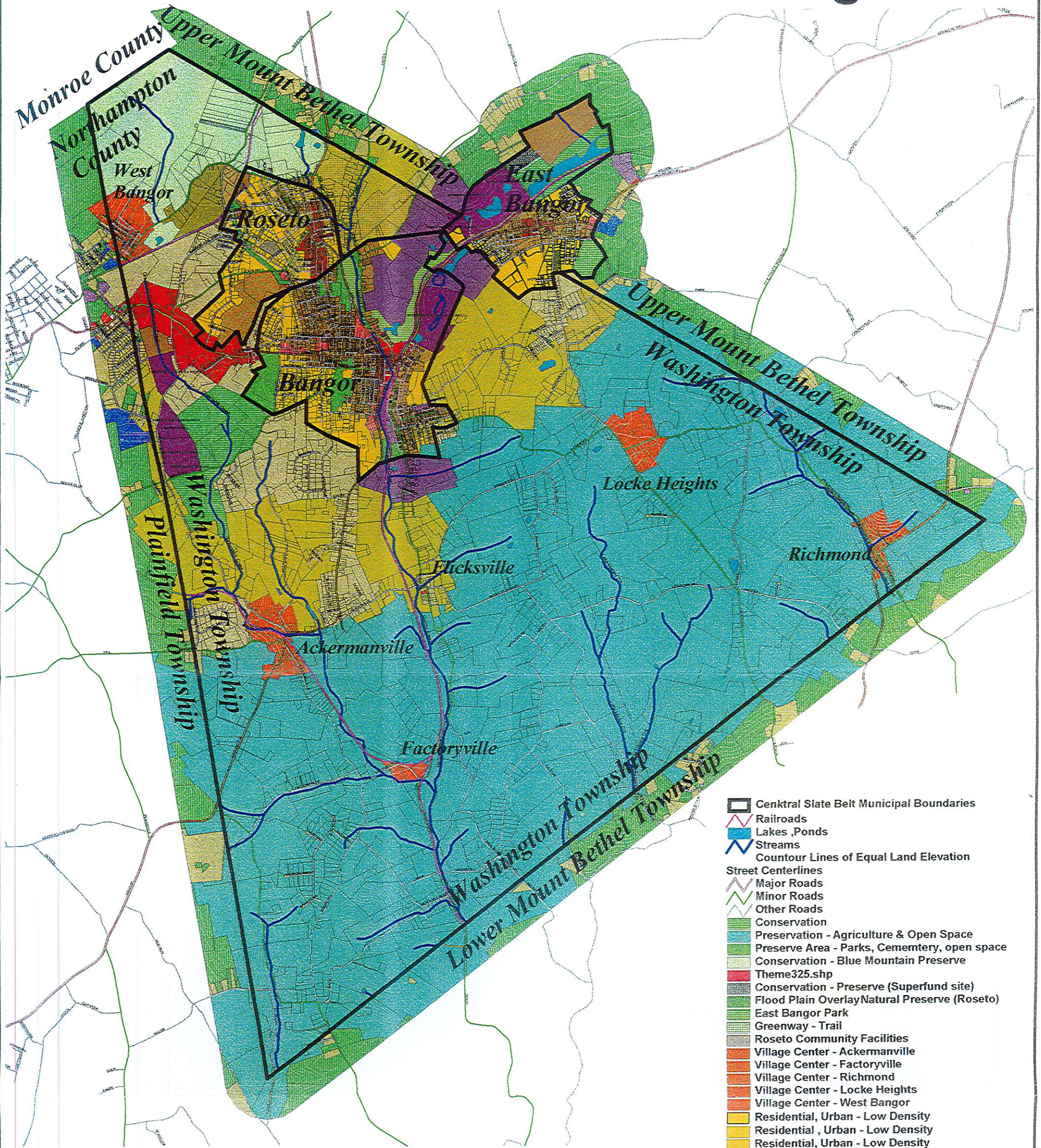
- P *Encourage cluster housing development as part of Conservation Planning in every part of Washington Township.*
- P *Consider a zoning ordinance provision that would provide for the transfer of development rights from properties in rural and agricultural zoning districts into Residential and Village Zoning Districts. Include a bonus of increased density for such developments if centralized sewer and water services are provided and three percent of the development is affordable owner-occupied housing.*

EMPLOYMENT GROWTH ESTIMATES

When the Boroughs, villages and Township of this Central Slate Belt were first created and developed, industry and business were an integral

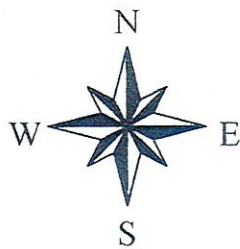
REGIONAL LAND USE PLAN

Central Slate Belt Region



- Central Slate Belt Municipal Boundaries
- Railroads
- Lakes, Ponds
- Streams
- Contour Lines of Equal Land Elevation
- Street Centerlines**
- Major Roads
- Minor Roads
- Other Roads
- Conservation
- Preservation - Agriculture & Open Space
- Preserve Area - Parks, Cemetery, open space
- Conservation - Blue Mountain Preserve
- Theme325.shp
- Conservation - Preserve (Superfund site)
- Flood Plain Overlay/Natural Preserve (Roseto)
- East Bangor Park
- Greenway - Trail
- Roseto Community Facilities
- Village Center - Ackermanville
- Village Center - Factoryville
- Village Center - Richmond
- Village Center - Locke Heights
- Village Center - West Bangor
- Residential, Urban - Low Density
- Residential, Urban - Low Density
- Residential, Urban - Low Density
- Residential, Urban - Medium Density
- Residential, Urban - High Density
- Residential, Suburban - High Density
- Residential, Suburban - Low Density
- Residential, Suburban - Medium Density
- Residential, Suburban Growth Area
- Residential, Rural (slight overlap won't merge)
- Residential, Rural earlier version
- Business - Central Business Districts
- Business - Neighborhood and Highway
- Business - General & Mining
- Business Parks and Industry
- EXISTING LAND USE ADJACENT TO REGION**
- Agricultural & Vacant
- Offices
- Parks & Other Outdoor Recreation
- Public & Quasi Public
- Residential
- Retail/Commercial
- Transportation, Communications & Utilities
- Warehousing/Distribution

This map was financed [in part] by a grant from the Commonwealth of Pennsylvania Department of Community and Economic Development.



Rodite & Pandl, LLC,
Community Planners &
Landscape Architects
Map Date March 2005

0 2 4 Miles

Central Slate Belt Region - Boroughs of Bangor, Roseto, East Bangor, and Township of Washington

part of the local community. During the last half century, the trend has been to concentrate industry and major business in regional locations, along major thoroughfares, centralized for a larger market area. More recent trends include work at home and even primary businesses operating out of the home. A recent Pennsylvania Municipalities Planning Code (MPC) amendment acknowledges these trends. The MPC requires that every community permits, as a matter of right, "Home Based Businesses" within the limits of State and local law.

In this context, the following policies are proposed by this Plan:

- ◆ To be a welcoming community to the "Technology Population"

including the home based knowledge workers.

- ◆ To encourage connections among home based business people and other businesses within the Central Slate Belt Region.
- ◆ To facilitate a networking between schools of higher learning and all businesses including home based businesses in this Central Slate Belt Region.
- ◆ To encourage research to identify opportunities for recycling-based economic development and reclaiming of lands covered with remnants of slate mining.

LAND USE AND HOUSING PLAN FOR THE CENTRAL SLATE BELT REGION MULTI-MUNICIPAL PLAN

The major land use plan and housing plan goals are related to the overarching goal statements agreed upon by the regional Central Slate Belt Regional Steering Committee. Those goals were introduced in the third section of this Chapter and are presented with related policy statements in this section.

LAND USE GOALS & POLICIES

First. To concentrate future Regional urban and suburban type land development within the Boroughs of Bangor, Roseto, East Bangor, and in Washington Township near these Boroughs, where development may be easily served by existing sanitary sewage

systems. Further growth should be encouraged within Township Villages. Discourage sprawl development and loss of farmland in Washington Township and retain rural Township environment.

a. The primary regional land use policy for the First Goal will be to create coordinated zoning that will concentrate urban development in the Boroughs, in the Villages of Washington Township and in the sections of Washington Township shown on the accompanying regional land use plan map proposed for urban land use. These areas are to be designated as GROWTH AREAS (consistent with MPC term within multi municipal plan) where orderly and efficient development should take place. The growth areas are intended to

accommodate the projected growth within the planning area for the next 20 years. Commercial and industrial and institutional uses and services to these uses should fall within this area.

b. Secondly, the Township village areas outside the initial growth area are designated as **POTENTIAL FUTURE GROWTH AREAS**, where orderly extension of services and additional development may occur within the next thirty years.

c. The Rural and Agricultural Areas should be designated as **RURAL RESERVE**, including the Blue Mountain Conservation area, watershed protection areas and the agricultural preservation areas. No infrastructure improvements will be extended here and rural resources and supporting land uses are accommodated. Residential densities are compatible with continual agricultural use of the land, including consideration of effective agricultural zoning as has been used in Lehigh County.

d. An important implementation measure will be to update the Act 537 Sewerage Facilities Plans for all Central Slate Belt Regional Municipalities to provide for sewer service extensions consistent with the regional land use plan and identified areas for growth and preservation in this plan.

Second. To encourage economic development in clusters along the existing railroad, along SR 512, and in places that already have business development such as Downtown Bangor and Majestic in Washington Township.

a. The Borough of Bangor should continue in its efforts to revitalize its downtown with Pennsylvania Main Street and similar programs.

b. Existing business areas within Roseto, East Bangor, and Washington Township should be strengthened through Zoning and efforts to bolster existing businesses and attraction of new compatible businesses.

Third To encourage new development in areas that will be reclaimed from sites that have been previously mined or used for manufacturing. These sites have historically served as regional employment centers and should be re-used for new employment generating activities.

a. The primary regional land use policy for the Third Goal will be to secure plans and actual infrastructure improvements for “brownfields (old industrial sites) & greyfields (old mined sites)” so that these sites will have good access, feasible land development plans and marketing plans that are ready to implement.

b. The secondary regional land use policy for the Third Goal will be to provide a coordinated approach to directing prospective developers to the preferred economic development sites and away from the “greenfields (farmlands and open space lands).” These preferred economic development sites are located within the designated GROWTH AREA of the plan.

Fourth. To attract educational institutions to locate preferably in the Borough of Bangor and/or elsewhere within this Planning Region.

a. The primary regional land use policy for the Fourth Goal will be the belief that there is value for an educational institution to locate in the Central Slate Belt Region both for that institution as well for our region. A fact sheet should be prepared to list the advantages of this location to potential educational developers.

b. The secondary regional land use policy for the Fourth Goal will be outreach and marketing directly to nearby educational institutions such as Northampton Community College, Lafayette College,

East Stroudsburg University, Lehigh University and others for expansion of their facilities with a Slate Belt branch.

Fifth. To enhance the Central Slate Belt Regional electronic communication linkages between educational institutions, businesses, home based businesses and the electronic world.

a. The primary regional land use policy for the Fifth Goal will be to authorize the Slate Belt Council of Governments and the Slate Belt Chamber of Commerce to establish an agreement with one or more communication companies to provide state-of-the-art communications for the Central Slate Belt Region and the entire Slate Belt Area. This could be organized in conjunction with the Bangor Area School District and its access to high speed internet communication services.

b. The secondary regional land use policy for the Fifth Goal will be to facilitate home based businesses in this region to have access to the above proposed state-of-the-art broadband and other communication systems. The Slate Belt Chamber of Commerce and Slate Belt COG should also provide educational opportunities regarding the use of these systems and the opportunity to market local products nationally and internationally through the internet.

Sixth. To preserve natural features and agricultural areas.

a. The primary regional land use policy for the Sixth Goal will be to revise the local zoning ordinances and the local subdivision and land development ordinances to require preservation and protection of natural areas.

b. The secondary regional land use policy for the Sixth Goal will be to preserve stream, wetlands, and important natural

areas with a 50 to 100 foot set back for development. Where possible use these open space preserve corridors as greenway connections for walkways and bikeways.

Seventh. To retain the rural character of most of Washington Township by preserving open space and preserving meaningful open space within all future developments of any type.

a. The primary regional land use policy for the Seventh Goal will be to create and adopt a practical zoning ordinance to preserve meaningful open space in Washington Township.

b. The secondary regional land use policy for the Seventh Goal will be to pursue the purchase of farmland easements using State, County and Local sources of funding.

c. The tertiary regional land use policy for the Seventh Goal will be to encourage the use of farmland preservation and open space preservation through conservation easements and open space acquisitions that could provide greenway connections.

Eighth. To promote tourism as a form of low impact economic development by keeping the scale of tourism development in balance with the natural and human environment.

a. The primary regional land use policy for the Eighth Goal is to support the efforts of the Slate Belt Heritage Center and others in their efforts to create a recreation of a slate mine and related craft village in the Slate Belt Area.

b. The secondary regional land use policy for the Eighth Goal is to continue the local community celebrations and other culturally unique events and to attract more visitors to enjoy these events.

Ninth. To nurture agriculture as a business activity, protector of open space, and as a way of life. Enhance the development potential of agricultural related businesses in this region.

a. The primary regional land use policy for the Ninth Goal will be to minimize real estate tax costs and municipal regulations so that agriculture as a business can be prosperous.

b. The secondary regional land use policy for the Ninth Goal will be to seek incentives and innovative ideas for agriculture in much the same way that the Chamber of Commerce and regional economic development organizations nurture other economic development. Agriculture is more than a business; Agriculture generally preserves open space, provides a bucolic landscape, and a rural, rustic, pastoral environment that adds to the regional quality of life.

Tenth. To enhance systems for the movement of people and goods. Including streets, buses, parking facilities, park and ride facilities, and heliports as well as safe and attractive pedestrian corridors.

a. The primary regional land use policy for the Tenth Goal will be to establish a regional transportation improvement advocacy group. There have been proposed improvements on the State Plan that were put off and some dropped because of a lack of continuous local support. The Slate Belt Council of Governments should take the lead in creating this transportation advocacy group.

b. The secondary regional land use policy for the Tenth Goal will be to create an access management plan, official map, and other approaches to assure that new development takes place in a manner that is consistent with the regional plan and/or a way that is respectful of the concepts of the plan. In addition, off-site transportation improvements should be paid for at least in part by the proposed developments.

Eleventh. To expand and improve the community facility and utility systems to

change with the times and to be complementary with the intent and purposes of the land use plan and proposed Central Slate Belt regionalization.

a. The primary regional land use policy for the Eleventh Goal will be to update all of the Central Slate Belt Regional municipal Act 237 Sewerage Facilities Plans at or nearly at the same time so that they are coordinated with one another. Those plans ought to consider the new Central Slate Belt Region Comprehensive Plan.

b. The secondary regional land use policy for the Eleventh Goal will be to coordinate and consolidate, where appropriate, municipal services. This could include police and public works services. The Slate Belt Council of Governments is providing an opportunity to explore such options on a mix and match basis with municipalities being able to opt-in or opt-out of each service as they choose.

Twelfth - To establish a standard for residential land use density that is consistent within the region as follows:

- a. **Low Density Areas** – This includes lots that have square foot area of 10,000 or more for each single family detached unit and 8,000 square foot of land area or more for single family attached or duplex units if they are permitted in a Low Density Area.
- b. **Medium Density Areas** – This includes lots that have square foot area of 7,500 or more per single family housing unit.
- c. **High Density Areas** – This includes lots that have square foot area of 5,000 or more square feet per single family single family , two family, or town house units, and 2,500 or more square feet of land area per garden or low rise multiple family housing unit.

HOUSING

Providing adequate housing within a high quality living environment are important

concerns for the Central Slate Belt Region. This plan report section incorporates the Lehigh Valley Planning Commission Comprehensive Plan...2030 as a basis for this housing plan section. This plan focuses on the general public interest issues of quantity and quality of housing.

This plan is also based on a projected population range of between 6,170 to 7,198 persons living in Washington Township by the year 2030 and a modest amount of growth within the Boroughs (approximately 312 persons). The Lehigh Valley Planning Commission projected population for Washington Township is 6,855 and 15,119 for the entire Central Slate Belt Region. For housing needs, this plan section will seek to accommodate an additional 2,703 persons in the Township and 3,016 in the Central Slate Belt Region.

In the three Boroughs, the average household size will continue to decline. Future housing needs in the three Boroughs should result in a need for small dwelling units for single and two person families both in the elderly and in the young singles and couples households.

The projected housing need for 2030 is 1,072 additional homes in Washington Township and 281 additional homes within the three Boroughs combined.

Central Slate Belt Regional housing goals, objectives and policies that relate to housing quality and quantity issues are presented below:

HOUSING QUANTITY & GENERAL GOALS

- *To provide for a supply of housing within the Central Slate Belt Region that as a whole will meet the projected population and household needs by the year 2030.*
- *To provide for housing choice with a variety in housing types*

including single-family detached homes, single family attached homes, residences in 2 to 4 unit structures, and residences in 5+ unit structures, as well as mobile homes.

- *To provide opportunities for home ownership of existing housing units. The housing stock within the Boroughs is generally affordable, but the percentage of homeownership has declined and there are a significant number of vacant units available. These homes represent an opportunity for market rate affordable homes. Promoting ownership in the older residential areas could increase the pride of ownership in these neighborhoods and provide for variety in available housing which could decrease development pressure in other parts of the plan area.*
- *To increase the percentage of home owner occupied housing units within the Boroughs of the Central Slate Belt Region.*
- *To preserve existing housing stock and increase its safety and quality through housing inspections, rehabilitation programs, and housing maintenance education.*
- *To provide housing opportunities for residents in different age groups, from young families to senior citizens.*

POLICIES RELATED TO HOUSING QUANTITY AND OTHER GOALS

Policies recommended in the Lehigh Valley ... 2030 Comprehensive Plan should be incorporated where appropriate as policies of this Central Slate Belt Regional Comprehensive Plan.

IMPLEMENTATION

The Central Slate Belt municipalities should adopt new zoning ordinances that will accommodate the above recommended housing plan supporting a variety of densities and promoting quality housing units. Within this recommendation there is room for local municipal choice. Each of the Central Slate Belt municipalities may adopt their own separate zoning ordinance or they may join with one or more neighboring municipalities to adopt a multi-municipal zoning ordinance that will separately and/or jointly seek to achieve the above Central Slate Belt Regional housing related goals.

HOUSING QUALITY GOALS

- *To adopt the required ordinance to locally administer the new Pennsylvania Uniform Construction Code (UCC).*
- *To have each of the Central Slate Belt municipal governments elect to administer part (appeals board) or all of the UCC through the regional Slate Belt Council of Government (COG).*
- *To consider adopting an ordinance that will require, all housing units when they are occupied initially and reoccupied in the future, to meet the minimum health and safety requirements established by the local governments. This would include multi-family and other rental units, single family units, and mobile home units.*
- *To pursue grants, loans and other housing assistance programs that would seek to improve the quality of housing relative to health and safety issues as well as to increase the percent of local affordable home-owner occupancy primarily in the three boroughs in the Central Slate Belt Region.*

POLICIES RELATED TO HOUSING QUALITY GOALS

Wherever possible, the Central Slate Belt municipalities should work together to establish regulations and to implement these regulations jointly. This cooperative approach should extend to the Slate Belt Council of Government for an even broader based (Slate Belt ten community Council of Governments) regional association of governments.

Background For Following Plan

Recommendations- During the Central Slate Belt Region housing and land use condition surveys conducted by the Planners during late 2003 and early 2004, between one (1) to two (2) percent of the buildings in the Boroughs have obvious exterior defects that could classify those buildings as substandard. Another 10 to 25% of the residential buildings in the Boroughs were in fair condition with a few deficiencies evident from the exterior. It is possible that additional deficiencies exist on the inside of these buildings. The condition of these homes was listed as fair requiring some repair, painting or physical improvements visible from the exterior. Only a handful of buildings including accessory buildings such as garages, barns and storage-shed structures were classified as poor or dilapidated condition requiring demolition or major rehabilitation.

OTHER HOUSING GOALS

- *To encourage a mix of housing and business retail and service land uses. This can best be achieved in the Central Slate Belt municipalities' central business districts, however, mixed use areas can also be recreated in the Township in new or redeveloped business districts.*
- *To pursue respectful preservation and restoration of buildings that are historic and/or have special architectural style and details.*

- *To encourage reversion of single family homes previously converted to apartments. These units represent additional units for family ownership and an opportunity to remove undersized units. Financial incentives and zoning enforcement could assist in re-conversion of these homes and making them available for home ownership. The reversion of these housing units to their original condition will assist in the stabilization of older, historic neighborhoods.*
- *To link mass transportation services with the higher density housing areas including any age, and particularly 55 and older housing developments.*
- *To pursue stabilization and enhancement of existing neighborhoods through programs such as the Elm Street Program, as is being pursued in Bangor. The program should be extended into neighboring municipalities that are contiguous.*
- *To encourage developers to create separate pedestrian walkways that can connect with regional greenways and/or provide local opportunities for residents to safely walk to recreation areas or just walk for exercise.*

sector and the private sector. Private sector partners can include banks, other financial institutions, builders, developers, church and other social improvement organizations.

Education should be incorporated in the process of housing preservation and enhancement. Information on special County extension courses could be included in the local municipal newsletters. These articles and classes could educate residents on needs for and available resources for the removal of health and safety hazards (such as asbestos, lead base paint, and radon gas) in the home and within on-lot sewage disposal systems. Any grant and loan programs available to assist home owners and/or tenants should also be published in the newsletter and in the media as well.

HOUSING POLICIES RELATED TO THE OTHER HOUSING GOALS

Most of the Central Slate Belt Region is composed of neighborhoods that cross over municipal lines. This Plan recommends a regional policy to systematically improve the housing on a multi-municipal basis. Priority should be given to the areas with the greatest need. However, any eligible homeowner occupant should also be eligible for health and safety improvement assistance for their home. The implementation of this policy should be established as a partnership between the public

REGIONAL TRANSPORTATION AND CIRCULATION PLAN

GENERAL

This Plan was prepared consistent with the Pennsylvania Municipalities Planning Code, Article III, Comprehensive Plan, section 301 (a) (3), September 2000.

The transportation element of a comprehensive plan should identify how efficiently the existing network performs, identify hazardous conditions and outline an action plan to address deficiencies. The focus of this work element is to:

1. Define the existing transportation network
2. Identify current deficiencies
3. Identify future congested areas
4. Recommend a strategy to address transportation needs consistent with the land use plan

Planning for the development and needed transportation go hand-in-hand because development generates traffic and transportation supports the community's vision. The location and character of transportation help determine the general direction of growth and are factors in the location of residential, commercial and industrial development, as well as community facilities. However, as the Central Slate Belt Region municipalities continue to grow, the role of the transportation system will change and the quality of transportation services will be challenged.

EXISTING NETWORK

Highway Functional Classification- Central Slate Belt Regional streets and roads are functionally classified on the accompanying table and they are further defined and discussed below:

1. Expressways provide connections between major cities and regions. Expressways are generally four-lane

limited access highways with posted speeds of 55 or 65 miles per hour.

Expressways in the four Central Slate Belt Municipalities: None

2. Arterials provide access between major parts of counties, cities, towns and other major activity centers. Major Arterials are generally four-lanes, with access points controlled by traffic signals. However, the Arterial roads in the Central Slate Belt Region are not designed or proposed to be four lane highways. They are designed as two lane roads. Posted speeds are generally 35-45 miles per hour, however, some sections may be posted at 55 miles per hour.

Arterials in four Central Slate Belt Municipalities include: Route 191, Route 512, and Route 611.

3. Collectors provide connections between local streets and arterial highways; they provide access for business areas. Collectors are two-lane roads with 35 miles per hour posted speeds. Because collectors often provide the "bridge" between commercial and residential developments, more access points are often found than for arterials but fewer than for Local Streets. Collectors with substantial residential access should be posted at 25 miles per hour. Maintaining safe driving speeds is critical for the safe movement of pedestrians and vehicles.

Collectors in the Central Slate Belt Municipalities include: Ackermanville Road, American Bangor Road, Bangor Junction Road, Broad Street, Broadway, Brodt Road, Bunny Trail, Cedar Road, Dante Street, Delabole Road, East Factoryville Road, Flicksville Road, Fox Gap Avenue, Franklin Hill Road,

Garabaldi Avenue, Heinsohn Hill Road, Hester Road, Jacktown Road, Johnson Road, Labar Road, Locke Heights Road, Lower South Main Street, Main Street, Messinger Street, Mill Road, Martins Creek Road, Molasses Road, Mt. Pleasant Road, Nagy's Hill Road, North Street, Oak Road, O.W. Road, Palmer Road, Rasely Hill Road, Richmond Belvidere Road, Ridge Road, Rutt Road, Shooktown Road, Slate Belt Boulevard, South Eighth Street, Springfield Drive, Sunset Drive, True Blue Road, Upper North Main Street, West Factoryville Road, West Bangor Road,

4. **Local Streets and Roads** provide direct access to abutting residential properties and channel traffic to other streets. Local roads are generally posted at 25 miles per hour. Maintaining safe driving speeds is critical for the safe movement of pedestrians and vehicles. Traffic calming is critical to protecting neighborhood children and activities.

 - **Local Roads in Central Slate Belt Regional Study Area:** All remaining streets not already classified as arterial or collector streets.

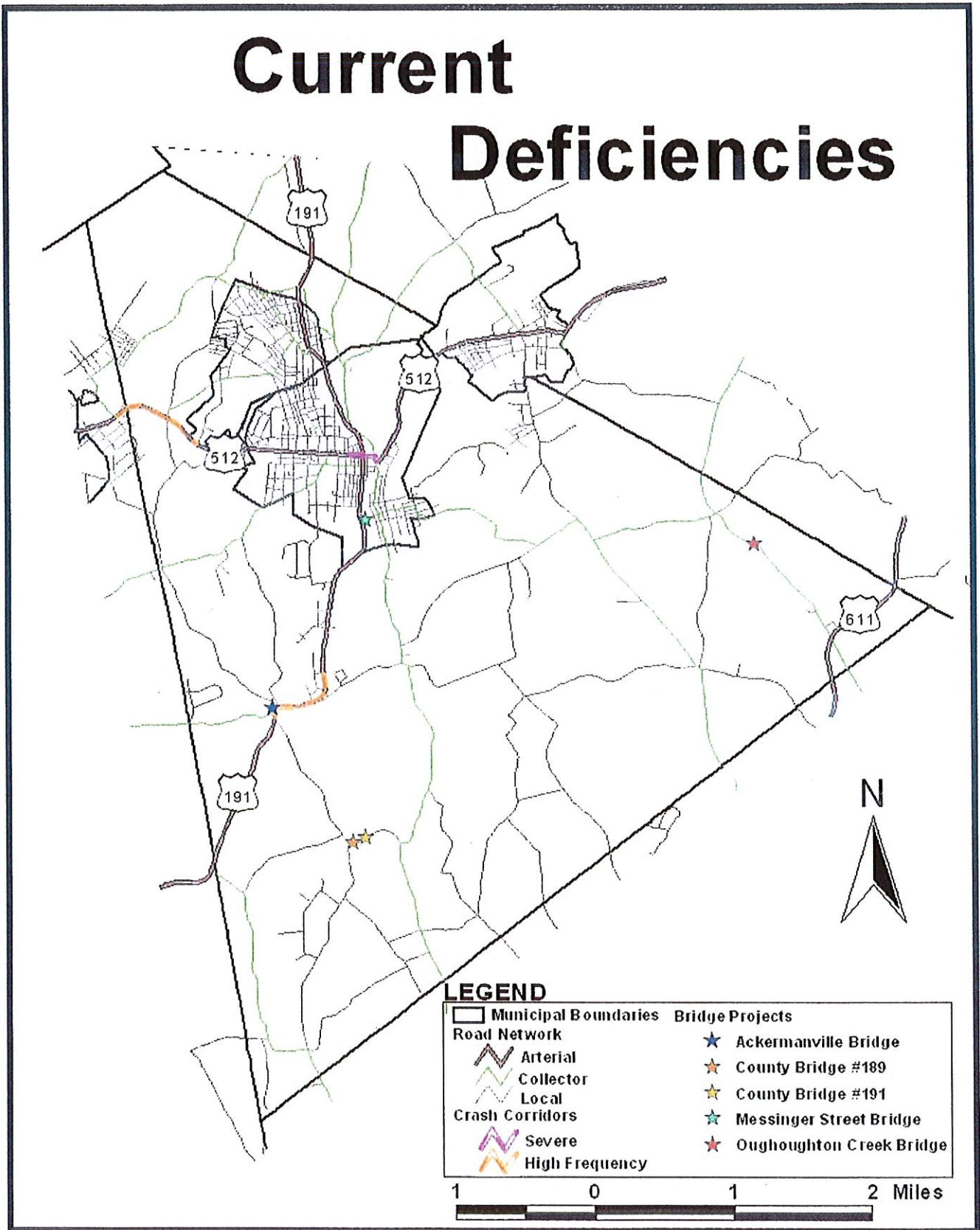
CURRENT DEFICIENCIES

See the table below and the accompanying map (on the following pages) that identify existing conditions and deficiencies from secondary data sources. Three Crash Corridors were identified in the Study Area. Two were high frequency crash corridors, where the number of reportable crashes is higher than the statewide average for similar roads throughout the state. There is also one severe crash corridor, which is a corridor that experiences more than (4) four serious crashes over a five-year period.

Five (5) bridge projects were identified in the Lehigh Valley Transportation Study's (LVTS) Long Range Transportation Plan (LRTP). The LRTP generally establishes the transportation priorities over a 20-year period. It is broken into short, medium and long time periods. The short period time frame is four (4) years and it is the equivalent to the Transportation Improvement Program (TIP). Any project that receives State or Federal funding must be on the TIP. Of the five (5) bridge projects, four (4) are programmed on the TIP. No other transportation projects in the Central Slate Belt municipal area are included in the TIP or the LRTP.

No.	Municipality	Project	Project Type	TIP	LVL RTP
1.	Borough of Bangor	Messinger Street Bridge	Bridge Replacement	Yes	Yes
2.	Township of Washington	Ackermanville Bridge	Bridge Replacement	Yes	Yes
3.	Township of Washington	Oughoughton Creek Bridge	Bridge Replacement	Yes	Yes
4.	Township of Washington	County Bridge #189	Bridge Replacement	Yes	Yes
5.	Township of Washington	County Bridge #191	Bridge Replacement	Yes	Yes
6.	Township of Washington	Ackermanville Road to School Street	High Frequency Crash Corridor	No	No
7.	Township of Washington	Route 512 – Franklin Street to Kennedy Drive	High Frequency Crash Corridor	No	No
8.	Borough of Bangor	4 th Street to North Main Street	Severe Crash Corridor	No	No

Current Deficiencies



Note: This map was financed [in part] by a grant from the Commonwealth of Pennsylvania Department of Community and Economic Development. The map was prepared by Taggart Associates.

PUBLIC TRANSPORTATION

Lehigh and Northampton Transportation Authority (LANTA) provides fixed route bus service and passengers may be picked up anywhere along the route. The Valley Association for Specialized Transportation (VAST) provides door-to-door service to physically handicapped persons who are unable to use LANTA's fixed route service and other persons requiring special transportation assistance. The High Rise Elderly buildings and major industries also may need public transportation service in the future.

PEDESTRIAN AND BICYCLE FACILITIES

A municipality's pedestrian and bicycle paths should be designed to provide residents the opportunity to move safely about the area by non-motorized means. This valuable transportation resource enables children and adults alike to access education facilities, the community center(s) and neighborhood parks safely without the need for motorized vehicles. The path system should, where practical, be connected to adjacent municipalities. Where possible, the path system should be physically separated from the road system. When it is necessary for pedestrians, bicycles and vehicles to share cartways, extra attention to safety is necessary with cross walks, pedestrian activated signals and cautionary signage.

REGIONAL TRANSPORTATION AND CIRCULATION GOALS & POLICIES

- A. A transportation network that provides for safe and efficient circulation of people and goods within and through the Central Slate Belt Municipalities.
- B. A roadway network that provides good access to business areas and to areas designated as urban,

suburban, and village residential areas.

- C. A roadway network that seamlessly interconnects the four Central Slate Belt Regional municipalities as if they were all one community.
- D. A way and means of achieving improvements to the Central Slate Belt Regional Arterial and Collector street systems in regard to improved safety, widenings, alignment improvements, and extensions. (Policy #1- Create an official map for the Central Slate Belt Regional and/or each community within the Region. Policy #2- Create a multi-municipal transportation improvement advocacy sub-committee.)
- E. A roadway system that efficiently serves proposed business areas with a minimum of impact upon residential areas. (Policy #1- Require business development to help fund improvements to provide them with the shortest, safest connections to the arterial road and/or railroad systems. This could include Tax Increment Financing (TIF) of improvements. TIF financing will permit new businesses to extend their payment for such improvements over an extended time period and permit local governments to partner in that payment process by designating a part of the business property tax payment for the payment of such improvements. Policy #2- Pursue the shortest possible connections between business areas and the arterial system. Policy #3- Seek State and Federal assistance with improved access to business areas.)
- F. A bikeway and pedestrian walkway system that connects neighborhoods to business areas and to parks and to other public areas of the community by using sidewalks and existing cartways where necessary and

separate greenway trails where possible. (Policy- All new developments should provide for pedestrian and bike facilities as part of the municipal subdivision and land development requirements)

- G. An accessible transportation system consistent with the American Disabilities Act.
- H. A pedestrian/bikeway system that will provide an alternative to motorized vehicles transportation for short, local trips.
- I. Increased use of the LANTA and VAST, public transportation systems.

FUTURE CONDITIONS

This Central Slate Belt Regional Plan seeks progress toward the above goals and successful implementation of the recommended transportation policies as a means of helping this region to improve its transportation system, to manage growth, and to support development in the best-suited areas.

This Plan relies upon the LVPC's population and job forecasts as a basic assumption for basic parameters of development for this Central Slate Belt Regional plan.

Overall growth in this Region is expected to be relatively low; therefore major transportation related capacity problems are not anticipated assuming the existing issues identified are addressed.

GENERAL RECOMMENDATIONS

Maintaining the transportation system is an expensive task, LVPC estimates \$225,000 per mile, and building new infrastructure is even more expensive, \$2,500,000 per lane mile according to the LVPC. This Plan does not recommend pursuing major transportation improvement projects like a "Slate Belt Bypass". Large projects, like a bypass are extremely expensive; they negatively

impact the environment; and they take an extraordinary amount of time to move through PennDOT's Transportation Development Process. A "maintenance first" policy should always be the highest priority in transportation policies.

The availability of Transportation funds is extremely tight. The number of projects exceeds the funding to implement them. For example, the LVL RTP identifies 21 high priority crash corridors. A high priority crash corridor has both frequent and severe crashes. Over the 20-year life of the plan, LVPC estimates that there will be sufficient funding to study all 21 high priority crash corridors and implement safety improvements/ recommendations for about half of the corridors studied. The three (3) crash corridors identified in the study area are not considered high priority crash corridors and therefore they are not programmed to be studied or have improvements implemented during the life of this plan.

Fortunately, the BREW area has a distinct advantage over other municipalities if the area combines its resources and speaks with one voice. A Central Slate Belt Region or Slate Belt COG Transportation Subcommittee should be formed to advocate implementation of Regional transportation improvements. The Subcommittee should be comprised of equal representation from each municipality. Activities of the subcommittee should seek to:

- Strengthen relationship with PennDOT and local legislators.
- Monitor progress of TIP projects and other projects/studies of concern
- Establish priorities for transportation projects
- Coordinate the implementation of studies and projects
- Allocate revenues from impact fee's collected to priority projects and studies

The Slate Belt COG Transportation Subcommittee should develop a

recommendation regarding the designation of highways in the Central Slate Belt Region that should be considered for Billboard control through the PA By-Way Program.

PROJECTS AND STUDIES

1. Implement projects currently on the Lehigh Valley Transportation Study (LVTS) Transportation Improvement Program (TIP)- These include:

- a. Ackermanville Bridge Relocation
- b. County Bridge No. 189
- c. County Bridge No. 191
- d. Messinger Street Bridge
- e. Oughoughton Creek Bridge

There are five (5) bridge projects that are currently programmed on the current FFY 2003-2006 TIP and the Draft FFY 2005-2008 TIP. The Slate Belt Transportation Subcommittee (SBTC) should monitor the programmed projects on a regular basis. The SBTC should meet with their local legislators, Northampton County Officials, and PennDOT District 5-0 regarding the current status of the projects. For details regarding funding and locations of the projects please see Appendix A: FFY 2005-2008 LVTS Draft TIP. Of particular concern, is the progress of the Messinger Street Bridge. The bridge provides access to the Majestic factory, a major employer of the area.

The LVTS technical committee meets monthly. Each month, the Committee receives a status report on highways, bridge or transportation enhancement projects. These meetings are open to the public.

2. Perform necessary traffic studies to address identified crash corridors-

Three crash corridors have been identified within the study area, two (2) High Frequency Crash Corridors and one (1) Severe Crash Corridor. For discussion purposes the Severe Crash

Corridor in this Central Slate Belt Region is the Downtown Bangor Crash Corridor. The two high frequency crash corridors in this Region are: the Ackermanville Crash Corridor and the Eastern Gateway Crash Corridor. The Downtown Bangor Crash Corridor should be the first studied by PennDOT due to the severity of accidents. The Slate Belt Transportation Subcommittee should prioritize study and seek improvements for the remaining crash corridors.

The primary focus of each traffic study should be addressing the associated crash corridor. However, it is important to take a comprehensive approach when examining the impacts of a traffic situation and possible alternatives. Unfortunately, there is no cure-all when dealing with these types of issues. Many times a series of trade-offs are required to find the proper balance.

3. Develop Access Management Policy/Plan - In the Commonwealth of Pennsylvania, local municipalities

control land use decisions including local roadway design. Sound land-use decisions and good local road design should be looked at as one of the preventative maintenance options for enhancement of this Region's transportation system. The practice of preventative maintenance techniques on existing transportation infrastructure will increase the overall life expectancy of those facilities and decrease costs over the long haul. Preventative maintenance techniques, like Access Management, are extremely effective in improving safety and efficiency of existing infrastructure. An effective access management plan can actually add capacity to the transportation system while remaining relatively low in cost to implement. See Appendix documents for more information regarding access management and local roadway design tools.

An Overall Access Management Policy Plan should be developed for the entire multi-municipal area. The overall policy plan should outline design standards, Right-of-Way standards, best management practices for managing access onto the transportation system, and prioritize areas needing to retrofit access management. Access Management increases safety and decreases congestion. It is a relatively low-cost means of improving the transportation system. This Comprehensive Plan recommends that priority be given to implementation of the Access Management Plan beginning in the growth centers.

4. Investigate Need For An Impact Fee Ordinance - An Impact fee ordinance could be developed to offset the cost of impacts to the transportation system associated with new development. This study should address all requirements for establishing an Impact Fee Ordinance authorized by Act 209 of 1990. Please see Appendix B for more information.
5. Create an Official Map - While no major improvements are recommended at this time, eventually as traffic studies are completed and improvement plans are developed, an official map will be helpful in accomplishing the future improvements. The official map should also show Access Management improvements from the aforementioned study.

FUNDING

PennDOT's Project Development Process is long and cumbersome (See Appendix). However, if a municipality is willing to invest some money upfront this process can move faster. Working closely with PennDOT, the State Belt Transportation Subcommittee should take the lead on projects at least through the Preliminary Design Phase, which includes all of the feasibility studies. PennDOT is more likely

to fund a project if the municipality is willing to invest its own funds in the planning and design of the project.

TRANSPORTATION ACTION PLAN

- ◆ Immediate Actions (Less than 1 year)
 - Form Multi-municipal transportation subcommittee
 - Transportation subcommittee meet with State and County elected officials and PennDOT District 5-0 regarding status of TIP projects
 - Request bi-monthly or quarterly meeting with PennDOT District 5-0 for status report on TIP projects.
 - Prioritize recommended studies
- ◆ Intermediate Action Items (1-5 Years)
 - Perform Recommended Traffic Studies
 - Downtown Bangor Traffic Study
 - Eastern Gateway Traffic Study, Bangor
 - Ackermanville Traffic Study
 - Develop Traffic Impact Fee Ordinance
 - Prepare Overall Access Management Policy/Plan
 - Ackermanville Bridge
 - County Bridge No. 189
 - County Bridge No. 191
 - Messinger Street Bridge
- ◆ Long Term (5 + Years)
 - Implement findings for:
 - Downtown Bangor Traffic Study
 - Eastern Gateway Traffic Study, Bangor
 - Ackermanville Traffic Study
 - Access Management Study

Summary of Transportation Recommendations

1. Recommendations to improve access and interconnections to all parts of the Multi-municipal area proposed for future development. (This Regional Comprehensive Plan does not recommend any major improvements. The existing network is sufficient for future growth.)

2. Recommendations to improve the safety and operation of the street system including re-alignments, studies for traffic control etc.

- Two (2) high frequency crash corridors and one (1) severe crash corridor have been identified within the study area. A traffic study for each corridor should be performed to find solutions that address the safety issues.

3. Recommendations to deal with one-way streets and traffic calming.

- More analysis is needed to determine the need for one-way streets and traffic calming measures. The use of one-way streets and traffic calming measures should be examined as part of a Downtown Bangor Traffic Study.

4. Generalized recommendations for off-street parking concepts.

- The boroughs should consider acquiring properties as opportunities arise for conversion into off-street parking.

5. General recommendations for mass transit and walkway corridors.

- LANTA currently serves the area with two stops, one in Bangor and one in Roseto. This Plan recommends working with LANTA to add stops at the Majestic Facility and at the proposed Veterans Hospital.
- Walkway corridor recommendations will be addressed as part of the recreation plan.

6. List of highway improvement projects and procedure to fund them.

- This Plan recommends implementing the projects programmed in LVTS's TIP
 - Ackermanville Bridge
 - County Bridge No. 189
 - County Bridge No. 191
 - Messinger Street Bridge

7. Recommendations for speed limit studies and traffic impact fee studies, and any other follow-up studies.

- Downtown Bangor Traffic Study
- Western Gateway of Bangor Traffic study
- Ackermanville Traffic Study
- Traffic Impact Fee Study
- Access Management Policy Study

RECOMMENDATIONS FOR WASHINGTON TOWNSHIP CIRCULATION IN COORDINATION WITH LAND USE

The overall Central Slate Belt road system resembles a spoke and hub system. The major spokes are PA State Route (SR) 512 and SR 191. SR 712, South Main Street, is another spoke road. The hub is in downtown Bangor. It includes Broadway, Main, Market and First streets.

As the population of the Central Slate Belt Region increases and related business traffic increases, there is an increasing likelihood that downtown Bangor will become more congested with an increase of accidents and delays. This potential problem could be reduced somewhat if some of the through traffic on this radial-spoke system could safely move from one radial-spoke to another primarily in Washington Township. This would permit vehicular traffic to "connect" from one spoke road to another without having to travel all the way into Bangor or Roseto to make the desired connection.

Recommend Improvement to Existing Connector System of Collector Roads-

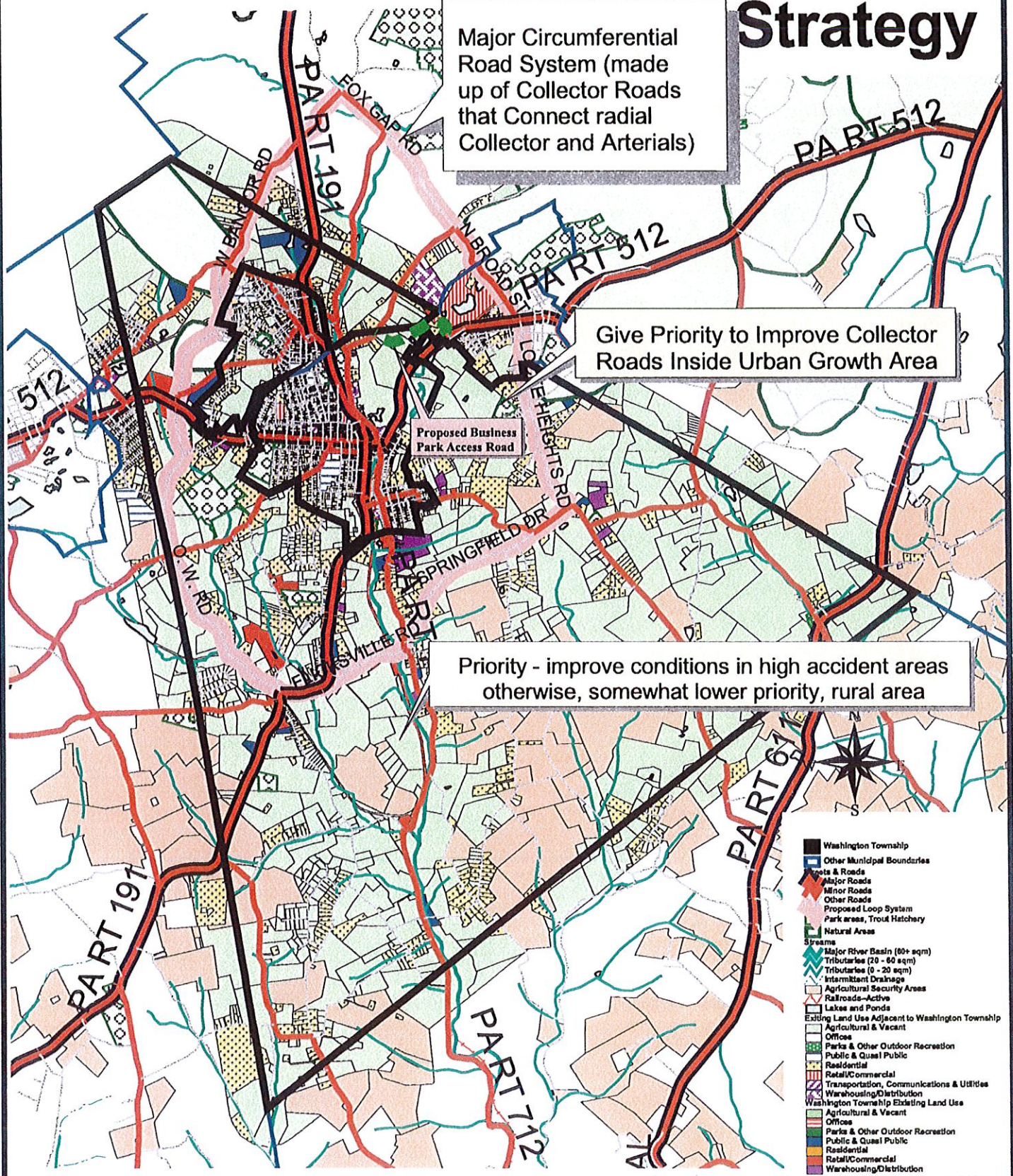
This Traffic Circulation Plan proposes that certain existing roads primarily located in Washington Township be improved so that they will be safer to use as they continue to be used by more vehicles as connector roads. The overall pattern of major State arterial roads is radial in design, if downtown Bangor is used as the center point of reference. Since there are no circumferential or loop roads that connect the radial roads, local people find it more convenient to use existing collector roads as connectors (from one arterial such as SR

Vehicular Traffic Circulation Plan Strategy

Major Circumferential Road System (made up of Collector Roads that Connect radial Collector and Arterials)

Give Priority to Improve Collector Roads Inside Urban Growth Area

Priority - improve conditions in high accident areas otherwise, somewhat lower priority, rural area



This map was financed [in part] by a grant from the Commonwealth of Pennsylvania Department of Community and Economic Development.

Rodite & Pandl, LLC, Community Planners and Landscape Architects June 2004

191 via N. Bangor Road to SR 512) to by-pass the major development of the Boroughs. This Central Slate Belt Regional Transportation Plan seeks to make these connector roads safer, but not to make them major thoroughfares by signing them as a part of a major loop road system. Therefore, the approach is low key and focuses on safety and access management rather than widening, and increasing the drivable speeds on these connector roads. In the future, the local municipalities may want to consider some traffic calming techniques to reduce the traffic speeds on these connector roads to further insure their safe use.

The Connector Roadway System is proposed to include the following roads & streets:

- **W. Bangor Road,**
- **O. W. Road,**
- **Flicksville Road,**
- **Springfield Road,**
- **Lock Heights Road,**
- **Broad Street, and**
- **Fox Gap Road.**

These Connector System Roads should be improved to the standards of a collector street (as per the Washington Township Subdivision and Land Development Ordinance) in terms of roadway width. The number of new access roads and driveways connecting to these roads should be minimized so that there are fewer potential accident points and less delay from traffic entering and leaving these roads. Any poor roadway geometry should be improved, such as poor intersection design ("+" intersections or 90 degree angle "T" intersections are best), optimum clear sight distances should be maintained at all intersections of these roadways, inter-secting streets should have the stop signs, steep grades and sharp curves should be reduced so that the grades and curves are less hazardous, but not so smooth that they will be attractive to become a major speedway.

Inside the connector system, the collector and local streets should be enhanced as part of a general grid system of streets. This system of roads and streets will enhance the residential and business environment within the connector system. It should complement the areas proposed for urban-suburban-village development.

Outside the connector road system, road improvements should be limited to improvements required for safety and reduction of high crash area problems.

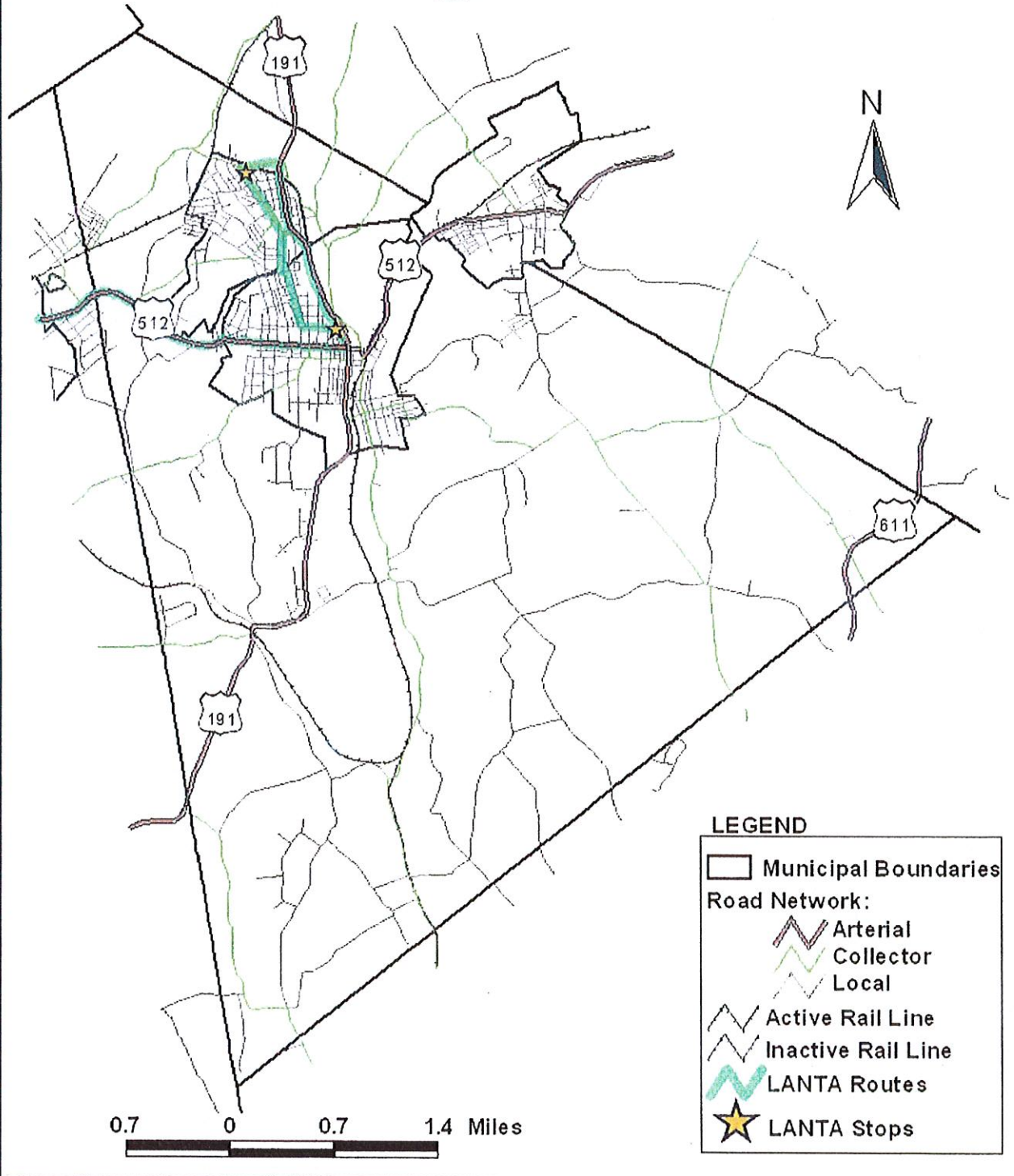
An exception to the above recommendation occurs at the western side of the connector system at the intersection of the Connector and Pennsylvania State Route 512. This area currently has a variety of businesses on the inside of the Connector system and on the outside toward Pen Argyl into Plainfield Township. This business area will very likely continue to attract most of the business potential for the Central Slate Belt Region. This corridor should be a top priority for the Transportation and Traffic Subcommittee to study and plan improvements. A "Specific Plan" should be created to not only make this corridor safer with minimal congestion, but streetscape beautification improvements should also be included as a priority for the Plan. Beautification including landscaping, signage and building appearance could be a point of pride for the Region at this important Western entranceway into the Central Slate Belt Area.

Signage and an information plaza should be developed in this entrance corridor to link this prosperous business district with the other business districts of this Central Slate Belt Region. The strength and heritage of each of the business districts could be presented at this gateway on one or more tastefully designed billboards and on a special sign and information plaza. If there is enough space and community support, a special parking area could be developed in the information plaza to permit bicyclist visitors to park their

vehicle and then begin a bicycle tour of the Central Slate Belt Region visiting each

of the business districts and other historic and scenic points of interest.

Existing Facilities



REGIONAL COMMUNITY FACILITIES AND UTILITIES PLAN

COMMUNITY UTILITIES SEWAGE DISPOSAL, WATER, STORMWATER

The availability of centralized water and sewerage utilities is important in this Central Slate Belt Regional Plan for the following reasons:

- The protection of human health.
- The preservation of environmental qualities.
- An incentive for economic development and creation of local jobs.
- An opportunity to influence the location and intensity of housing and other land use development.

Although the availability, capacity, and cost of public utilities are very powerful as a community building and preservation tool, our plan places this Public Utility Plan element last in the three major components of the Central Slate Belt Regional Plan after the Land Use Plan and the Transportation Plan elements. This regional plan first establishes a set of cultural, economic, and environmentally influenced land use goals and then seeks to have transportation and community utility policies organized to help carry out those goals.

This Central Slate Belt Regional Comprehensive Plan for 2005 to 2030 puts forth the following goals related to community utilities:

SANITARY SEWER PLAN GOAL

- ✘ To seek economical, efficient sewage collection and disposal for existing areas of urban development, areas nearby to existing service areas

that have failing on-lot sewerage systems even if they are low density, and finally areas designated for future urban development in this plan, but no sewerage service is proposed for areas designated for farmland preservation, open space protection, and environmental preservation areas.

POLICIES

- Urban development should locate in areas where the public sewer system can accept additional growth, either at present or through limited expansion and upgrading, consistent with the Comprehensive Plan recommendations for urban development. *(Note: Public sewerage service may include publicly owned collection of sewage, sewage treatment in innovative ways and spray irrigation of the clean effluent in field or forest areas)*
- Urban development should be discouraged in areas where it can only be served by on-site sewage disposal systems. This plan does not recommend the creation of new sewerage systems or the extension of existing sewerage systems into areas that are recommended for farmland preservation, watershed protection, or open space protection.

SANITARY SEWER PLAN GOAL

- ✘ To require environmentally sound sewage disposal for all persons, businesses, and other human activity within the Central Slate Belt Region.

POLICIES

- Tested primary and replacement absorption areas should be provided for

each lot proposed for on-site sewage disposal.

- Adequate up-to-date Municipal Official Sewage Plans should be created and be maintained consistent with Act 537 - the PA Sewage Facilities Act of 1966.
- Areas with malfunctioning on-lot sewage disposal systems or malfunctioning central systems should be provided with adequate sewage disposal. The most cost-effective solution to the problems should be implemented after an evaluation of appropriate alternatives.

WATER SUPPLY PLAN

The Central Slate Belt Planning Region includes two Community Water Systems:

- Public System owned and operated by the East Bangor Municipal Authority.
- Private System owned and operated by the Pennsylvania American Water Company.

In addition to the Community Water Systems, there are private on-lot water systems that serve properties primarily in Washington Township.

Direct local government control over the quality and quantity of potable (*suitable for drinking*) water is minimal. Local Central Slate Belt Regional municipalities should require that minimum health and safety standards for potable water be included in the initial development. However, the monitoring, supervision and enforcement of water quality standards after development takes place is the responsibility of higher authorities such as the PA Public Utilities Commission and the PA Department of Environmental Protection.

Since all of these water systems rely upon subsurface water, rainwater recharge of the subsurface aquifers, and surface water recharge of the subsurface aquifers, the municipalities do have an

indirect involvement in the protection of water quality and quantity available for public consumption. The municipal Land Use Plan element of the Regional/ local Comprehensive Plan and the Municipal Zoning Ordinance are municipal opportunities to help assure safe potable water supplies.

This Central Slate Belt Regional Plan seeks to assure that there is a safe, reliable water supply. Preservation of major community water system watershed areas in open space and forest use, as recommended in the Regional Comprehensive Plan, is an important part of this Regional Plan.

This Central Slate Belt Regional Plan is also concerned about the safety of water supply sources, water storage, and water conveyance systems. The level of concern was broadened starting from the terrorist attacks in New York City and Washington, D.C. on September 11, 2001. Therefore, this plan encourages the two Community Water System suppliers to create and implement emergency plans that would respond to natural and human adverse impacts upon these local water systems.

Since on-lot water supply is an important means of supplying potable water in the Township part of this region, the protection of well water quality is of great importance for this plan. As a result, this plan recommends that Washington Township continue to adopt the latest well head protection regulations as they become available from the Lehigh Valley Planning Commission and that those regulations be enforced.

WATER PLAN GOAL

GOAL

- ✘ To coordinate economical, efficient Community Water Systems, water services with existing land use and the Central Slate Belt Regional recommended future development.

POLICIES

- Urban development should locate where the existing community water system can accept additional growth, either at present or through limited expansion and upgrading, in areas where the Comprehensive Plan recommends urban development.
- Urban development should be discouraged in areas where it can only be served by on-site water systems or new central water facilities unless such areas are identified on the Central Slate Belt Regional Comprehensive Plan for future urban type development.
- Urban development in areas recommended for rural development in the Comprehensive Plan may be served by existing or expanded publicly-owned central water facilities under the following conditions:
 1. The area is clearly defined for urban development and water service in the municipal comprehensive plan and zoning ordinance;
 2. The defined urban area is a limited and contiguous expansion to the existing service area; and
 3. The municipal zoning ordinance is effective at steering urban land uses to the defined area and otherwise preserving agriculture or open space. LVPC standards and guidelines should be considered in any expansion of water services into areas beyond contiguous expansion of existing service areas.
- Where municipal water service is not available and the Township seeks to assure that on-lot water supplies are potable and safe to consume, the Township should require from the homeowner water quality and quantity test results for each on-lot system prior to the issuance of an occupancy permit.

STORMWATER MANAGEMENT PLAN

The Central Slate Belt Region is primarily located in the Martins Creek Watershed (about two thirds of area). About one fourth of the Planning Area is in the Oughoughton Creek Watershed and the remaining approximately 10 percent of the Planning Area is in the Mud Run Watershed. Since the Planning Area is in the foothills of the Blue Mountain, these watersheds are near their headwaters. The impact of heavy rainfall is much quicker (shorter warning time) in headwater streams and their valleys than downstream. There isn't as much time to react and prepare for a storm water runoff or a flood event in headwater stream areas as there is in the lower reaches of these watersheds. As a result, the hazards to property and life are somewhat different in that there is not as much time to prepare. The best preparation is in the planning of land development and the management of ground cover in open space areas and along stream corridors.

As recently as 2004, Hurricane Ivan brought a large amount of rainfall. It caused a very rapid build up of storm water runoff causing significant (*three feet*) flooding in the interior of a factory located in Bangor along Messinger Street. There are many instances of bridge and other storm water runoff problems in the Region.

STORMWATER MANAGEMENT GOALS

- ✘ To establish an intercommunity storm water cooperative approach to manage the rate, volume and quality of storm water runoff for protection of public safety and welfare, property and the environment.
- ✘ To study ways and means for the mitigation of existing storm water runoff problems in the Martins Creek Watershed in each of the Central Slate Belt Municipalities.

- ✘ To implement solutions for the existing storm water problems through intercommunity cooperation.

This Plan embraces the LVPC storm water management policies.

STORMWATER MANAGEMENT POLICIES

- Storm water problems should be identified in more detail on a watershed basis through inter-municipal cooperation in the planning and the plan implementation.
- This Plan also recommends that the Slate Belt COG seek a Growing Greener project to reduce the storm water runoff from Washington Township into Bangor Borough and the northern sections of Roseto Borough (and related sections of Washington Township and Bangor Borough) there, mitigating future flood hazards.

SOLID WASTE

Solid waste management is becoming a very expensive service for the residents of the Central Slate Belt Planning Area. In the long range, research needs to be conducted into ways and means for reducing the amount and cost of waste disposal. In the meantime, the primary way to reduce costs is to increase the amount of solid waste that is recycled and reduce the stream of materials that is conveyed to the land fills.

Disposal of leaves, grass, tree, and yard waste is an area that the newly formed Slate Belt Region Council of Governments decided to study. Their plan is to identify ways and means by which these yard waste products could be recycled through composting via an inter-municipal program.

The Commonwealth of Pennsylvania provides incentive grants for recycling of waste materials. The larger grants go to those communities that achieve the highest rate of recycling. Therefore, there are financial incentives for recycling in addition to the obvious benefit of longer lasting land fills. The individual citizen's waste disposal bills could be less as a result of the reduction in waste taken to the curb for disposal.

SOLID WASTE GOALS

- ✘ To initiate a successful leaf, grass, and yard waste disposal program through the Slate Belt Council of Governments.
- ✘ To substantially increase (50% increase) the amount of solid waste that is recycled in the Central Slate Belt Region.

SOLID WASTE POLICIES

- The Slate Belt Area Council of Governments should formulate a program to increase recycling and to create a new leaf and yard waste recycling program.
- The waste disposal companies serving this area should provide the municipalities with the tonnage of waste recycled each quarter. This would serve as a basis for progress toward achievement of the recycling goal.

PARKS AND RECREATION PLAN

Each of the four Central Slate Belt Municipalities contains a community-wide park. The newest of these is in Washington Township. In-fact, Washington Township is currently in the process of developing a master community park plan for additional recreational facilities at their Township Park that is located to the rear of the Washington Township Municipal Building

located on S.R. 191 just south of the village of Ackermanville.

The Borough of Roseto has a centrally located park that contains a baseball field, basketball court, children's play apparatus area and a picnic pavilion. Roseto also has a mini-park along Columbus near Garabaldi Avenue. East Bangor has a similar set of facilities. East Bangor is currently in the process of upgrading the play equipment at the Reimer Memorial Community-wide Park. The Borough of Bangor has the largest, local municipal park. It includes a swimming pool and stadium in addition to a variety of play apparatus and other recreation facilities. Special features at the Bangor Memorial Park include a small train ride, a basketball court, a little league ball field, other fields and a group of volley ball courts, most of which are lighted for night use.

A spirit of inter-community cooperation exists and could be nurtured further in the area of recreation planning. (*i.e. Washington Township has contributed funds to Bangor so that Township residents may use the swimming pool at reduced rates.*)

RECREATION PLAN GOAL

Current municipal parks appear to meet the needs in each municipality. However, a more detailed study is recommended with emphasis on use trends of existing facilities, projection of needs based on anticipated regional population projections, and the potential of planning for special recreational needs on an inter-municipal basis. The major recreation goal therefore is as follows:

- To Prepare a Central Slate Belt Regional Park and Recreation Plan based on a detailed study of current and projected needs.
 - Policy #1 – Agree to pursue a grant to retain a recreation program

intern to coordinate inter-municipal recreation facility scheduling of fields and facilities and to establish a projected need for facilities.

- Policy #2 – Actively participate in the Lehigh Valley Planning Commission Greenway – Walkway study and plan. Seek to interconnect future Greenways and to include the Flory Dam Property between the Boroughs of Bangor and Roseto as a link in that system.
- Policy #3 – Pursue a grant to prepare a Regional Recreation Plan based on the results and outcomes from the above two policies. The Regional Plan ought to consider the need for a regional indoor recreational facility, regional playfields, and neighborhood – district facilities that serve districts that extend from one municipal neighborhood into the adjacent municipality.
- Policy #4 – Annually evaluate and upgrade the safety of all public recreation facilities. Correct identified problems immediately.
- Policy #5 – Seek public-private partnerships with regard to the creation, operation, and maintenance of recreation facilities.

OPEN SPACE AND SCENIC RESOURCES

State Route 191 is a scenic highway that is not officially designated in recognition of its scenic assets. S.R. 191 crosses the Appalachian Trail to the north of the Central Slate Belt Regional Planning Area. As it descends into the Planning Area from the crest of the Blue Mountain, the views from this roadway can be very inspiring. Then S.R. 191 passes through the Boroughs of Roseto, Bangor and the Township of Washington with many additional special views.

OPEN SPACE GOALS

- ✘ To preserve open space and important natural areas (*as identified earlier in the Preservation Plan section of this Chapter and as identified in Chapter Three in the National Inventory Site study.*)
- ✘ To create an interconnected open space and green-way system that links all four Central Slate Belt Municipalities with walking and/or bicycling trails.

CENTRAL SLATE BELT REGIONAL PUBLIC BUILDINGS, SERVICES, AND PUBLIC WORKS PLAN

Government Center Building Recommendations

The Borough of Bangor provides municipal services from the Bee Hive Community Center Building located on Pennsylvania Avenue and with frontage on North First Street (S. R. 191). The Borough Manager, Borough Secretary, Borough Code Enforcement Officer and office clerk are located in this municipal building. Borough Council meets (generally two times each month) in this building. This building has a small kitchen facility and its large "hall type" room and basement are actively used for indoor recreational activities. The Bangor Borough Police Department is located almost two blocks to the south in the "Old Town Hall" that is now known as the Slate Belt Heritage Center. It fronts on North First Street just north of Market Street. Neither of these buildings is well suited for its general government and police purposes. This Plan recommends that one new or better suited existing building should be provided for these functions during the Central Slate Belt Regional planning time period. (2005 to 2030). The size and location of the new facility should be based on a space use analysis and

projection of future local government service needs. Life cycle energy and maintenance costs should be an important factor in the selection of a new building. Ideally, a site near the downtown should be selected.

Bangor owns and operates several other buildings including three fire station houses, a public library and a street department garage. Both the Library and Public Works Building have structural and energy conservation problems. Both the public library and the street department garage functions should be carefully reevaluated in light of the Borough's involvement with the regional Council of Governments. One or parts of both of these functions could be shared (*or more fully shared – in the case of the historic library facility*) by other Slate Belt Region Municipalities. Further study and analysis of the success of inter-community cooperation through the COG will need to take place before a final determination is made regarding the ultimate future need for these two government functions and the buildings that house them.

The Borough of Roseto owns and operates three public buildings. One is a multi-use Borough Hall and Fire Station that fronts on Garibaldi Avenue and Chestnut Street. This building is in sound condition, has good access, and serves the public well in terms of access via the relatively new elevator to the second floor, however, it may need to be further improved during the time-line of this Comprehensive Plan. It would be more convenient to have the existing restroom facilities on the top floor made handicapped accessible. It would also be more convenient to have more off-street parking with an appropriate number of handicapped parking spaces included. This municipal building has excellent kitchen facilities for in-house or catering food preparation. The second building is a police headquarter building at the corner of Roseto Avenue and North First Street (S.R. 191). This building is well located, but it is very small. It has no off-

street parking. It should continue in service until a change in local and/regional police service decisions are implemented. The third Roseto building is a Public Works Building located in Washington Township just north of the Borough relatively close to S. R. 191 and accessible from Shooktown Road. The main garage building is generally suitable for its intended use, however, the salt and cinder storage structure has been less than adequate.

Regionalization of some of the garage and equipment storage function should be evaluated in light of the potential for creation of one or more regional public works facilities within the greater Slate Belt COG region.

The Borough of East Bangor owns three municipal buildings. The East Bangor Volunteer Fire Company actually operates and maintains the old school house on Central Avenue where the Borough Council holds its meetings. Adjacent to the old school house the volunteers constructed a fire station to house their fire equipment. Both buildings are generally acceptable for continued service; However, repairs to the roof, heating, air conditioning, and kitchen facilities should be scheduled over the next 25 years (2005 to 2030) of this planning program. The Borough Police Station is located in a small building on Central Avenue to the west of the Fire Station House. The police station is small, but has a good location near the center of town and along the major thoroughfare, S.R. 512. The future of this station house will depend on the nature and extent of regionalization of police service in the future. The Slate Belt COG is currently pursuing a regional police service grant and study.

The Township of Washington owns and operates two building complexes. The first is the Township Municipal Complex located south of Ackermanville with frontage on S.R. 191. This is a new building that houses Township municipal offices, the Township Police offices, the meeting room for Township

Supervisors meetings, and it also accommodates other Township and regional meetings. It is well designed with adequate interior and exterior facilities such as parking which includes handicapped parking spaces. The second building complex is located north of Ackermanville with frontage on Flicksville Road a short distance from S.R. 191. It contains three buildings. The smallest is the old Township meeting and office building. The second building is a metal side and roof Road Department building. It is very well maintained as is the fine equipment stored therein. However, additional storage and repair space will be required as the Township population and development increase. The Third building in this complex is an old wooden barn structure. Some Road Department equipment is stored in this building.

This plan recommends that a special space needs and building site evaluation be conducted to determine whether this Washington Township existing public works complex will be able to serve the future needs. That study should also evaluate alternate locations for a new public works complex. This should include land on and adjacent to the new Washington Township Municipal Building and Park complex. It could also include shared public works facilities with the adjacent municipalities. Based on that study, a decision should be made as to which buildings should remain at this site and which should be raised. If the barn is slated for removal, the structural elements could be preserved and sold to someone who might rebuild it on another site. If the current public works complex is not suitable for use as a future public works complex, then its use for other public purposes should be evaluated. Central Slate Belt Municipal police headquarters could be one of the reuse alternatives considered.

The volunteer fire company owns and operates its own fire station located south of Ackermanville fronting on the west side of S. R. 191 just north of the new Municipal Complex.

Police Service Recommendations

Cooperate with the Slate Belt Regional Council of Governments to study and plan for regional police service for the Slate Belt Region. This study should lay out the options for regionalization that could include combining the existing police forces of Bangor, Roseto, East Bangor and Washington Township. If such an option is feasible, then this Regional Comprehensive Plan recommends that the recommendations be implemented. If some other form of cooperation is recommended or partial regionalization, this plan would support that option as well.

Fire Service Recommendations

Municipal fire service is provided by volunteer fire persons. It has been increasingly difficult to attract the number of volunteers that have sustained the local fire departments 10 or 20 years ago when the regional population was lower and the subdivisions in Washington Township were closer in to the Boroughs.

This Regional Comprehensive Plan recommends that all of the municipalities within this region locally (or regionally) administer the Uniform Construction Code and adopt the International Property Maintenance Code in order to preserve and enhance the safety and quality of local housing. In that way, the number and severity of fires can be reduced. Fire service should also seek the objective of being able to reach all developed properties in this region within six (6) to 10 minutes of receiving a call for fire fighting service. In the future, this could result in changing some of the fire department locations, or improving access to areas that are difficult to service with existing roadways. Inter-connecting subdivision street systems may be desirable in order to improve fire service access. Impediments to fire service access

should be evaluated every three to five years based on the record of fires and any human injuries or fatalities that occur related to the fires.

Emergency management should be coordinated between Central Slate Belt Regional Municipalities and with the other municipalities that make up the Slate Belt Area Council of Governments. Emergency shelters should be established and identified to the public as safe places to go if there is a power outage, hurricane, flood or other disaster or terrorist attack. These shelters should have their own power generators, communication systems, and safe areas if there is contamination in the area resulting from natural or other sources.

With the various efforts to provide efficient, cost effective service in part through regionalization, local identity should be preserved through the heritage center and other local community based signs, activities and newsletters. As an increasing number of local residents enter their retirement years, this corps of people could be encouraged to participate in community restoration and action programs to remember the past, the heritage of each community and help to celebrate that heritage with many local community events and neighborhood gatherings. This celebration of local places can be a means for old and young people to work together for restoration and community rebuilding.

INTER-MUNICIPAL CONSOLIDATION

This Central Slate Belt Regional Plan recommends that the local municipalities consider consolidating at some time during the next 25 year period. Consideration of this option would be enhanced if the Commonwealth of Pennsylvania provides for consolidation through a "Home Rule Charter" where special consideration will be given to representation, retention of community identity, and other issues of local importance.

**Final Draft Report
For Review Only**

Regional Comprehensive Plan

**CENTRAL SLATE BELT REGION
COMPREHENSIVE PLAN 2005-2030
BOROUGH OF BANGOR
PENNSYLVANIA**

**BOROUGHS OF BANGOR, ROSETO, EAST BANGOR,
TOWNSHIP OF WASHINGTON
IN COUNTY OF NORTHAMPTON,
PENNSYLVANIA**

This report was financed, in part, by a grant from the Pennsylvania Department of Community and Economic Development under the Land Use Technical Assistance Planning Program. This program is part of a Multi-municipal Planning Program including the Boroughs of East Bangor, Roseto and the Township of Washington.

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Central Slate Belt Regional Plan Steering Committee
Rodite and Pandl, LLC, Community Planners**

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Sewage Enforcement Officer

Robert Collura

Engineer

Robert Collura

Local Comprehensive Plan Sections

Central Slate Belt Region

CHAPTER TWO BOROUGH OF BANGOR COMPREHENSIVE PLAN

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Natural and Historic Resources – page 68

Statement of Plan Interrelationships – page 70

BOROUGHS OF BANGOR, EAST BANGOR, ROSETO, TOWNSHIP OF WASHINGTON IN COUNTY OF NORTHAMPTON, PENNSYLVANIA

Preliminary draft report sections were prepared in 2004 and 2005

This report was financed, in part, by a grant from the Pennsylvania Department of Community and Economic Development under the Land Use Technical Assistance Planning Program. This program is part of a Multi-municipal Planning Program including the Boroughs of East Bangor, Roseto and the Township of Washington.

**BOROUGH OF BANGOR PLANNING COMMISSION
RODITE & PANDL, LLC COMMUNITY PLANNERS**

INTRODUCTION

PURPOSE OF THE PLAN

The purpose of this comprehensive planning program is to update the Borough of Bangor's Comprehensive Plan that was adopted in 1994 and to recommend a set of goals and policies to preserve community assets, guide renewal of built up areas and guide land development. The Bangor Comprehensive Plan is consistent with the Central Slate Belt Multi-municipal Comprehensive Plan as described as chapter one of this Plan. Required content and process for the Comprehensive Plan and Multi-Municipal Plan are set forth in the Pennsylvania Municipality Planning Code.

The Bangor Comprehensive Plan update is based on background information assembled during the comprehensive planning program, issues and concerns identified through a community-wide survey and input from several planning committees that have met throughout the research and writing of this plan. This planning program is part of a Multi-municipal planning program including the Boroughs of Bangor, East Bangor, Roseto and Washington Township. Therefore the background studies of population, housing, land use, community facilities and transportation are both regional in nature and are locally focused on the Borough of Bangor.

ASSUMPTIONS

This Comprehensive Plan is based upon the following general assumptions:

- The four municipalities that make up the multi municipal plan will adopt their individual Comprehensive Plans, each of which includes Chapter One that is common to all of the individual plans. Each participating municipality will embrace the multi-municipal plan recommendations as part of their comprehensive planning effort.
- The Plan recognizes the strong sense of community and regional history that exists in the Borough of Bangor.
- This Plan considers the aging of the Borough resident population and the need to keep policies, programs and expenditures in line with the fixed and retirement incomes of the increasing number of elderly residents.
- This Plan assumes a need to balance the residential land uses with tax paying, job generating local and regional businesses.
- This Plan also respects and seeks to understand Bangor's natural context, such as the waterways, floodplains, wetlands and their role in the Borough and its connection to the larger natural context of the Central Slate Belt Region, overall Slate Belt Region and the Martin's Creek watershed.
- The Plan recognizes ongoing community development efforts taking place through the Downtown Main Street Committee, Heritage Alliance, Community Development Block Grant Program, Economic Development Council and future

Elm Street and Safe Routes to School program, as well as the various volunteer groups that contribute to the Borough's vitality.

BANGOR VISIONING IN CONCERT WITH THE BANGOR AREA SCHOOL DISTRICT

Although the Bangor Area School District (BASD) Municipal visioning process is taking place near the end of the preparation of this Bangor Comprehensive Plan update, the visioning process is being considered. The Meyner Center for the Study of State and Local Government is sponsoring this BASD visioning process. Three very successful regional visioning sessions have been completed. The motto of the BASD vision is to "Think Globally, Act Locally and Plan Regionally." There is a list of vision issues that will be translated into action through a steering committee. However, the top two issues are security and tax base. The local security issue seems to be moving in the direction of some sort of regional police service along with coordinated citizen neighborhood watch programs. The tax base issue will relate to positive attitudes toward business retention and new development.

REGIONAL LOCATION AND GEOGRAPHIC CONTEXT

The Borough of Bangor is located in the northeastern section of Northampton County, Pennsylvania. It is a medium sized Borough, which is bordered by the smaller Boroughs of Roseto on the northwest and East Bangor on the northeast. Washington Township surrounds Bangor, as well as Roseto and East Bangor.

The Borough is situated within the larger Lehigh Valley, which includes the Allentown-Bethlehem-Easton metropolitan area inside Northampton and Lehigh Counties. A trip by car to Allentown, the farthest of the three cities, is approximately 40 minutes. The Pocono Mountain resort area and Monroe County are immediately to the north, about 20 minutes driving time from the Borough. In less than two hours by car, New York City is accessible from Bangor.

The Borough is close to highway access. Two major highways, PA Routes 191 and 512, pass through Bangor. These highways provide convenient access to Interstate Route 80 to the north and east, US Route 22 to the south and PA Route 33 and Interstate 78. These routes connect Bangor with the larger metropolitan areas of Allentown-Bethlehem-Easton, metropolitan New York and New Jersey. They also provide convenient access to the resort areas of the Pocono Mountains and the Delaware Water Gap Recreation Area. Rail access is available to the Borough for freight purposes only.

COUNTY AND REGIONAL POLICIES

The Lehigh Valley Planning Commission (LVPC) develops planning policies for the larger Lehigh Valley region. Their Draft Regional Comprehensive Plan was distributed in January of 2005 and contains a larger context for Bangor and the Central Slate Belt Comprehensive Planning effort. The Land Use Plan prepared by LVPC indicates *Urban Development* for the

Borough of Bangor. This land use type contains the overall objective of:

1. Providing areas where development can occur coordinated with the provision of infrastructure.
2. Meeting the needs for development sites.

Recommended land uses include:

1. Housing (single-family detached dwellings, twins, townhouses, condominiums apartments and mobile home parks.
2. Industries
3. Warehousing and wholesaling
4. Stores and businesses
5. Offices
6. Community facilities
7. Transportation facilities
8. Recreation facilities
9. Parks/open space
10. Crop farming

A multi municipal Regional Comprehensive Plan has recently been adopted for the Boroughs of Pen Argyl and Wind Gap and Plainfield Township. This plan indicates Suburban Residential and General Commercial Land Uses along the western edge of Washington Township close to Bangor.

ENVIRONMENTAL CHARACTERISTICS

The Borough of Bangor is located within the Appalachian Plateau, also called the Allegheny Plateau. This is the largest landform region in Pennsylvania, covering 2/3 of the state, in the entire northern and western parts of the state except the Lake Erie Lowland. The Blue Mountain is part of this landform and provides a northern backdrop to the Borough. The Borough's topography is characterized by its hilly landscape. The hillsides, steep slopes and narrow valleys that comprise the Borough

leave relatively little area that is flat. Elevations of the Borough range from 480 to 800 feet above sea level.

No natural areas of local or statewide significance occur within the Borough. Soils are of glacial origin. Slate deposits underlie the geology, forming pockets that had been mined within the Borough's past. The Borough lies within a larger region known as "the slate belt." Reuse of the vacant former slate quarries is an issue to the Borough, as they represent a significant geographical area within the Borough.

The climate is temperate, characterized by cold winters and warm summers. The average annual temperature is 50.4 degrees Fahrenheit. Annual precipitation is 47.6 inches and mean annual snowfall is 29.4 inches. Due to the confluence of high rainfall and the narrow stream valleys, flooding is a serious issue in the Borough.

Martin's Creek and its tributary (Brushy Creek) flow south through the Borough. Martin's Creek is 10 to 30 feet wide and Brushy Creek is narrower. These two creeks drain the entire community. Martin's Creek flows through the Borough's Downtown and forms a flood hazard zone that impacts development through the center of the town. Blue Ridge Creek runs through the eastern portion of the Borough entering Martin's Creek at the Messinger Street Bridge. A local manufacturer enclosed this creek many years ago by means of a slate culvert. The slate has deteriorated leading to culvert collapse and flooding. Floods of record have occurred in 1962, 1965, 1967, twice in 1968, 1970 and 2004. The 1967 flood was the largest and most damaging flood experienced by the community.

HISTORY

The European settlement of the Bangor area began in the early 18th century. The earliest settlers arrived in the region in the 1730's. They were farmers of Scotch-Irish descent. By 1790, a village began to form near the confluence of Martins and Brushy Creeks. German people of the Mennonite Church, expanding from the settlements in Lehigh and Northampton County to the south, largely settled this village. When slate was discovered in the 1800s, the village grew rapidly. Between 1863 and 1870, five slate quarries were opened. Because of the work opportunities at the quarries, Welsh, English, German, Irish and Italian immigrants moved into the area. As the village grew, the name Bangor was selected. It was named after Bangor in Wales. Both Bangors have similar natural features and quarrying activity, making it a familiar environment for the English and Welsh settlers.

The population and housing projections are greatly influenced by the Lehigh Valley Planning Commission's view of the region's potential and the role that Bangor and its neighboring communities may share. The extent of historic preservation, open space preservation, environmental preservation, park and community facility, utility, street and parking levels of service and economic development is under the control of the Borough of Bangor with updated and adopted policies in this Plan.

CITIZENS ATTITUDE SURVEY, BOROUGH OF BANGOR, PA

In August of 2002, 1,112 surveys were mailed to a random sample of the 2,105 households within the Borough of Bangor. Of those, 260 of the surveys were returned undelivered. 129 completed surveys were

returned to the Borough in September of 2002, for a 12 % response rate. The survey was developed with the Bangor Borough Planning Commission and contains questions regarding the adequacy of public facilities and services, types of actions and regulations that should be undertaken by the Borough and characteristics of the respondents, including their Ward. Responses by Ward are as follows: Ward 1 – 19 responses, Ward 2 – 34 responses, Ward 3 – 27 responses, Ward 4 – 25 responses. 24 respondents did not specify the Ward in which they live.

In general, the respondents would most like to see the Borough improve its parking, street repair, code enforcement and recreation facilities. More than half of the respondents would like the Borough to include neighborhood planning in its Comprehensive Plan revision. Abandoned buildings, abandoned vehicles and property maintenance were rated highly as land uses that should be further regulated by the Borough. Over one half of the respondents indicated high interest in the following activities and facilities: improvement of Borough owned properties downtown, recruitment of businesses that create employment, revitalization of downtown and development of youth activities.

In terms of recreational improvements, 50% of the respondents indicated high interest in development of trails for walking and biking. 32% marked high interest in additional recreation lands, 30 % marked high interest in development of a skateboard park and 26% felt high interest in additional pavilions. Responses varied by Ward.

In terms of characteristics of the respondents the following apply. Over half of the households contain children and senior citizens. Most did not have a family member with a disability. Nearly all owned their homes and did not express interest in loans or grants for home repair. Most households have a male head of household and either one or two family members are employed. Most work within Pennsylvania, but outside of Northampton County and do not own their own business or have a home occupation. Ages of the houses varied, with approximately 20% reporting their houses as being close to 100 years old.

BOROUGH OF BANGOR OVERALL STATEMENT OF OBJECTIVES

1. The objectives of the plan are to preserve the quality of Bangor neighborhoods with safe housing and respectful property maintenance.
2. To protect the safety and serenity of neighborhoods in and adjacent to Bangor.
3. To provide an opportunity for the creation of a limited number of new two family and multi-family housing units.
4. To establish standards for respectful development that will be about the same density, intensity of land coverage, size and mass of buildings as nearby, already developed areas of Bangor.
5. To permit home based businesses that are not of such intensity as to become a public nuisance by generating excessive traffic and activity that is greater than the normal single family home generates.
6. To encourage existing businesses to remain and new businesses to start-up in downtown Bangor and the new industrial areas.
7. To create partnerships where appropriate with Central Slate Belt Municipalities in areas of public facilities, services, transportation and walkway improvements.
8. To create safe walkway loops in and greenway routes through Bangor for residents and visitors to enjoy as a means of recreation and socialization.
9. To create partnerships with Slate Belt municipalities in appropriate areas of public facilities improvements such as storm water management, leaf and yard waste recycling, housing rehabilitation and community improvements projects.
10. To accommodate in appropriate areas, new economic development opportunities particularly those related to information technology, small-scale manufacturing, offices, services, retail and tourism related businesses.

BOROUGH OF BANGOR LAND USE PLAN

EXISTING LAND USE AND PROJECTIONS

Land Use Data Base : The Lehigh Valley Planning Commission recorded and published existing land use data for the Borough of Bangor in 1972, 1992 and in the year 2000, as presented below.

Land Use Trends 1972 to 2000 in Borough of Bangor

Land Use Category	1972 Acres	1992 Acres	2000 Acres	% change
Residential	297.7	346.7	364.3	+6.4
Commercial	25.6	26.8	26.3	+0.1
Industrial	93.3	89.8	87.3	-0.5
Wholesale/Warehousing	8.4	9.6	9.6	+8.8
Transp., Comm & Util.	211.2	211.7	211.7	0
Public and Quasi Public	39.0	39.2	36.8	-0.1
Parks and Recreation	20.9	66.2	63.8	+4.2
Agriculture and Vacant	334.9	241.0	231.2	-10.1
Total	1,031.0	1,031.0	1,031.0	

Future Land Use Projections: Applying the population forecast to land use and land use trends from the past, we derive the following table.

Present and Future Land Uses in The Borough of Bangor

Land Use Category	2000 (in acres)	2030 (in acres)	Build-Out (in acres)
Residential	364.3	387.6	412.00
Commercial	26.3	26.6	26.9
Industrial	87.3	91.6	96.2
Wholesale/Warehousing	9.6	10.44	11.4
Transp., Comm & Util.	211.7	211.7	211.7
Public and Quasi Public	36.8	37.2	37.5
Parks and Recreation	63.8	66.5	69.3
Agriculture and Vacant	231.2	199.36	166.0
Total	1,031.0	1,031	1,031

Source: Rodite & Pandl, Community Planners

Renewal and Redevelopment – There is a realistic possibility that existing buildings and land that is partially developed could be renewed or redeveloped with new land uses. While the current housing stock is available to meet moderate future growth, conversion of housing near downtown commercial and industrial areas may occur and may be desirable to the Borough. During the next 30 years an additional 23.3 acres is forecast for development into residential use. This may occur through reuse of existing mill sites for innovative housing development, development of scattered vacant parcels and conversion of quarry or wooded parcels. Additional park and recreation land could be added in the form of small parcels, as they become available or trail connections between the parks and neighboring communities.

There are 231.2 acres of vacant land in the Borough of Bangor. This is nearly one fifth of the land area in the Borough. The majority of this land lies in abandoned slate quarries. The Bangor Authority owns over 67 acres at the former incinerator site located off of Ridge Road and adjacent to the abandoned slate quarries. The largest former quarry site is 71 acres in size. Together these properties represent 130 acres of vacant property. The site would need to be graded, slate refuse piles discarded and access and municipal services extended in order to render it as a development site. The recently formed Slate Belt Council of Governments is working with the adjacent municipalities of East Bangor and Washington Township to determine whether combining the Bangor site with their available vacant quarry land is feasible. The steepest portion of the site containing the quarry hole is not available for development and would be deducted from the available developable area. The quarry hole represents a scenic resource,

at the least. It is not clear at the time of this writing whether future recreational use of the quarry hole is feasible or advisable.

The major land use, functional activity categories are consolidated as follows:

- **Residential Areas** – include urban to suburban housing and human living activities.
- **Public and Quasi Public Areas** – include religious, social, recreational, service and club activities. On the land use plan, these uses are combined with residential areas.
- **Business Areas** – include economic activities such as trade, service, finance and manufacturing activities.
- **Transportation, communication and Utility Areas** - include streets and other land uses related to automobile, truck and train vehicles, telephone and satellite-cable communication; electric energy, sewage disposal and water supply activities.
- **Natural and Major Vacant Areas** - include activities that do not actively involve humans. It included woodlands, streams, steep undeveloped slopes and wetlands.

LAND USE & ECONOMIC GOALS:

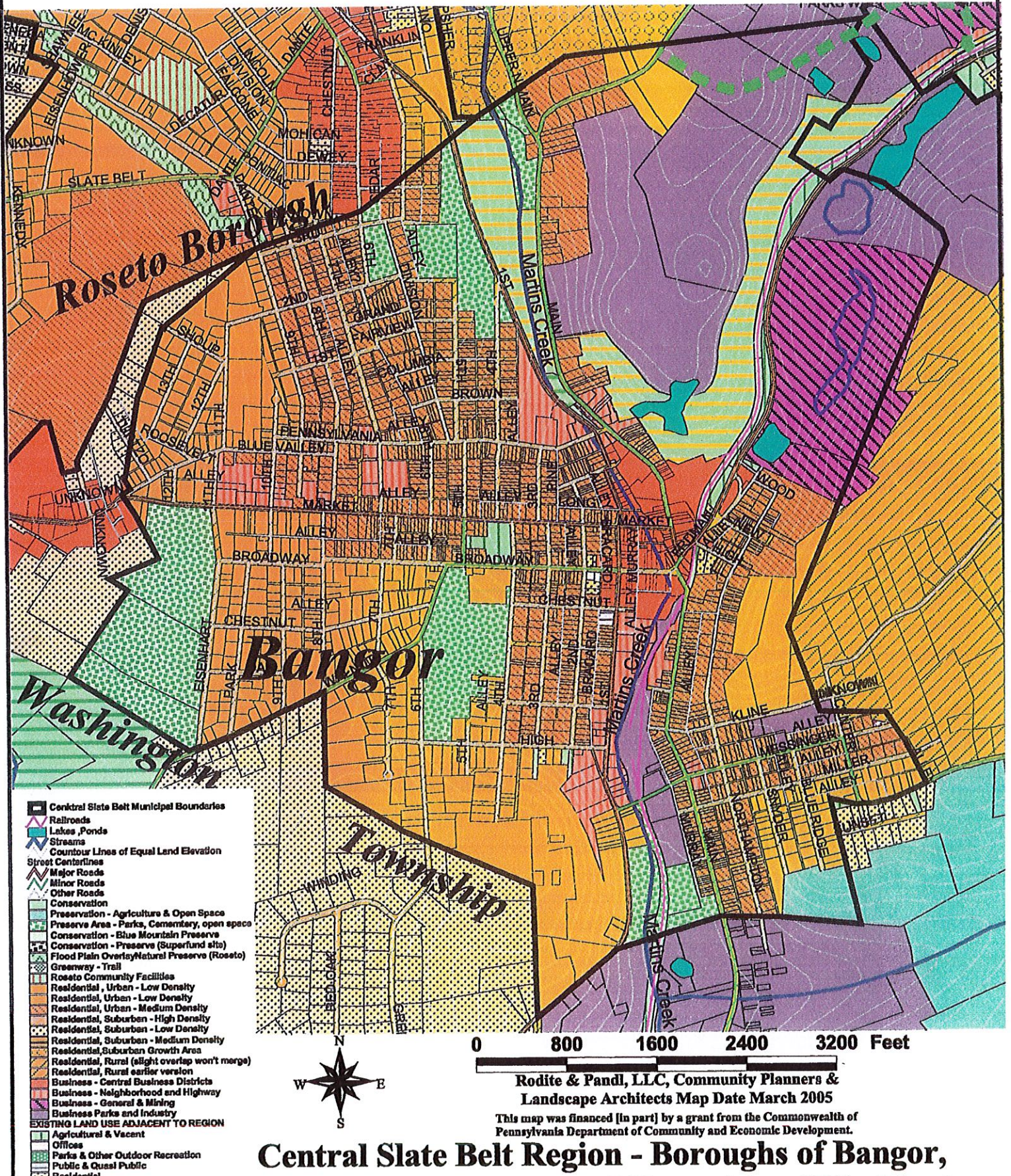
GOAL 1 – INCREASE ECONOMIC OPPORTUNITIES. As part of economic development within the Lehigh Valley and Slate Belt, increase employment options within the Borough, produce needed goods and services for use of Borough residents to attract outside visitors and investors and create an adequate tax base for financing needed

government services and providing a comfortable living for Bangor residents.

Within five years:

1. Advocate regional tourism and resort-recreation as an activity *ok* within the old slate quarried areas and historic downtown, as part of a regional tourist destination. Consider pursuing related enterprises such as a historic train ride or display and a storefront displaying slate quarrying artifacts and slate products.
2. Expand the existing Keystone Opportunity Zone (KOZ) to include large properties with *ok* industrial potential, including former slate quarries.
3. Continue to participate in the Slate Belt Economic Development Corporation, especially to re-use existing abandoned or under *ok* used industrial and manufacturing facilities within the Borough and reclaimed slate quarry areas, rather than developing agricultural land surrounding the Borough.
4. Expand the Commercial Zoning District to coincide with the *ok* Boundaries of the Proposed Main Street Program Area. Revise the current zoning ordinance to permit flexible mixed uses, including bed and breakfasts.
5. Use tax incentives, grants and loans as inducements to retain, *ok* attract and expand industrial, business and tourist investment in the Borough.
6. Work with the proposed Main Street Program and Slate Belt Chamber of Commerce, as well as property and business owners to fill empty storefronts in the Downtown.
7. Advertise for ideas and work with local business think tanks to find reuse for the slate pile materials to free land for development, locate an innovative industry in the Borough and reduce the unkempt appearance of the Borough boundaries.
8. Investigate economic potential of expanded railroad service for commercial and industrial use.
9. Reach out to existing businesses to determine whether they have unmet needs that if met could induce them to remain or expand their business within the Borough.
10. Continue to work with the United States Veteran's Administration to locate the new Veteran's Clinic within the Borough of Bangor and tie its location to downtown revitalization.
11. Identify flood control measures that address the hazard to the downtown area and seek funding sources.
12. Retain neighborhood business districts as amenities to the residential neighborhood that surrounds them. Discourage expansion or location there of businesses that should be located in the downtown and are incompatible with the neighborhood. Review regulations for neighborhood commercial uses to ensure that parking, hours of operation and signage requirements and restrictions are compatible with the surrounding residential area.

BANGOR LAND USE PLAN



13. Pursue development of the former Bangor Elementary School site at Fourth and Broadway for a community servicing use, such as a seniors or recreation center.

Within five to twenty years:

1. Expand tourist, historic and educational resources to include unused textile mills.
2. Establish a regional Arts Center that promotes artists within the Slate Belt and to provide arts education in partnership with the Bangor Area School District and Parks and Recreation centers.
3. Recruit and provide incentives to bring in a motel or hotel operator to provide lodging for tourists and out of town visitors.
4. Attract a specialized education facility to locate in the Borough. Ideally, it would provide skill training and retraining and would be linked to an existing regional technical school, business school or community college.

GOAL 2: STRENGTHEN THE VITALITY OF DOWNTOWN BANGOR –Continue to invest volunteer, Borough and County resources to revitalize the downtown business district. The downtown should be maintained as a pedestrian oriented, historic area both as an amenity and convenience to Borough residents and as a potential attraction for visitors and economic development.

Within five years:

1. Revise the Bangor Zoning Ordinance to establish regulations and design standards appropriate to downtown

conditions, including enhanced building attractiveness, appropriate standards for maintaining historic character and permitting a variety of land uses that are typical of mixed-use downtown districts.

2. Support the retention of a retail core of business activity. Look to recruiting new compatible businesses for the storefront vacancies, by working with the Slate Belt Chamber of Commerce and Main Street committee.
3. Provide an opportunity for expansion of downtown Bangor for business services, support and training as well as finance, legal and insurance office opportunities. Look to these uses as adjunct to retail businesses, ideally located on second floors or in less visible storefront locations.
4. Research and determine whether a registered “Historic District” or historic conservation designation is useful in assisting the Borough’s goals for historic preservation and economic development.
5. Strengthen the visibility and attractiveness of Martin’s Creek as a unique feature in the downtown. Establish or partner with a “creek keepers” type of organization to ensure creek’s health and aesthetics. Pursue hunting and fishing related businesses in the downtown in recognition and support of the local sportsman’s activities.
6. Establish a comprehensive program for the street and parking lot trees, either through the Borough Parks Department,

Borough Authority or a separate shade tree commission. A program for removal and replacement of diseased and disfigured trees and establishing new plantings should be established, as well as enacting a maintenance schedule.

- 7. Increase supply, attractiveness and usefulness of off-street parking within one block of the Main Street area. Use signs, landscaping and lighting to increase the attractiveness of existing parking lots owned by the Borough.**
- 8. Review the advisability of parking meters within the commercial area.**

Within five to twenty years:

- 1. Improve off street parking resources. The Borough should study the "block" interior area between Market and Broadway to determine whether the individual parcels could be consolidated and an overall parking layout with access and public parking areas is possible.**
- 2. Flood control measures that address the hazard to the downtown area should be identified and funding sought. It may require removal of obstructions and reconfiguring of Martin's Creek channels and tributaries.**

GOAL 3: Eliminate substandard building conditions and prevent future substandard units from developing.

Within five years:

- 1. Apply to the Commonwealth of Pennsylvania and/or Federal government for assistance to participate in the Main Street Manager and Elm Street Program or any similar type of program that may be available.**
- 2. Apply for funding to restore former slate quarry areas to productive, employment generating uses.**
- 3. Update the Zoning Ordinance to reflect the new property management code. Substandard units should be rehabilitated or brought into conformance.**
- 4. Continue to enforce codes relative to unsafe structures and/or buildings. Look at fines or other means of enforcing the code(s) by adding penalties and providing a self-funding mechanism.**
- 5. Establish in the Zoning ordinance, a minimum size for apartment units and single-family houses to prevent creation of substandard housing units and overcrowding.**

BOROUGH OF BANGOR HOUSING PLAN

Borough of Bangor Total Decennial Population 1960-2000

Year	Population	Percentage Change
1960	5,766	-
1970	5,425	- 5.9 %
1980	5,006	- 7.7%
1990	5,383	+ 7.5%
2000	5,319	- 1.2%

Additional population information is presented in the tables at the end of this Background Analysis Report section. Highlights from some of those tables include:

- During the past ten years, the Borough has had a net population decrease of 64 persons, or 1.2 percent. Total reported population for the Borough of Bangor in the 2000 Census is 5,319.
- Modest Growth has been projected for the Borough of Bangor. The growth is projected at 3.5 percent over the next thirty years, with one third occurring by year 2010. The Borough should consider how it wants to accommodate additional residents and if it wishes to attract a particular demographic group.
- During the years 1990 to 2000, the net population increase in Northampton County was 19,961 persons. All of the Boroughs in Northampton County represent only 1,314 persons in population growth.

Only 6.5 % of the growth in Northampton County occurred in the Boroughs, the remaining 93.5 % of growth occurred in the Townships.

- Bangor is part of a Multi-municipal Planning Area that includes the Boroughs of East Bangor and Roseto and Washington Township. The population in these municipalities experienced a net increase of 400 persons during the last decade. This represents a percentage increase of 3.42 % compared to 8.08% for Northampton County, 7.6% for the Lehigh Valley and 3.36 % for the Commonwealth of Pennsylvania and 13.15% for the entire Country.
- Bangor, as a percentage of the Multi-municipal Planning Area dropped from 46% to 44% of the total population between 1990 and 2000. The other three municipalities increased their populations during that decade.

Bangor Population Projections 2000

- 2030: The Lehigh Valley Planning Commission forecasts the Borough of Bangor population to increase by 255 persons between 2000 and the year 2030 to a total population of 5,574 (0.24%). (For purposes of this planning study, a range of population growth for the Borough between a low of 5,160 (representing a 1% decline), a mid point of 5,644 (representing 2% percent growth) and a high of 6,495 (representing 3.5% growth) to year 2030 will be considered. The low range forecast assumes little or no development and continued reduction in household size.

Findings and Observations From

Housing Stock Inventory - The year 2000 U.S. Census inventory of Bangor's Housing reveals the following:

- Of the 2,105 housing units occupied, 1,248 or 59.3% were owner occupied and 857 or 40.7% were renter occupied (a 1.2% percent increase in 10 years). Average Owner occupancy in the Lehigh Valley was 70.8%.
- 144 housing units were vacant or 0.6 % of the total available housing stock.
- The vast majority of householders (over 97%) were white, but there were 26 African American, 79 Hispanic or Latino and 17 Asian householders.
- "Overcrowded housing units" was a very minor problem affecting only 29 units.
- Most of the housing units in the Borough were in single-family detached structures. However, 423 units were single family attached units, 540 were multifamily units, 182 were in structures with 20 or more units and 8 were mobile home units.
- The average unit size is 6 rooms.
- Over half of the housing was constructed prior to 1939, compared with 15% of the housing in the United States that was built prior to 1939.
- Vehicle ownership is substantial, with only 215 households reporting no vehicles and 394 households with three or more vehicles.

An analysis of housing stock condition was conducted as part of the comprehensive plan background analysis in the summer of 2003. The evaluation consisted of a street

view analysis of general condition of the exterior of the homes, including the roof, windows, porches, obvious exterior defects and overall condition of the home's exterior. While the majority of Bangor's housing was in good condition, approximately 25 or one percent of the homes were noted to be in poor condition, where over 200 units were rated in fair condition (approximately 10 % of the homes).

Population and Housing Characteristics Relationship to the Long Range

Community Plan – Bangor had 2,249 housing units at the time of the 2000 Census. With 144 of those vacant, there were 2,105 occupied households in the Borough. The average household size was 2.52 persons. Of the 2,105 occupied units, 1,248 or 59.3% were owner occupied and 857 or 40.7% were rented.

During the last decade, there were 883 births and 720 deaths in Bangor households. That should have resulted in a Bangor net population increase of 163 people. Why then did the Borough population actually decline by 64 people (5,383 to 5,319) in the last decade? There are two possible answers. One is that the Census made a mistake or miscounted the number of residents. The other is that people are moving out of the Borough. Our conclusion is that those people moving out have primarily been children going to college, enlisting in the military and working elsewhere. This has further reduced the Bangor household size. This trend is likely to continue unless there is successful local and regional economic development that will attract younger people to live. The high-end forecast of 6,495 people in the year 2030 assumes that Bangor will benefit from a regional

economic development policy and local promotion.

Affordable housing is plentiful in the Borough of Bangor. The year 2000 median value of an owner occupied home was \$90,300 or 75.25% of the Northampton County median. Median monthly contract rents in Bangor were \$516 per month or 89.5 % of the Northampton County median. Both for sale and rental housing in the Borough of Bangor are affordable and less than the County average.

In order to estimate the need for new housing in Bangor between now and the year 2030, we assume that the Borough housing size will continue to stay low at 2.52 persons per household. Currently there are 2,249 housing units available in the Borough. With a mid range projection of 5,664 persons at 2.52 persons per household, 2,248 housing units are required, exactly what is available. The more pressing issue is that the houses be maintained to attract and hold potential residents and that the housing stock meets the need of potential families and individuals. It may be that houses would be converted to commercial use and additional homes would be built as infill or part of a mixed use project.

Population and Housing Relationship to Land Use, Public Facilities and Infrastructure The population and housing forecasts to the year 2030 may be used to estimate the amount of land required for several key land uses such as residential land use, transportation (streets) and parks and recreation to serve the 346 new people or 137 new households that move into or are born into the Borough.

GOAL 1: To increase opportunities and desirability for home ownership within the Borough.

Within five years:

1. Encourage re-conversion of former single family homes in order to retain or re establish the original character of existing neighborhoods and reduce the need for additional on street parking.
2. Pursue housing rehabilitation to ensure well maintained and decent housing stock among the Borough's existing residences.
3. Establish home ownership assistance loans and grants to assist with down payment or closing costs to increase home ownership opportunities.
4. Ensure that existing regulations permit no impact home occupations within residential areas.

GOAL 2: To increase the attractiveness of residential neighborhoods

Within five years:

1. Enhance the attractiveness of Borough neighborhoods by pursuing programs such as the Elm Street Program that provide assistance with infrastructure improvements such as; sidewalks, lighting and curb appeal through facade improvement grants.

Within five to twenty years:

1. Consider flexible zoning categories that permit mixed-use housing and commercial use in neighborhood center areas.
2. Pursue solutions to insufficient parking in residential areas, through required off street parking and better parking management.
3. Reduce the number of nonconforming lot sizes by encouraging merging of lots.

GOAL 3: To maintain the existing housing stock in good to excellent condition

Within five years:

1. Institute a rental permit system to ensure that landlords are providing adequate facilities to their tenants, maintaining the housing units and ensuring that the conduct of their tenants is respectful and lawful.
2. Look to funding of home repair through participating in the HOME Program to fund housing rehabilitation for low to moderate-income households.
3. Pursue façade improvement grants through the Elm Street program to improve the exterior appearance of Borough homes.
4. Use code enforcement to identify and require bringing poorly maintained homes up to acceptable standards.

BOROUGH OF BANGOR TRANSPORTATION PLAN

ROADWAY CLASSIFICATIONS

Arterials provide access between major parts of Counties, Cities, Towns and other activity centers. They are classified as either Major Collector Arterials or Connector Arterials.

Collector Arterials are usually four lane roadways with access points controlled by traffic signals. Arterials in the Borough include Route 191 and Route 512.

Connector Arterials are generally two lane roads. Posted speeds are usually 35 to 45 miles/hour, but some sections may be posted at 55 miles per hour. They provide connections between arterial roads and local streets. They usually provide access for business areas, although residential areas may line them. Because connectors often provide the “bridge” between commercial and residential developments, more access points are often found along them than for arterials but fewer than along local streets. In the Borough connector roadways include: North Main Street, South Main Street, Ridge Road, Broadway, Sixth Street, and Messenger Street.

Local Streets and Roads provide direct access to abutting residential properties and channel traffic to other streets. Local roads are generally posted at 25 miles per hour. Maintaining safe driving speeds is critical for the safe movement of pedestrians and vehicles. Traffic calming, through narrow roadways and speed lessening devices is critical to protecting neighborhood children and activities. All

remaining streets not classified as arterials or collectors are designated as local roads.

PUBLIC TRANSPORTATION

Lehigh and Northampton Transportation Authority (LANTA) provides a fixed route bus service with posted stops in the study area. However, the LANTA bus will stop for passengers anywhere along its route. The Valley Association for Specialized Transportation (VAST) provides door-to-door service to physically handicapped persons and persons requiring special transportation assistance.

PEDESTRIAN AND BICYCLE FACILITIES

The Borough contains sidewalks connecting most streets to neighborhoods and public parks, but gaps and poorly maintained sidewalks present an impediment for residents. The grid layout of the Borough, with its compact and centrally located downtown, makes it an ideal "walkable" community. Community park facilities may be reached on foot from most nearby neighborhoods. No bicycle lanes or facilities exist in the Borough. A regional bicycle and walking trail is in place in Plainfield Township, with no link to the Borough. Similarly, the Appalachian Trail comes close by the Boroughs it traverses Blue Mountain, but there is no link to Bangor.

Currently, sidewalk construction and repair is the responsibility of the property owner. In 2005, the Borough has been granted "Hometown Streets" funding by the State to assist in sidewalk repair and construction in a portion of the Borough.

TRANSPORTATION SAFETY

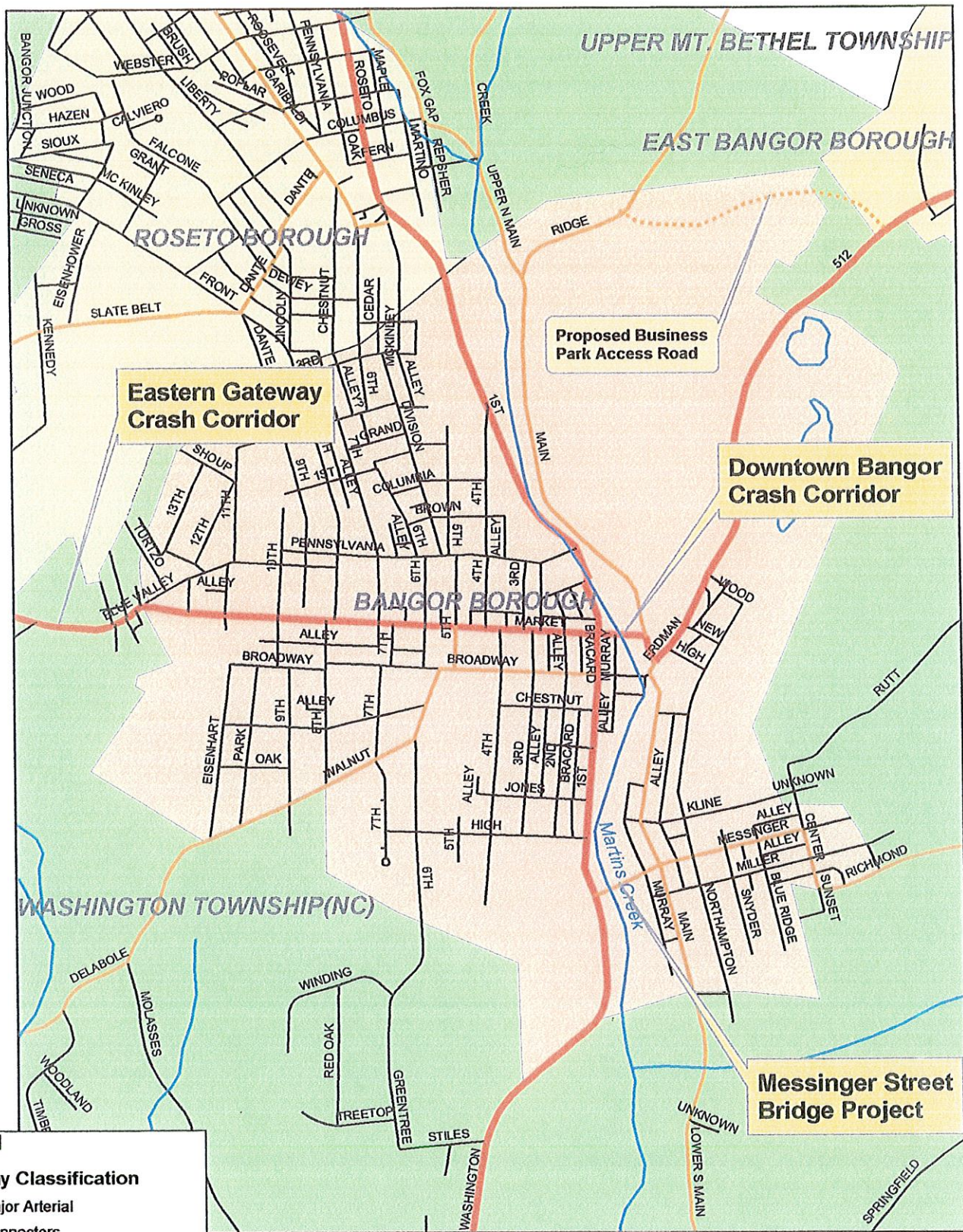
Background studies for this plan identify existing conditions and deficiencies from secondary sources. Two crash corridors have been identified in the Borough of Bangor along State Route 512. Route 512 within downtown Bangor has been identified as a severe crash corridor. The Traffic Plan recommends that the Downtown Bangor Crash Corridor receive the highest priority for future study due to the frequency and severity of the traffic incidents. In addition, a severe crash corridor has been identified on Route 512 adjacent to the eastern border of Bangor and Roseto. For discussion purposes the high frequency crash corridors will be known as the Eastern Gateway Crash Corridor.

Replacement of the Messinger Street Bridge have been identified in the Lehigh Valley Transportation Study Long Range Transportation Plan as short-term priority and is approved for funding under the Transportation Improvement Program (TIP) and identified for construction between 2003 and 2006.

GOAL: Improve the traffic safety and continue safe and efficient circulation of people and goods within and through the Borough.

Within five years:

- 1. Review the need for speed limit studies and traffic impact fee studies for the Borough. Apply to the appropriate State and County agencies for technical resources and funding.**



Legend

Roadway Classification

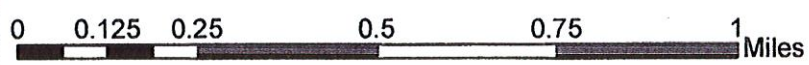
- Major Arterial
- Connectors
- Local

Municipality Name

- BANGOR BOROUGH
- EAST BANGOR BOROUGH
- ROSETO BOROUGH
- WASHINGTON TOWNSHIP (NC)
- streams

Central Slate Belt Region - Boroughs of Bangor, Roseto, East Bangor and Washington Township

This map was financed (in part) by a grant from the Commonwealth of PA Dept of Community and Economic Development



Rodite & Pandl, LLC
 Community Planners &
 Landscape Architects
 March 2005

2. **Conduct a Downtown Bangor Traffic Study to review circulation of vehicles, trucks and pedestrians within the Main Street Areas. Consider whether one-way streets or other traffic calming measures would improve access and pedestrian comfort downtown.**
3. **Begin necessary work on the Messinger Street Bridge replacement project.**
4. **Work with PENDOT and Northampton County to improve the high crash locations within the Borough. This could include reconfiguring the intersections, warning signs and lights or other such measures.**
5. **Pursue opportunities to improve pedestrian safety through a sidewalk repair and installation program Borough-wide. Apply for continued funding through projects such as the Elm Street and Home Town Streets programs. Also, during the inspection process, ensure that the sidewalks are in good repair prior to issuing occupancy permits.**
6. **Determine whether increased VAST service is required within the Borough.**

Within five to twenty years:

1. **Provide a link within the Martin's Creek corridor with adjacent municipalities by construction of trails and bikeways.**
2. **Install decorative sidewalks in the downtown area to visually link parking areas to the downtown and provide a defined crossing area and traffic calming.**

BOROUGH OF BANGOR COMMUNITY FACILITIES AND PUBLIC UTILITIES PLAN

Inventory of Public Facilities – Since the Comprehensive Plan preparation in 1992, the Borough has modified its administrative offices by moving from the Old Town Hall to the Beehive Community Center, giving more room for administrative functions and accessible meeting rooms for the public. Additional land has been acquired in the Second Ward, as Pennico Park. Improvements to the existing Memorial Park have occurred to correct public safety concerns and modernize the facilities.

Old Town Hall – The former Borough Hall Municipal Building is located at 30 North First Street adjacent to the Central Business District. It is a community focal point because of its historical architecture and highly visible location at a bend in First Street. Its tall clock tower is distinctive and visually prominent. The War Veterans Memorial Park at First and Market Streets forms the foreground to the building as travelers view it from the south as they pass through downtown. The Borough Hall has been designated as a building that is suitable for consideration on the National Register of Historic Places. As a result, special attention has been given to the Borough Hall as a valued historic resource. The Borough designated a portion of its Community Development Block Grant funds for repair of the clock tower and related improvements. Additional rehabilitation to the windows and structural systems is an item of community commitment, as funds become available.

Police Function - Currently, the Bangor Police Department is housed on the first floor, occupying approximately 1,000 square feet. The adjacent parking

lot is used for police vehicle and visitor parking with another one third of the spaces rented to nearby businesses. The Bangor Police force consists of 9 full time paid officers, including a chief, 11 part-time officers and 1 clerical staff position. There are three patrol cars: two cruisers and one four-wheel drive vehicle. In addition, the department has a van.

The Slate Belt Heritage Center - The Slate Belt Heritage Center occupies the second floor, where the former Borough Council Chambers and administrative offices were housed. It retains the meeting room and displays historic items therein. Three smaller rooms have been renovated to depict the everyday lives of the dominant ethnic groups that worked in the area slate quarries.

Bangor Public Library: The Bangor Public Library building is owned by the Borough of Bangor. The Board of trustees of the Bangor Public Library is responsible for operating the library. Friends of the library is a civic group which assists the library whenever possible. Recently adjacent property was purchased and developed as a parking lot with a historical sign, a clock and small landscaped area. The Bangor community Christmas tree was erected this holiday season in the lot.

Building Characteristics – The library building was originally constructed in 1890 for Merchant's Bank. In the 1940's the building was converted to a public library and passed on to the Borough. The library is handicapped accessible. It is a historic stone structure with an ornate slate roof. It has received Community Development Block Grant funds for painting and sealing its windows and repair of the roof. Recently new carpet was installed throughout the building. Because of its proximity to Martin's Creek and

location within the 100-year flood plain, protection of the library basement must be considered.

Library Use – The average monthly circulation in the library is 3,500 books. The library houses 30,911 cataloged books, magazines, videos and audio books on its ground and second floor. The basement is used to store books sold at an annual summer book sale. The library is open 44 hours per week.

Library staff and Budget - All of the paid staff works part time, including a library director and five staff members. There are 6 regular volunteers that assist with library operations. The 2003 library budget is \$139,000. The library is required to spend \$5.00 per patron from the seven municipalities that it serves in order to receive state aid. Combined, the seven communities within the Bangor Area School District provide \$25,000 of the required funding. These communities are: the Boroughs of Bangor, East Bangor, Roseto, and Portland, Washington Township, Upper Mount Bethel Township and portions of Lower Mount Bethel Township. Approximately \$90,000 is locally raised including the local municipality contributions. The state contribution is about \$39,000.

Library Programs and Services - The library has modern computer facilities, including a computerized catalog and linkage to ACCESS PA, a statewide publication search. Two of the computers have Internet connection and one is available to patrons for word processing. Community outreach includes children's story hour and provision of homebound patron services. The Friends of the Library sponsors special events at the library, such as an author luncheon and arts and antiques appraisal fair.

GOAL: Retain the library in the Borough of Bangor as an important community resource, source of community identity and enhancement to the downtown.

Within five years:

1. Repair the library building to ensure its usefulness and maintain its historic value. Needed repairs include, fixing the roof and windows to prevent water intrusion and sealing the basement/foundation.
2. Ensure that adequate parking is available to library patrons as part of the overall downtown parking plan.

Within five to twenty years:

1. Expand the library building to provide more storage for existing books and space for expansion of the book collection and necessary technology. Construct a wing where the parking area is now to accommodate this. OR
2. If construction of a wing on the existing library building is infeasible, look for partnerships with other community groups seeking new facilities. A new downtown library could be constructed in conjunction with a community, senior or recreation center.

Bee Hive Community Center - This is the municipal center for the Borough, housing the administrative offices. The Borough Manager, Code Inspector and two clerical employees are housed on the upper level. There is also a convenience kitchen and rest rooms on this floor. The lower level is accessible via ramp. This floor houses a large meeting and multi

purpose room and gym used by youth organizations for wrestling practice. The building is sufficiently large to accommodate its current uses, but needs maintenance and upgrading of the lighting, heating and air conditioning systems, as well as improvements to building energy efficiency.

Borough Garage – The public works and road crew are stationed in the Borough garage, located on South Main Street. The garage is a 3,133 square foot, one story, cinder block building sitting on an 11,900 square foot site. Two parking areas, one in front and one on the side serve it. The building features three interior parking bays for some of the vehicles and repair needs. The Borough street and park maintenance equipment is stored at the site, including:

1. Four dump trucks (1995 International 10 ton, 1999 Ford 4 ton, 1988 International 8 ton and a 1983 GMC in disrepair, to be replaced with a ten ton capacity truck);
2. Assorted small equipment such as paint machine, lawn mowers, weed eaters, etc;
3. 1996 John Deere Loader/Backhoe with a cubic yard bucket
4. 1996 Johnson Street Sweeper
5. 1997 Chevrolet ¾ ton pick up truck
6. 500 gallon above ground diesel fuel storage tank

The site has become too small for the extensive equipment needs of the Borough and is located in a residential area. At least two more parking/service bays are needed plus additional storage area for unleaded fuel, salt and cinders. The underground storage tanks have been removed and all necessary environmental remediation has been performed.

GOAL : To maintain and improve Borough Municipal Facilities to accommodate current use and provide efficient functioning of administrative and maintenance services.

- 1. Improve or replace the Borough garage to accommodate existing and planned maintenance equipment and storage of materials.**
- 2. Maintain and upgrade the Beehive Building to improve energy efficiency, lighting and internal temperature control. Retain this building as the administrative office and meeting facility for the Borough.**
- 3. Look for consolidation of office space or maintenance equipment space with the Borough Authority to improve efficiency, cost control and provide centralized service to Borough residents.**

Schools – Students in the Borough attend the Bangor Area School District. Overall the District enrollment is 3,641 students. There are no public school facilities located within the Borough. The former Bangor Elementary School was located on Fourth Street. The site is now vacant and privately owned. Borough residents have unsuccessfully attempted to persuade the School District to construct another elementary school on the site. At present time there are no plans to construct a school facility in the Borough.

The School District serves seven municipalities: Bangor Borough, East Bangor Borough, Portland Borough, Roseto Borough, Lower Mount Bethel Township, Upper Mount Bethel Township and Washington Township. The Administrative Offices, High School, Middle School and two Elementary Schools,

DeFranco and Five Points, are located in a complex located in Upper Mount Bethel Township. Washington Elementary School, serving grades kindergarten through third, is located in Washington Township. The students all ride school buses to their assigned school location.

Pius X High School, located at 580 Third Avenue, is the only educational facility within the Borough limits. This is a parochial school serving 214 students in grades 7–12. The school serves students in 9 school districts and was founded in 1951.

GOAL :To maintain and improve relationships between the school district, Borough and the residents both serve.

- 1. Continue outreach efforts to the individual schools for student participation in beautification of downtown Bangor.**
- 2. Extend educational outreach to the Borough Schools regarding the history of Bangor and importance of the Borough's historic sites, as well as the natural features in the Borough, especially Martin's Creek.**
- 3. Look to locating a School District facility like a community outreach office, outdoor classroom at Martin's Creek or community arts facility.**

Sanitary sewer: Bangor Borough Authority provides the following services within the Borough: 1. Sanitation (solid waste) pick up and disposal, 2. Curb side and drop off recycling, and 3. Sanitary sewer. Sanitation and recycling services are

provided within Borough Boundaries only. Sewage treatment is provided within the Boroughs of Bangor and Roseto and to limited areas of Washington Township. The Sewage Treatment Facility is located at 900 South Main. Capacity of the treatment plant is 1.6 million gallons per day. Flows into the plant in the year 2000 were measured at 1.53 million gallons/day.

The Authority has enacted an Inter-municipal Agreement with Roseto to provide 300,000 gallons per day of sewage treatment capacity. Roseto owns the collection and interceptor lines. The Authority also provides sewer service in Washington Township to adjacent properties through service agreements. Planned line extensions include the Front Street area adjacent to the Borough.

GOAL 1: Expand Sanitary Sewer Service to facilitate economic development within the Borough. *

1. Expand sewage service to the east into the former slate mine lands and Enterprise Zone to ensure that necessary infrastructure is in place to stimulate economic reuse of these lands.
2. Ensure that all areas of Bangor are served by the sanitary sewer system prior to permitting expansion outside of the Borough.
3. Limit expansion of the sanitary sewage system to only those areas outside of the Borough, which are adjacent to the Borough and currently experiencing failure of existing septic systems. Discourage extension of sewage treatment

services to those areas of Washington Township planned for open space conservation or farmland protection.

GOAL 2: Improve efficiency of the existing sanitary sewer system to protect public health and reduce excess storm water flow into the treatment plant.

Within five years:

1. Adequate up-to-date Municipal Official Sewage Plans should be created and maintained consistent with Act 537, the Pennsylvania Sewage Facilities Act of 1966.
2. Areas with malfunctioning on-lot sewage disposal systems or malfunctioning central systems should be repaired or replaced.

Within five to twenty years:

3. Reduce ground water infiltration and inflow into current sewer lines.
4. Identify areas where storm water and sanitary sewer lines converge and replace with new sanitary sewer lines.

RELIABLE SOURCE OF WATER

In 2002, the LVPC completed a preliminary assessment of the Lehigh Valley's water resources. While it appears that adequate ground water supply is present to serve anticipated needs, there is a lack of up-to-date data on water use, ground water recharge and water quality. An updated State Water Plan may resolve these issues.

The Borough's municipal water system is privately owned and operated by the Pennsylvania – American Water Company. The supply source is ground water wells and lower portion of Martin's Creek. Water is treated at a plant on Valley View Drive within Upper Mount Bethel Township. The water is held in Lower Hande Reservoir. The entire Borough is supplied with municipal water service.

GOAL: To ensure that the Bangor Zoning Ordinance reflects densities and land uses that benefit from the existing reliable municipal water service. Areas where centralized water service is not feasible should be designated for rural and agricultural use.

Within five years:

1. Update the Zoning Ordinance to reflect necessary land use and density changes to ensure that urban development occur in areas served by the municipal water system.
2. Locate urban development where the existing water system can accommodate additional growth, through limited expansion or upgrades, consistent with growth areas identified in the Comprehensive Plan.
3. Discourage urban development in those areas that may only be served by on-site water systems and that are identified for farmland preservation or open space conservation.

Within five to twenty years:

1. The Borough, with the Pennsylvania – American Water Company, or its successor,

prepare and implement emergency plans to respond to natural and human impacts on the local water supply and quality.

PRIVATELY OWNED COMMUNITY FACILITIES

Utilities: Electricity is supplied in the Borough by Metropolitan Edison (aka First Energy Co). Cable service is through both Service Electric and RCN. Telephone service is through Commonwealth Telephone Company. Dial up and DSL Internet services are provided by through Commonwealth Telephone Company Borough-wide.

Banks – Two banking institutions serve the Borough. Merchant's National Main has its Main Branch and Loan Offices downtown and a branch office near the Beehive Center on Route 191. Bank of America operates a branch office downtown.

Civic Organizations – The Borough has a tradition of volunteer and civic service. The following civic organizations are represented in the community: Bangor Elks Lodge, Bangor Lions Club, Bangor American Legion, Bangor Jacksonian Democratic Club (JAX) Club, Women's Democratic Club of Bangor, Bangor Area Ministerium, Bangor Business Exchange, Minsi Trails Council Boy Scouts, Girls Scouts of the Slate Belt, St. David's Welsh Society, Women's Club of Bangor.

Medical Facilities – The Borough is home to several doctors' and dentists' offices. Phoebe Slate Belt Nursing and Rehabilitation Center offers outpatient physical therapy, radiology medical laboratory and specialized visiting medical

care, plus 126 bed skilled nursing facility is located near the Borough in Washington Township. Medical testing and laboratory services are available in the Borough at Quest Diagnostic. Emergency and hospital needs are met at Pocono Hospital and Easton Medical Center. Psychiatric services are available at Community Psychological Center.

Emergency Services

Fire Companies : The Borough of Bangor has a tradition of volunteer fire company support. There are 94 volunteer fire fighters, at the time of this writing, staffing the three fire companies in the Borough. Liberty, Rescue and Second Ward Fire Companies have the following volunteer rosters: a. Liberty – 40 volunteers, b. Second Ward – 24 volunteers, c. Rescue Fire Company – 30 volunteers. The fire companies have been a source of neighborhood pride and organization and have functioned efficiently and independently of the Borough. There are no plans to consolidate the fire companies into one or bring them under Borough supervision.

Emergency medical, rescue and ambulance services: Medical and rescue emergency services are provided to the Borough by Blue Valley Rescue Squad and Medic 9. Between them, they provide an array of emergency medical and rescue services. Medic 9 is located on Blue Valley Drive in Roseto with another facility in Tatamy. In emergencies, Medic 9 provides ambulance services and basic and advanced life support services. In addition, there is available non-emergency ambulance service, paramedic or wheelchair van service to medical offices, public education and stand-by at community and athletic events. There are

five full time employees, three with ambulance attendant certification. They have five ambulances and one para transit van.

Blue Valley Rescue is housed next to the Liberty Fire Company on North Eighth Street. Blue Valley provides specialized rescue services to Bangor and six surrounding municipalities (Wind Gap, Pen Argyl, Roseto, East Bangor, Washington Township and Lower Mount Bethel Township). A variety of rescue services including water, trench, search and rescue, vehicle and rope are provided by Blue Mountain. It provides back up emergency services to Lower Mount Bethel Fire Company and mutual aide to other nearby communities, upon request. They assist Medic 9 with emergency services, especially inclement weather. There are up to thirty volunteers with Blue Mountain available to staff the rescue operations. They own three rescue trucks and a chief's truck with "mini rescue" capabilities. Currently some of their volunteers are undertaking hazardous materials training. All of their funding is through donations.

GOAL: Continue to support independent emergency and fire protection entities.

Within five years:

1. Increase intercommunity cooperation through centralized emergency dispatch.
2. Continue to review community-policing options.

COMMUNITY INFRASTRUCTURE

Road System The Borough contains 14.38 miles of paved and ordained local

streets, plus an extensive network of alley ways and interior parking lots. Two state highways, Routes 191 and 512 provide the major arteries in the community. The Borough, using Liquid Fuels Tax funds, maintains the road network. About 20 percent of these funds are used for equipment needs. Road salting, paving and streetlights are also funded through this mechanism. Streets, roads and alleys – PA Route 512, 191, 611 connect to Route 33 and Interstate 80. Route 33 and Interstate 80 provide residents with regional access to the Lehigh Valley, Pocono Mountains, New York and New Jersey.

In resident surveys, Bangor citizens expressed concern about traffic through the Borough, especially trucks. Lack of differentiation of street types which results in traffic that is diffuse and burdens local streets. Refer to the Transportation Section for specific recommendations.

Sidewalks: There are residential streets, which lack sidewalks. In commercial and industrial areas undifferentiated walkway areas, as in along Route 191, where driveways and frontage parking prevent a continuous walkway through the Borough. The scale of Bangor is compact enough to permit walking throughout, but residents must walk in the roads or on unpaved frontage in many areas.

Flood control - Martins Creek and Brushy Creek both flow through the Borough. Brushy Creek parallels Route 512 through the slate mined area and joins with Martin's Creek behind the library. Martins Creek parallels PA Route 191 as it runs the length of the Borough from north to south.

Both creeks represent potential flooding problems in the Borough. The 100 year flood area covers a significant portion of central and south Bangor and includes in its boundaries structures used for residential, commercial and manufacturing purposes. The Borough has an antiquated slate box culvert flood control system that crosses the downtown. Community Development Block Grant Funds are being directed toward replacement of these culverts to avoid any failure in the system and flood the downtown.

Storm Water Management Plan - The Borough's storm water management plan was completed as part of Martins Creek/Jacoby Creek watershed study. Currently the Lehigh Valley Planning Commission (LVPC) is updating the Borough's Act ~~157~~ plan.

167

GOAL: To reduce flood hazards to Bangor's downtown and affected neighborhoods.

Within Five Years:

1. Identify upstream flood control measures to control the rate and volume of flow. Work with Washington Township and the Borough of Roseto to fund and construct these flood control projects.

2. **Eliminate obstructions in the creeks that retard normal flow of runoff.**

REFUSE DISPOSAL AND RECYCLING OF MATERIALS

GOAL: To maximize recycling of materials and yard waste in the Borough.

Within Five Years:

1. **Identify site for and implement a yard waste disposal, recycling and composting program for Borough and nearby residents.**
2. **The Slate Belt Council of Governments should take the lead in establishing an improved recycling program and a new leaf and yard waste recycling program.**
3. **Ensure that the Borough parks incorporate recycling in their park infrastructure.**

Parks and Recreation

The parks and recreation facilities in Bangor are outstanding assets to the Borough, School District and surrounding communities. Through farsighted planning and as a result of civic pride, the Borough has adequate park acreage and facilities to serve the present and future needs of the community through its centralized regional memorial park, one neighborhood park, developed little league field and downtown green pockets. The Borough park system contains the following facilities:

Bangor Memorial Park consists of 33.8 contiguous acres and serves the entire community as well as residents of the

region and the Bangor Area School District. It contains the following facilities:

- A 2,500 seat stadium football field and track, where Bangor High School games are played.
- Two food concession stands – one near the pool and one in center of the park with attached restrooms
- A multipurpose field where baseball, field hockey, soccer is played.
- A Little League field
- A softball field
- Four basketball courts
- Five volleyball courts
- A large swimming pool including a wading pool
- Play area with a toddler area
- A Basketball court
- Two outdoor pavilions with picnic tables and outdoor grills
- A Field house and maintenance building
- Small train on a circular
- Parking for approximately 400 cars, mostly unmarked spaces

Flory Dam Park - Flory Dam is approximately 37 acres of undeveloped area with approximately one-third mile of stream frontage along Martin's Creek. Bangor Little League maintains a practice field on this site. On the site lies the ruins of a brick yard and former dam that served the Flory Mill in Downtown Bangor.

Martin's Creek trail – The creek and bank area between Pennsylvania Avenue and North Main Street.

Pennico Park – This 2.5 Acre Park has recently been acquired by the Borough and has been developed by volunteer and Borough efforts. There is a ball field, tot lot and pavilion.

Bee Hive Community Center – In addition to housing the Bangor Municipal Offices and Council meeting room, the center is used for recreation and civic purposes. The Beehive Center is rented for community events such as dances, Boys and Girls Scouts, Youth Wrestling and Veterans of Foreign War.

Downtown Pocket Parks – The Borough contains several small “pocket” green areas set within the fabric of the downtown. They are owned and maintained by the Borough. These include Jones Memorial Park on South Main and Broadway; Bangor Town Hall Park, adjacent to the old Town Hall; Jax Park adjacent to the Jax Club, and an undeveloped and nameless grassy parcel across from the library. There is a veterans’ memorial located across from the library, which has a flagpole, commemorative statue and landscaping.

Field at Pius X High School – While not a part of the Bangor park system, the school has an athletic field for school football and softball games. It is not used by outside community or athletic leagues, but serves the need of the school and provides a green zone in the northern portion of the Borough.

NATIONAL RECREATION STANDARDS

The following charts summarize recreational facilities recommended by the from National Recreation and Parks Association (NRPA) to serve municipalities with 5,000 people or more and regions with 20,000 or more residents.

Local Facilities

Facility	Recommended number by NRPA *	Amount Provided in the Borough
Badminton Court	1	0
Basketball Court	1	4
Volleyball Court	1	5
Tennis Courts	2	0
Baseball Field	1	1
Softball Field	1	1
Trail System		0

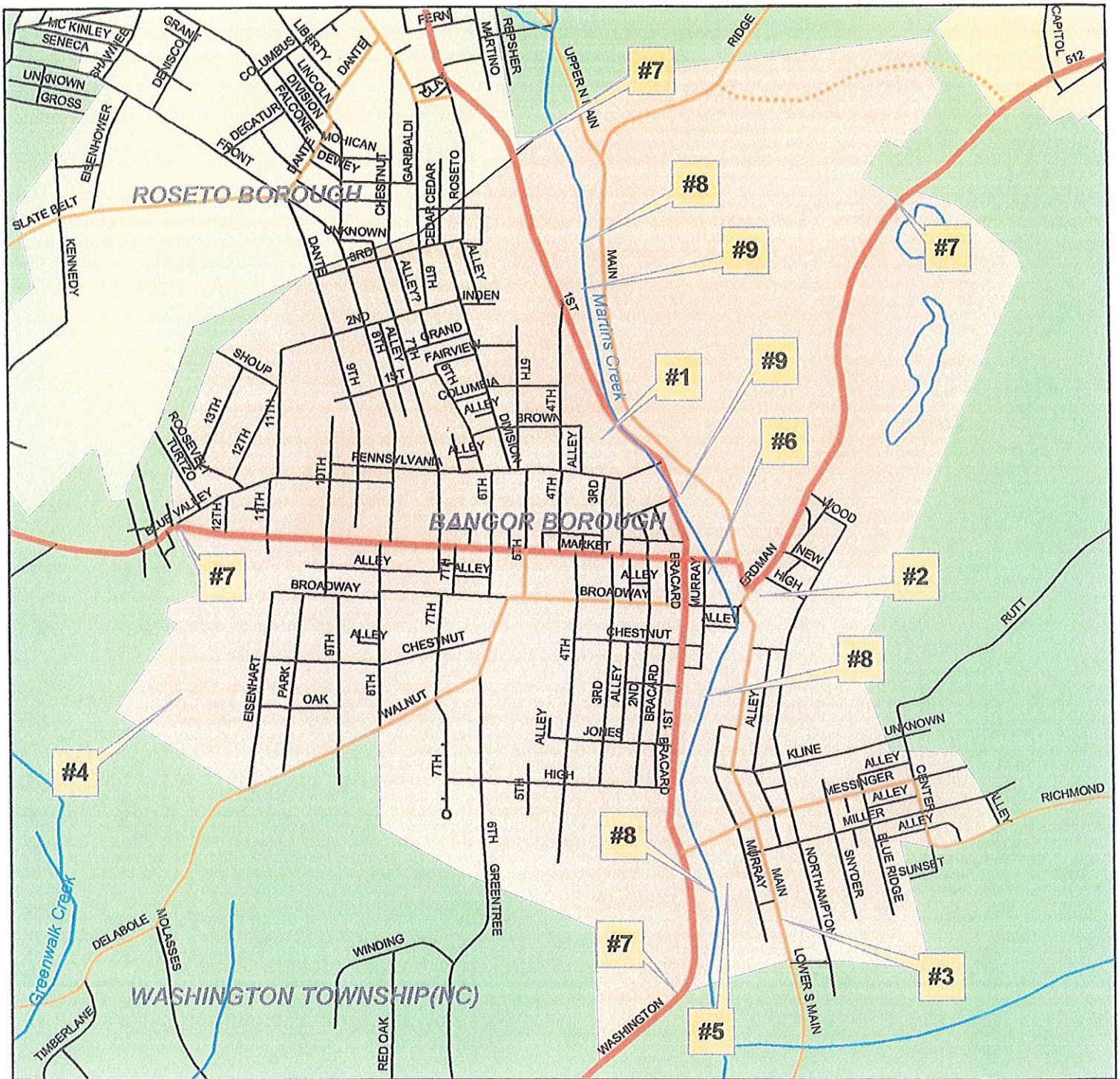
* Recommended Facilities from NRPA for Communities with 5,000 Residents

Regional Facilities **

Facilities	Recommended number by NRPA **	Amount Provided in the Borough
Swimming pool within 15 to 30 minutes travel time	1	1
Handball Court	1	0
Field Hockey	1	1
Football Field	1	1
Soccer Fields	2	1

** Recommended Facilities from NRPA to be located in a Community Park (regional park) serving 20,000 residents

Bangor Community Facilities Plan



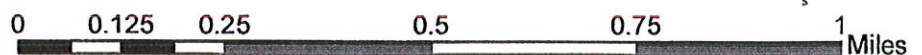
Bangor Community Facility & Utility Recommendations

1. Beehive Center - Maintain and Improve
2. Bangor Public Library - Repair and expand Building
3. Bangor Borough Garage - Remove and replace; expand storage
4. Bangor Memorial Park - Install buffer, establish Parks & Rec. Board
5. Pennico Park - Upgrade parking prea and park facilities
6. Downtown Bangor - Designate as Historic District
7. Community Entrances - Welcome signs
8. Proposed pedestrian trails and greenways
9. Proposed Stormwater Improvements

This map was financed (in part) by a grant from the Commonwealth of PA Dept of Community and Economic Development

Central Slate Belt Region - Boroughs of Bangor, Roseto, East Bangor and Washington Township

Rodite & Pandl, LLC
Community Planners &
Landscape Architects
March 2005



The Bangor Borough Park and Recreation facilities are adequate to serve both Borough and regional needs with minor exceptions. There are no tennis courts in the Borough parks. The lack of a badminton court can be remedied by assigning one of the volleyball courts for badminton use, should the need arise. In terms of regional needs, the park facilities are lacking a handball court only.

GOAL: To maintain the three park facilities to ensure continued high quality recreation facilities for Borough residents and Bangor Area School District students.

Within five years:

1. Establish a funding program that will ensure payments on existing park bonds and provide sufficient funds to maintain the park grounds and equipment. Seek private sector partnerships to assist in operation and maintenance of recreation facilities.
2. Reconstitute the Bangor Parks and Recreation Board to provide oversight, coordination and fundraising for operation of park facilities.
3. Hire a parks superintendent to coordinate event scheduling, park maintenance, policing and volunteer activities.

Within five to twenty years:

1. Determine the feasibility of a regional recreation facility to

provide indoor recreational opportunities.

2. Develop a pedestrian link between the park facilities and linking to regional trails.
3. Prepare a Slate Belt COG regional parks and recreation plan.

NATURAL AND HISTORIC RESOURCES

Significant environmental features – the Environmental Quality Inventory reveals that there are no Areas of Statewide or Local Significance within the Borough. The surrounding region, notably Upper Mount Bethel and Washington Township contains many such areas. The Borough lies within the Martin's Creek watershed, which drains to the Delaware River. Martin's Creeks flows through the center of the downtown and serves as a dividing feature.

Quarries and other mineral resources – The largest percentage of vacant lands lies in quarry and slate debris comprising 91.4 acres and located in the Northeastern part of the Borough.

Floodplain – 100 year Flood Plain traverses the downtown area and is a factor in the construction and rehabilitation of buildings in the area.

Wooded Valley Slopes and Valley Stream Terrace Lands – The Borough contains a total of 150 acres of wooded lands and 10 acres of stream terrace, in the Northeastern portion of the Borough and east of Northampton Street and either side of Route 191 to Roseto. Stream terraces – NE Main Street to Martins Creek north of

Pennsylvania. Avenue on either side of Ridge Road.

GOAL: To preserve the natural portions of Martin's Creek to provide a Greenway link through the Borough to the extensive natural areas on Blue Mountain and in Washington Township.

Within five years:

1. The Borough will work with Roseto and Washington Township to protect the natural stretches of Martin's Creek within its borders.
2. Establish creek setback requirements for Martin's Creek consistent with those of Washington Township for areas of the creek where urban development has not occurred.
3. In downtown Bangor, ensure that obstructions and encroachments into Martin's Creek are removed.

Historic sites (registered and other)

Historic Structures: The bridge over Martin's Creek and 2-8 No. Main Street (Century House) are both registered historic structures. The downtown has several notable structures with potential historic significance. These include the Bangor Public Library, the Bangor Old Town Hall, the Colonial Hotel and the Firenze Building. The downtown in itself may qualify as a historic downtown.

GOAL: To maintain and increase historic preservation and education efforts in the Borough.

Within five years:

1. Continue to work with and support the efforts of the Slate Belt Heritage Center to further community celebrations and educational efforts.
2. Identify additional structures in downtown Bangor that may qualify for historic status.
3. Develop a sign program for downtown buildings to describe their historic status and a synopsis of their history.

Within five to twenty years:

1. Designate downtown Bangor as a historic District.
2. Establish property maintenance codes, design guidelines and improvement grants to ensure that the historic buildings are maintained and that any improvements reflect the historic character of each building.
3. Erect signs on major thoroughfares and highways directing motorists to Bangor's historic downtown.

proposals of developers. Municipalities also need to make fuller use of planning tools enabled by State planning codes.

ENVIRONMENTAL CONSTRAINTS, OPEN SPACE & RECREATION PLANS

Although the original scope of planning program services included a small element with the heading "Environmental Constraints, Open Space & Recreation Plan" as a separate report element, both the Borough of Bangor Comprehensive Plan and the Central Slate Belt Regional Plan incorporated these elements into the Land Use Plan, and the Community Facilities & Utilities Plan sections and in the background analysis reports and files.

IMPLEMENTATION SHORT & LONG RANGE STRATEGIES

This Central Slate Belt Regional Plan included short and long term planning strategies where appropriate with each plan element.

This Regional and the local Plans include recommendations that in the short range, local Act 537 Official Sewerage Facilities Plans be updated in a coordinated manner with all or at least several of the Central Slate Belt Regional Municipalities to update their Act 537 Plans at the same time within five years of the adoption of this Comprehensive Plan. Then, those updated plans should seek to accommodate the longer range between 2010 to 2030 land development policies of this Comprehensive Plan.

RELATIONSHIP OF LAND USES TO NATURAL RESOURCES AND MINERAL UTILIZATION

Both the Borough of Bangor Comprehensive Plan and the Central Slate Belt Regional Plan incorporate these elements into the Land Use Plan, and the Community Facilities & Utilities Plan sections to allow for protection of the water resources of Martin's Creek and Brushy Creek through increased setbacks in the undeveloped and park areas of the Borough and through compatible development practices in the downtown area of the Borough. The mineral resources represented by the un used slate mines represent redevelopment and educational opportunities unique to Bangor.

REGIONAL IMPACT USES

Proposed land uses that have potential regional impact include the adaptive re use of the slate quarries. This project is being planned within the Slate Belt Council of Governments and involves the adjacent municipalities of East Bangor and Washington Township.

PRIME AGRICULTURAL LAND PRESERVATION

No prime agricultural soils or active farms occur within the Borough. However, farmland preservation is critical to the region and is a critical part of the multi municipal plan. This includes locating urban uses and utilities in proximity to the Borough.

Local Comprehensive Plan Sections

CENTRAL SLATE BELT REGION

**BOROUGHES OF BANGOR, ROSETO,
EAST BANGOR, TOWNSHIP OF
WASHINGTON
IN COUNTY OF NORTHAMPTON,
PENNSYLVANIA**

CHAPTER THREE

BOROUGH OF BANGOR COMPREHENSIVE PLAN

This report was financed, in part, by a grant from the Pennsylvania Department of Community and Economic Development under the Land Use Technical Assistance Planning Program. This program is part of a Multi-municipal Planning Program including the Boroughs of East Bangor, Roseto and the Township of Washington.

<u>Contents:</u>	Introduction
	Land Use Plan and policies
	Housing Plan and policies
	Portion of Transportation Plan
	Community Facilities - need to develop goals
	Natural and Historic Resources - need to develop goals
	Required statements regarding Plan Interrelationships

BACKGROUND SECTION – A

CITIZEN SURVEY
Tabulation and Comments

CENSUS AND LVCP DATA AND
PROJECTIONS

COMMUNITY SURVEY RESULTS
ATTACHMENT # 1
COMMUNITY SURVEY

WARD 1 -19 responses

1. Rate the adequacy of following public services and facilities in Borough:

	Excellent	Satisfactory	Poor	No Response
Traffic Control	1	9	8	1
Sidewalks	1	11	6	1
Police Protection	4	14	1	0
Garbage Disposal	10	8	1	0
Water Supply	11	8	0	0
Parks	10	9	0	0
Telephone	6	8	2	3
Recycling	6	10	2	1
Water Quality	10	8	1	0
Parking (residential)	1	8	9	1
Parking (downtown)	1	9	8	1
Parking at Parks	10	6	1	2
Fire Protection	13	6	0	0
Storm Drains	3	12	3	1
Sewer	6	12	1	0
Recreation	4	13	1	1
Cable	7	8	3	1
Sr. Citizens	5	12	0	0
Landscaping	3	12	2	2
Snow Plowing	3	12	4	0
Street Lighting	2	15	1	1
street Repair	1	16	6	2
Code Enforcement	3	9	6	1
Flood Control (roads)	0	15	1	3
Flood Control (Property)	0	14	2	3
Park Size & Location	9	9	0	1
Leaf Pick up	4	11	2	2
Environment Preservation	4	10	2	3
Street Sweeping	4	12	3	0
Municipal Bus Service	2	12	2	3

2. Should Borough consider some shared community services and coordinated land use regulation with adjacent boroughs?

Yes	No	No Response
15	2	2

3. Which types of land uses would you like to see added to Bangor Comprehensive Plan and Zoning Ordinance?

	# of yes's
Bed & Breakfasts	9
Special downtown commercial district	6
Expand Commercial district limit	6
Neighborhood planning	12
Small Home offices	5
Historic District	12
Property maintenance standards	12
Other:	/expand downtown parking at former Sibrocchl Lot /movie theater, youth activities YMCA! Fast Food rest. More community activities

. Which types of land uses need to be further regulated in Bangor?					
Rooming or boarding houses	6				
Convalescent or nursing homes	3				
Commercial parking in residential areas	6				
Conversion of single family homes to apts.	8				
Abandoned buildings	10				
Abandoned vehicles	10				
Property Maintenance	9				
RV and/or boat storage	5				
Other	/Upkeep of homes and rentals especially with absentee landlords.				

6. Express your interest in the following activities and facilities:					
	High	Medium	Low	No Response	
Additional Recreational Lands	8	8	1	2	
Construct additional picnic pavilions for community use	7	9	0	3	
Develop trails for walking and biking	9	7	2	1	
Develop a skate board park	10	6	3	0	
Improve Borough owned properties downtown	11	2	3	3	
Repair slate culvert storm drain system	6	7	2	4	
Enter into partnerships with other Slate Belt Communities	8	6	3	2	
Recruit businesses that create employment opportunities	18	1	0	0	
Prepare a community newsletter	6	8	4	1	
Pursue reuse of the quarry sites	11	6	2	0	
Revitalize downtown Bangor	14	4	0	1	
Extend curbs, gutters and sidewalks	6	8	2	3	
Traffic study & improvements for Rtes 191 & 512	11	5	2	1	
Improve Borough Parking Lots	5	10	2	2	
Neighborhood Planning	8	8	0	3	
Welcome packet for new residents	7	8	3	1	
Develop youth activities	11	6	0	2	
Other:	/develop neighborhood parking /picnic tables down town- lot next to general store;4th St lot - pavilions w/tables /repair parking lot 191&512 N ?				

7. Tell us about yourself:					
How many people in your household:	1	2	3-4	5-6	6+
	1	7	5	3	1
Number of dependent children under 8 years old:	3				
Children between 8 and 18:	5				
Senior Citizens:	6				
Family Member with Disability?	Yes	No		Yes	
	0	19		0	
Number of students:	6				
Do they attend public school? (yes's)	Private School:		College:		
4	1		2	0	

Do you own the home where you live?					
Yes	No	N/R			Age of Home:
11	6	2			
Does your home need repairs?	Yes	No			
	4	15			
Are you interested in grants or loans?					
Yes	No	N/R			
2	16	1			
How many family members are employed?					
0	1	2	3	N/R	
1	6	7	3	3	
Female Head of Household?					
Yes	No	N/R			
1	17	1			
How far is their commute?					
less than 10 miles	10-25	25-50	more than 50		
9	2	4	2		
Is anyone employed in Northampton County?					
Yes	No				
14	5				
Is anyone employed outside PA					
Yes	No				
6	13				
Does anyone in your family own a business:					
Yes	No	N/R			
3	13	3			
Does anyone have a home occupation in your home?					
Yes	No	N/R			
0	16	3			

	Excellent	Satisfactory	Poor	No Response
Traffic Control	2	22	7	3
Sidewalks	2	14	16	2
Police Protection	5	24	2	3
Garbage Disposal	18	14	0	2
Water Supply	19	13	0	2
Parks	12	16	4	2
Telephone	16	12	3	3
Recycling	17	13	1	3
Water Quality	17	12	2	3
Parking (residential)	3	10	19	2
Parking (downtown)	3	11	16	4
Parking at Parks	10	18	3	3
Fire Protection	23	8	1	2
Storm Drains	3	15	14	2
Sewer	10	17	4	3
Recreation	3	17	11	3
Cable	8	19	4	3
Sr. Citizens	8	13	7	6
Landscaping	0	20	10	4
Snow Plowing	2	13	16	3
Street Lighting	8	19	3	4
Street Repair	0	11	20	3
Code Enforcement	2	16	12	4
Flood Control (roads)	4	18	7	5
Flood Control (Property)	4	19	5	6
Park Size & Location	13	15	3	3
Leaf Pick up	2	7	19	6
Environment Preservation	3	21	5	5
Street Sweeping	1	15	15	3
Municipal Bus Service	3	16	10	5

Yes	No	No Response
27	6	1

Which types of land uses would you like to see added to Bangor Comprehensive Plan and Zoning Ordinance?

	# of yes's
Bed & Breakfasts	8
Special downtown commercial district	7
Expand Commercial district limit	11
Neighborhood planning	22
Small Home offices	10
Historic District	14
Property maintenance standards	21
Other:	/Clean up the Colonial Hotel
	/codes need to be enforced on rental properties

Which types of land uses need to be further regulated in Bangor?

Rooming or boarding houses	13
Convalescent or nursing homes	5
Commercial parking in residential areas	15
Conversion of single family homes to apts.	13
Abandoned buildings	29

her	/Better use & care of Pennico Park											
	/homes should be required to have numbers for fire, police, and emergency services											
	/more regulations on rented properties											
	/sidewalks, alleyways											
	/shared police/water & sewer/Housing Dept.											
	High	Medium	Low	No Response								
Additional Recreational Lands	11	9	9	5								
Construct additional picnic pavillions for community	8	8	14	4								
Develop trails for walking and biking	20	7	5	2								
Develop a skate board park	9	5	16	4								
Improve Borough owned properties downtown	18	10	2	4								
Repair slate culvert storm drain system	19	8	2	5								
Enter into partnerships with other Slate Belt communities	15	13	4	2								
Encourage businesses that create employment opportunities	27	4	2	1								
Prepare a community newsletter	12	11	7	4								
Pursue reuse of the quarry sites	13	11	6	4								
Vitalize downtown Bangor	24	8	1	1								
Maintain curbs, gutters and sidewalks	11	17	3	3								
Traffic study & improvements for Rtes 191 & 512	17	7	7	3								
Improve Borough Parking Lots	11	11	9	3								
Neighborhood Planning	12	16	3	3								
Welcome packet for new residents	10	10	9	5								
Develop youth activities	18	12	2	2								
her:	/allow encourage post H.S. use of Park Soft Baller											
	/enforcement or conversion of abandoned properties;defined parking spaces in residential areas											
	/Lack of Borough Cooperation w/ Pennico Park-garbage pickup and grass being cut											
	/more restaurants besides pizza (chinese)/remodel Pennico Park											
	/other fields-not only skateboard group; downtown Bangor-stores need to be open after work hours											
	/pedestrian safety and down town speed limit enforcement/curfew											
	/Replace storm drain system on Messinger St & Blue Ridge Rd. Lower speed limit on Messinger St. in Bangor											
How many people in your household:	1	2	3-4	5-6	6+	N/R						
	4	12	16	2	0	0						
Number of dependent children under 8 years old:	3											
Children between 8 and 18:	5											
Senior Citizens:	6			Does this disability cause access problems at home?								
Family Member with Disability?	Yes	No		Yes	No							

	0	19		0	19			
Number of students:	19							
Do they attend public school? (yes's)	Private School:	College:						Tech. or other spec.school?
11	1	3	0					
Do you own the home where you live?								
Yes	No	N/R				Age of Home:	AGE	#
27	7	0					100	5
							102	2
Does your home need repairs?	Yes						11	1
	11						50	2
Are you interested in grants or loans?							60	3
Yes	No	N/R					64	1
7	26	1					67	1
How many family members are employed?							80	2
0	1	2	3	4	N/R		83	1
8	5	13	3	1	4		90	3
Is male Head of Household?								
Yes	No	N/R						
7	20	7						
How far is their commute?								
less than 10 miles	10-25	25-50	more than 50					
9	7	9	2					
Is anyone employed in Northampton County?								
Yes	No							
16	18							
Is anyone employed outside PA?								
Yes	No							
11	23							
Does anyone in your family own a business?								
Yes	No	N/R						
6	28	0						
Does anyone have a home occupation in your home?								
Yes	No	N/R						
4	30	0						

WARD 3 -27 responses

	Excellent	Satisfactory	Poor	No Response				
Traffic Control	4	20	2	1				
Sidewalks	2	13	12	0				
Police Protection	5	21	1	0				
Garbage Disposal	11	14	2	0				
Water Supply	12	13	2	0				
Parks	12	10	4	1				
Telephone	13	12	2	0				
Recycling	15	11	1	0				
Water Quality	13	13	1	0				
Parking (residential)	3	14	10	0				
Parking (downtown)	2	12	13	0				
Parking at Parks	13	11	2	1				
Fire Protection	23	3	1	0				
Storm Drains	5	18	4	0				
Sewer	11	15	0	1				
Recreation	6	11	7	3				
Cable	7	15	4	1				
Sr. Citizens	6	16	2	3				
Landscaping	1	18	4	4				
Snow Plowing	3	19	5	0				
Street Lighting	5	18	3	1				
Street Repair	1	14	11	1				
Code Enforcement	4	10	11	2				
Flood Control (roads)	4	18	2	3				
Flood Control (Property)	5	16	3	3				
Park Size & Location	10	12	3	2				
Leaf Pick up	5	12	9	1				
Environment Preservation	2	17	3	5				
Street Sweeping	4	14	8	1				
Municipal Bus Service	5	12	5	5				

Should Borough consider some shared community services and coordinated land use regulation with adjacent boroughs?

Yes	No	No Response					
25	2	0					

Which types of land uses would you like to see added to Bangor Comprehensive Plan and Zoning Ordinance?

	# of yes's						
Bed & Breakfasts	12						
Special downtown commercial district	15						
Expand Commercial district limit	8						
Neighborhood planning	13						

How many people in your household:	1	2	3-4	5-6	6+	N/R			
	5	7	14	1	0	0			
Number of dependent children under 8 years old:	7								
Children between 8 and 18:	2								
Senior Citizens:	21								
Family Member with Disability?	Yes	No		Yes		No			
	6	21		1		25			
Number of students:	8								
Do they attend public school? (yes's)	Private School:	College:							
3	0	3	0						
Do you own the home where you live?	Yes	No	N/R			Age of Home:	AGE	#	
25	2	0					100	3	
							102	1	
Does your home need repairs?	Yes						14	1	
	4						2	1	
Are you interested in grants or loans?	Yes	No	N/R				29	1	
3	24	0					30	1	
							34	1	
How many family members are employed?							45	1	
0	1	2	3	4	N/R		50	1	
2	8	7	1	2	7		52	1	
Female Head of Household?							53	1	
Yes	No	N/R					60	1	
3	20	4					66	1	
How far is their commute?							7	1	
less than 10 miles	10-25	25-50	more than 50				80-90	1	
7	7	5	1				90	1	
Is anyone employed in Northampton County?	Yes	No							
11	16								
Is anyone employed outside PA	Yes	No							
5	22								
Does anyone in your family own a business:	Yes	No	N/R						
5	21	1							
Does anyone have a home occupation in your home?	Yes	No	N/R						
1	25	1							

WARD 4 -25 responses

Rate the adequacy of following public services and facilities in Borough:									
	Excellent	Satisfactory	Poor	No Response					

Traffic Control	2	14	4	5					
Sidewalks	0	15	6	4					
Police Protection	8	14	0	3					
Garbage Disposal	9	13	1	2					
Water Supply	11	11	0	3					
Parks	9	12	1	3					
Telephone	9	12	1	3					
Recycling	9	12	0	4					
Water Quality	12	10	0	3					
Parking (residential)	5	10	7	3					
Parking (downtown)	0	12	9	4					
Parking at Parks	8	10	3	4					
Fire Protection	12	9	0	4					
Storm Drains	4	17	1	3					
Sewer	8	14	0	3					
Recreation	2	17	2	4					
Cable	7	12	2	4					
Sr. Citizens	2	14	4	5					
Landscaping	0	11	8	6					
Snow Plowing	2	20	1	2					
Street Lighting	7	13	2	3					
Street Repair	1	10	11	3					
Code Enforcement	1	10	7	7					
Flood Control (roads)	3	15	0	7					
Flood Control (Property)	4	13	1	7					
Park Size & Location	8	9	1	7					
Leaf Pick up	2	12	5	6					
Environment Preservation	1	15	1	8					
Street Sweeping	3	11	7	4					
Municipal Bus Service	0	14	3	8					

Should Borough consider some shared community services and coordinated land use regulation with adjacent boroughs?

Yes	No	No Response
18	4	3

Which types of land uses would you like to see added to Bangor Comprehensive Plan and zoning Ordinance?

	# of yes's
Bed & Breakfasts	8
Special downtown commercial district	11
Expand Commercial district limit	7
Neighborhood planning	11
Small Home offices	8
Historic District	15
Property maintenance standards	16
Other:	/get rid of HUD downtown

Which types of land uses need to be further regulated in Bangor?

Rooming or boarding houses	10									
Convalescent or nursing homes	3									
Commercial parking in residential areas	8									
Conversion of single family homes to apts.	7									
Abandoned buildings	17									
Abandoned vehicles	12									
	13									
RV and/or boat storage	2									
Other	/Are you trying to push out the very few things in Bangor that help defray higher taxes for the residents??									
	/parking for sporting events									
	/Unaware of regulations that exist now. Suppose will hear about it if someone reports a violation on our part.									

Express your interest in the following activities and facilities:

	High	Medium	Low	No Response						
Additional Recreational Lands	5	8	4	8						
Construct additional picnic pavillions for community use	3	10	7	5						
Develop trails for walking and biking	11	4	5	5						
Develop a skate board park	7	3	9	6						
Improve Borough owned properties downtown	11	6	2	6						
Repair slate culvert storm drain system	5	11	1	8						
Enter into partnerships with other Slate Belt Communities	7	8	3	7						
Recruit businesses that create employment opportunities	17	3	0	5						
Prepare a community newsletter	6	8	4	7						
Pursue reuse of the quarry sites	12	3	3	7						
Revitalize downtown Bangor	17	2	0	6						
Extend curbs, gutters and sidewalks	8	6	4	7						
Traffic study & improvements for Rtes 191 & 512	9	5	4	7						
Improve Borough Parking Lots	5	10	3	7						
Neighborhood Planning	8	8	3	6						
Welcome packet for new residents	5	10	2	8						
Develop youth activities	12	7	1	5						

Other:										
	/improve crosswalks									
	/kids need something to do instead of hanging out on streets									
	/re:revitalize downtown bangor - talk to Merchants!									
	/speed limit on N 4th st from bangor-rosoto highway- speeding will kill one of the many children there one of									

		these days							
		/street cleaning (gutters);speeding on side streets;demolish feed & grain towers downtown							
Tell us about yourself:									
How many people in your household:	1	2	3-4	5-6	6+	N/R			
	4	10	5	3	1	2			
Number of dependent children under 8 years old:	8								
Children between 8 and 18:	6								
Senior Citizens:	18	Does this disability cause access problems at home?							
Family Member with Disability?	Yes	No	Yes		No				
	3	22	2		23				
Number of students:	9								
Do they attend public school? (yes's)	Private School:		College:		Tech. or other spec.school I?				
	2	3	2	0					
Do you own the home where you live?	Yes		No	N/R			AGE	#	
	20	3	2			Age of Home:	100	5	
							102	2	
Does your home need repairs?	Yes						11	1	
		6					50	2	
Are you interested in grants or loans?	Yes		No	N/R			60	3	
	5	19	1				64	1	
							67	1	
How many family members are employed?							80	2	
	0	1	2	3	4	N/R	83	1	
	7	4	6	1	0	7	90	3	
Female Head of Household?	Yes		No	N/R					
	0	20	5						
How far is their commute?	less than 10 miles		10-25	25-50	more than 50				
	6	1	3	1					
Is anyone employed in Northampton County?	Yes		No						
	6	19							
Is anyone employed outside PA	Yes		No						
	3	22							
Does anyone in your family own a business:	Yes		No	N/R					

	2	20	3							
Does anyone have a home occupation in your home?										
	Yes	No	N/R							
	1	21	3							

WARD 0 -No Response to question or Don't Know -24 Responses

Rate the adequacy of following public services and facilities in Borough:

	Excellent	Satisfactory	Poor	No Response
Traffic Control	4	12	7	1
Sidewalks	1	12	10	1
Police Protection	8	12	4	0
Garbage Disposal	14	8	2	0
Water Supply	15	7	1	1
Parks	6	13	5	0
Telephone	7	12	4	1
Recycling	11	12	1	0
Water Quality	12	10	1	1
Parking (residential)	3	7	12	2
Parking (downtown)	0	9	12	3
Parking at Parks	5	12	4	3
Fire Protection	14	8	1	1
Storm Drains	5	13	5	1
Sewer	9	12	1	2
Recreation	5	7	11	1
Cable	6	15	2	1
Sr. Citizens	5	15	1	3
Landscaping	2	14	7	1
Snow Plowing	5	7	8	3
Street Lighting	5	14	4	1
street Repair	3	8	12	1
Code Enforcement	4	4	11	5
Flood Control (roads)	6	13	4	1
Flood Control (Property)	6	14	3	1
Park Size & Location	6	13	4	1
Leaf Pick up	4	9	7	4
Environment Preservation	2	17	2	3
Street Sweeping	3	14	5	2
Municipal Bus Service	1	12	5	6

Should Borough consider some shared community services and coordinated and use regulation with adjacent boroughs?

Yes	No	No Response
21	1	2

Which types of land uses would you like to see added to Bangor Comprehensive Plan and Zoning Ordinance?

Bed & Breakfasts	8
Special downtown commercial district	11
Expand Commercial district limit	8
Neighborhood planning	14

Small Home offices	4						
Historic District	11						
Property maintenance standards	18						
Other:	/quality of lites upgrades						
	/something for kids to do						
	/unsightly trees & bushes extending well into neighbors yards						
Which types of land uses need to be further regulated in Bangor?							
Rooming or boarding houses	12						
Convalescent or nursing homes	2						
Commercial parking in residential areas	9						
Conversion of single family homes to apts.	14						
Abandoned buildings	18						
Abandoned vehicles	13						
Property Maintenance	16						
RV and/or boat storage	6						
Other:							

	/slumlord should be burned in effigy at the stoplight						
	/weed control, bad side walks						
	/weed/tree removal in alleys (our off street parking) - alley between N 5th St & N 6th St						

Express your interest in the following activities and facilities:	High	Medium	Low	No Response			
Additional Recreational Lands	9	8	4	3			
Construct additional picnic pavillions for community use	10	6	5	3			
Develop trails for walking and biking	9	8	4	3			
Develop a skate board park	6	3	11	4			
Improve Borough owned properties downtown	15	4	2	3			
Repair slate culvert storm drain system	8	11	1	4			
Enter into partnerships with other Slate Belt Communities	6	14	1	3			
Recruit businesses that create employment opportunities	16	5	0	3			
Prepare a community newsletter	6	8	7	3			
Pursue reuse of the quarry sites	5	13	2	4			
Revitalize downtown Bangor	15	5	1	3			
Extend curbs, gutters and sidewalks	4	14	3	3			
Traffic study & improvements for Rtes 191 & 512	12	4	5	3			
Improve Borough Parking Lots	10	6	3	5			
Neighborhood Planning	8	8	4	4			
Welcome packet for new residents	8	9	4	3			
Develop youth activities	12	5	4	3			

Other:							
	/donate land to the vets for a clinic						
	/property maintenance						
	/support library/community events						

Tell us about yourself:						
How many people in your household:	1	2	3-4	5-6	6+	N/R
	2	9	8	3	1	1
Number of dependent children under 8 years old	7					
Children between 8 and 18	13					
Senior Citizens	6					
Family Member with Disability?		Does this disability cause access problems at home?				
Yes	No	Yes	No			
2	22	1				
Number of students:	9					
Do they attend public school? (yes's)	Private School:	College:	Tech. or other spec.school?			
6	1	1	0			
Do you own the home where you live?	No	N/R	Age of Home:	AGE	#	
Yes	No	N/R				
17	7	0		100	4	
				115	1	
Does your home need repairs (yes)				120	1	
8				122	1	
Are you interested in grants or loans?				150	1	
Yes	No	N/R		25	1	
5	19	0		3	1	
How many family members are employed?				50	1	
0	1	2	3	50+	1	
1	10	9	2	52	1	
Female Head of Household?				70	1	
Yes	No	N/R		80	1	
6	12	6				
How far is their commute?						
less than 10 miles	10-25	25-50	more than 50			
7	2	8	6			
Is anyone employed in Northampton County?						
Yes	No					
12	12					
Is anyone employed outside PA						
Yes	No					
9	15					
Does anyone in your family own a business:						
Yes	No	N/R				
4	18	2				
Does anyone have a home occupation in your home?						
Yes	No	N/R				
3	21	0				

closer!! Not only on false purchases, but, what he does on company time. Thank you.

13. On a daily basis persons not living in the neighborhood park and go to work and sometimes people who live here leave their commercial vehicles in one spot (not in front of their homes) for weeks at a time. I can't walk far-I am left stranded!
14. Inspection of rental properties must be updated despite former attitude of previous zoning officers.
15. Current landlords must be made to answer to repair and conditions of multiple properties owned. A dollar limit of anything over \$50-\$100 should be the landlords responsibility to repair or be fined after a reasonable grace time.
16. Pass a revised Planning Zoning code as was worked on (if not done) Roger M. Crafts, former Planning Committee member.
17. Grass on sidewalks and on street growing.
18. Fine landlords that do not care for property; Make grants and property tax rebates available to seniors and working low income families to maintain properties!
19. Don't know which ward - live near Main Street market. Bangor Police spend too much time in Wind Gap at the donut shop.
20. A tremendous eyesore and hazard is the Flory Mill on Main St. That entire lot would make a great bed & breakfast motel and/or conference/banquet center. Please do something!
21. We need an in town flower shop, Christian Book/gift store, a restaurant that's open after 3pm!
22. 7th St. parking is poor. On PA Ave. cars park on both sides of street on a 2 way street but only one car can go through. So far courtesy of driver works but for how long before a head on collision?

23. There are 2 things that we would like to point out. One, my husband wrote on the sheet about the rental units in our town. Many homeowners keep their properties up but many rental properties are close to being dumps. Landlords don't care as long as they get their money.

24. The traffic on 512 for a small two-lane street has become out of control. It has become a death trap. Although we have been trying to keep the out of state garbage trucks out, dump trucks, tractor trailers and cars hit speeds traveling about 65, up and down Market street daily. The noise volume of loud music from young punks and noisy trucks are enough to shatter out your windows and knock things off the walls.

25. We need to seriously look at the traffic control on Market St and take action as a community to make our street safe.

26.#1 sewer - need more fair way of billing

44.#4: We live in a 1/2 double. Own our half the other is rented. Our neighbor has 3 Great Danes and they urinate in her yard. We can't make use of our deck because of the smell. We aren't the only ones who have a beef about this. Renters seem to have more rights than homeowners. 124 S. Third St.

TABLE #1
Population Characteristics
Percentage Population Change 1940-2000

Demographic Areas	1940 to 1950	1950 to 1960	1960 to 1970	1970 to 1980	1980 to 1990	1990 to 2000
Bangor Borough	6.4	-4.7	-5.9	-7.7	7.3	-1.2
All Boroughs Northampton	4.5	2.6	-1.0	-4.9	4.2	
All NoCo Townships	17.1	37.0	33.6	24.0	17.6	
All NoCo	9.6	8.7	6.6	5.1	9.2	8.1

Potential Planning Issue:

During the past ten years, the Borough has had a net population decrease of 64 persons, or 1.1percent. Total reported population for the Borough of Bangor in the 2000 Census is 5,319.

Source: U.S. Census Bureau, Population projections from LVPC, calculations by Sara S. Pandl, Community Planner

TABLE #2
Population Characteristics
Projected Population Changes to 2030

Municipality	1990 census	2000 census	2010 projection	2020 projection	2030 projection	2000-2010 change	2000-2030 change
Bangor	5,383	5,319	5,380	5,442	5,508	61	189
E. Bangor	1,006	979	1,041	1,081	1,103	62	124
Roseto	1,555	1,653	1,653	1,653	1,653	0	0
Washington Township	3,759	4,152	5,161	6,089	6,855	1,009	2,703

Potential Planning Issues : Modest Growth has been projected for the Borough of Bangor. The growth is projected at 3.5 percent over the next thirty years, with one third occurring by year 2010. The Borough should consider how it wants to accommodate the additional residents and if it wishes to attract a particular demographic group.

Source: Lehigh Valley Planning Commission, calculations by Sara S. Pandl, Community Planner.

Table # 3
Estimated Land Use – 2000

Municipality	Residential		Commercial		Industrial		Wholesale & Warehousing	Trans., Comm., & Utilities	Public & Quasi-public	Parks & Recreation		Agricultural & Vacant		Total
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
Bangor	364.3	35.3	26.3	2.6	87.3	8.5	9.6	211.7	36.8	63.8	231.2	22.4	1,031	
East Bangor	103.4	22.8	2.6	0.6	83.8	18.5	0.0	79.8	2.9	25.0	156.5	34.5	454	
Roseto	185.6	58.0	3.6	1.1	5.3	1.7	0.5	68.5	9.5	6.8	40.2	12.6	320	
Wash. Twn..	2,579.7	22.6	79.8	0.7	147.5	1.3	32.8	355.8	80.3	118.2	8,044.9	70.3	11,439	
North. Co.	58,672	24.1	3,432	1.4	6,933	2.9	3,165	17,078	3,608.8	16,534	133,618	55.0	243,043	
Lehigh Valley	110,786	23.8	7,775	1.7	11,622	2.5	6,666	34,466	8,591.5	34,982	249,465	53.5	466,357	

Source: Lehigh Valley Planning Commission, Assessment Departments for Lehigh and Northampton Counties.

Bangor Comprehensive Plan 1990 figures, based on tax assessment documents

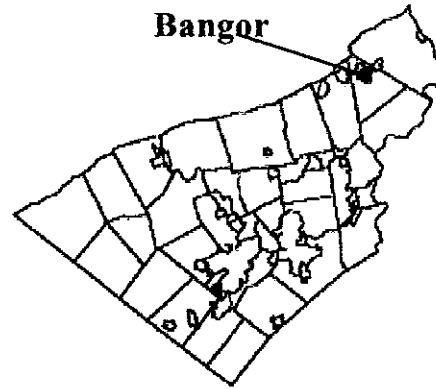
Year	Residential	Commercial	Industrial	Transportation/ Utilities	Public and Semi Public	Parks And recreation	Agricultural	total
1967	245	24	217	23	33	24	231	
990	409	35	16	22	32		293	

Bangor

County: Northampton
 Type of Municipality: Borough
 School District: Bangor Area

Municipal Address:

Borough Hall
 197 Pennsylvania Avenue
 Bangor, Pennsylvania 18013-1922
 Telephone: (610) 588-2216
 FAX: (610) 588-6468



Land Use 2002 (In acres)

Residential	366.4	(35.5%)
Commercial	26.3	(2.6%)
Industrial	87.3	(8.5%)
Wholesale & Warehousing	21.4	(2.1%)
Transp., Comm. & Utilities	211.7	(20.5%)
Public & Quasi-Public	36.8	(3.6%)
Parks & Recreation	77.6	(7.5%)
Agriculture & Vacant	203.5	(19.7%)
Total Acres	1,031.0	(100.0%)

Area: 1.61 sq. mi.

Population Density 2000 3,304 / sq. mi.

Assessed Value of Taxable Real Estate

1991	\$92,780,800	
2005	\$85,468,800	
Change	-\$7,312,000	(-7.9%)

Real Estate Tax Millage Rates 2005

Municipal	13.00
School District	39.95
County	10.30
Total	63.25

Population

1960 census	5,766
1970 census	5,425
1980 census	5,006
1990 census	5,383
2000 census	5,319
2003 estimate	5,275
2010 forecast	5,380
2020 forecast	5,442

Housing Characteristics 2000

Total households	2,105
Persons per household	2.52
Total housing units	2,249
Occupied housing units	2,105 (100.0%)
Owner occupied	1,248 (59.3%)
Renter occupied	857 (40.7%)
Vacant housing units	144
Median value-owner occupied (2000)	\$90,300
Median monthly contract rent (2000)	\$516

New Housing Construction (No. of units)

1993 - 0	1998 - 2
1994 - 1	1999 - 5
1995 - 3	2000 - 8
1996 - 7	2001 - 1
1997 - 2	2002 - 1

Sex Data 2000

Male	2,536	(47.7%)
Female	2,783	(52.3%)

Age Data 2000

Median age	35.6
Under 18 years	1,474 (27.7%)
65 years and over	870 (16.4%)

Income & Poverty Status 1999

Median household income	\$36,382
Median family income	\$44,954
Per capita income	\$17,742
Persons below poverty level	695 (13.1%)

Selected Race & Hispanic Origin Characteristics 2000

White	5,205	(97.9%)
Black or African American	26	(0.5%)
American Indian, Alaska Native	10	(0.2%)
Asian	17	(0.3%)
All Others	61	(1.1%)
Hispanic or Latino (origin any race)	79	(1.5%)

Educational Attainment 2000 (persons 25 years and over)

No high school degree	775	(22.2%)
High school graduate only	1,620	(46.4%)
Some college/associate degree	700	(20.1%)
Bachelor's or graduate degree	395	(11.3%)
High school degree or higher	77.8%	

Ancestry 2000 (top 5 listed)

Total reported	6,443	(100.0%)
Italian	1,231	(19.1%)
German	1,172	(18.2%)
Irish	731	(11.3%)
English	615	(9.5%)
Welsh	531	(8.2%)

Place of Work 2000 (workers 16 years & over)

Worked in Bangor	375	(15.5%)
Worked outside Bangor	2,048	(84.5%)

Occupation 2000 (employed persons 16 years & over)

Management, professional	479	(19.6%)
Service occupations	423	(17.3%)
Sales & office	557	(22.7%)
Farming, fishing & forestry	10	(0.4%)
Construction, extraction, maint.	260	(10.6%)
Production, trans., mat. moving	719	(29.4%)
Total employed	2,448	(100.0%)

Lehigh Valley

Land Use 2002 (in acres)		
Residential	115,379.2	(24.8%)
Commercial	8,108.9	(1.8%)
Industrial	11,782.2	(2.5%)
Wholesale & Wholesale	7,168.6	(1.5%)
Transp., Comm. & Public & Quasi-P	36,391.0	(7.8%)
Parks & Recreation	8,837.1	(1.9%)
Agriculture & Veterinary	36,025.6	(7.7%)
Total Acres	242,664.8	(52.0%)
	466,357.4	(100.0%)

Area: 728.7 sq. mi.

Population Density: 795 / sq. mi.

Assessed Value of Real Estate		
1991	\$12,023,253,650	
2005	\$15,258,416,300	
Change	\$3,235,112,650	(26.9%)

Population	
1960 census	428,948
1970 census	469,849
1980 census	497,767
1990 census	538,235
2000 census	579,156
2003 estimate	598,686
2010 forecast	620,471
2020 forecast	663,338

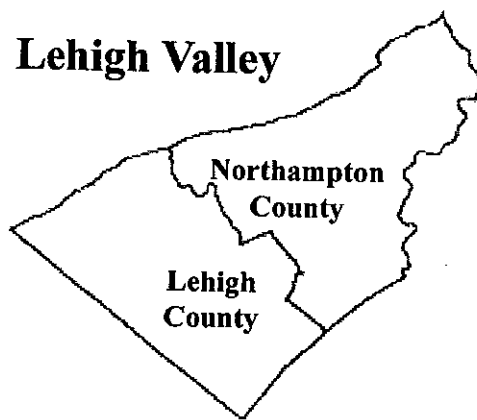
Housing Characteristics 2000		
Total households	223,447	
Persons per household	2.51	
Total housing units	235,620	
Occupied housing units	223,447	(100.0%)
Owner occupied	158,813	(71.1%)
Renter occupied	65,134	(28.9%)
Vacant housing units	12,173	
Median value-owner occupied (2000)	\$116,610	
Median monthly contract rent (2000)	\$582	

New Housing Construction (No. of units)	
1993 - 1,946	1998 - 2,621
1994 - 2,044	1999 - 2,438
1995 - 2,038	2000 - 2,779
1996 - 1,983	2001 - 2,904
1997 - 1,986	2002 - 2,905

Sex Data 2000		
Male	280,515	(48.4%)
Female	298,641	(51.6%)

Age Data 2000		
Median age	38.4	
Under 18 years	136,951	(23.6%)
65 years and over	91,464	(15.8%)

Lehigh Valley



Income & Poverty Status 1999

Median household income	\$44,259
Median family income	\$53,522
Per capita income	\$21,667
Persons below poverty level	48,499 (8.4%)

Selected Race & Hispanic Origin Characteristics 2000

White	515,229	(88.9%)
Black or African American	18,497	(3.2%)
American Indian, Alaska Native	961	(0.2%)
Asian	10,209	(1.8%)
All Others	34,260	(5.9%)
Hispanic or Latino (origin any race)	49,749	(8.6%)

Educational Attainment 2000 (persons 25 years and over)

No high school degree	74,834	(19.1%)
High school graduate only	140,136	(35.7%)
Some college/associate degree	90,003	(22.9%)
Bachelor's or graduate degree	87,710	(22.3%)
High school degree or higher	80.9%	

Ancestry 2000 (top 5 listed)

Total reported	666,121	(100.0%)
German	167,784	(25.2%)
Irish	68,210	(10.2%)
Italian	63,822	(9.6%)
English	35,861	(5.4%)
Polish	28,501	(4.3%)

Place of Work 2000 (workers 16 years & over)

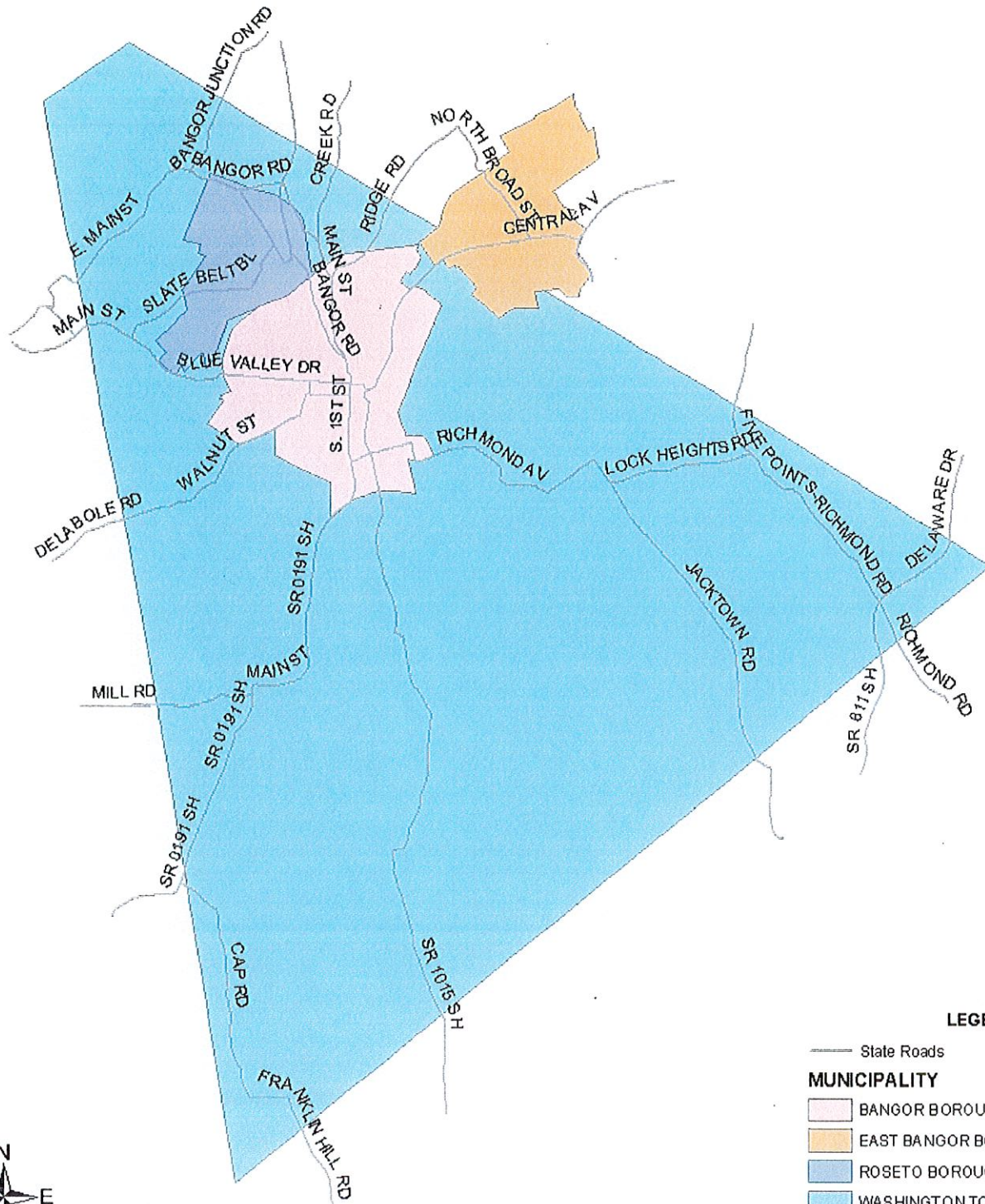
Worked in county of residence	178,751	(71.4%)
Worked outside county	71,642	(28.6%)

Occupation 2000 (employed persons 16 years & over)

Management, professional	90,600	(32.6%)
Service occupations	38,976	(14.0%)
Sales & office	75,640	(27.2%)
Farming, fishing & forestry	601	(0.2%)
Construction, extraction, maint.	23,936	(8.6%)
Production, trans., mat. moving	48,481	(17.4%)
Total employed	278,234	(100.0%)

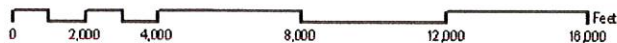
Central Slate Belt Planning Region Natural Features

Area Map



LEGEND

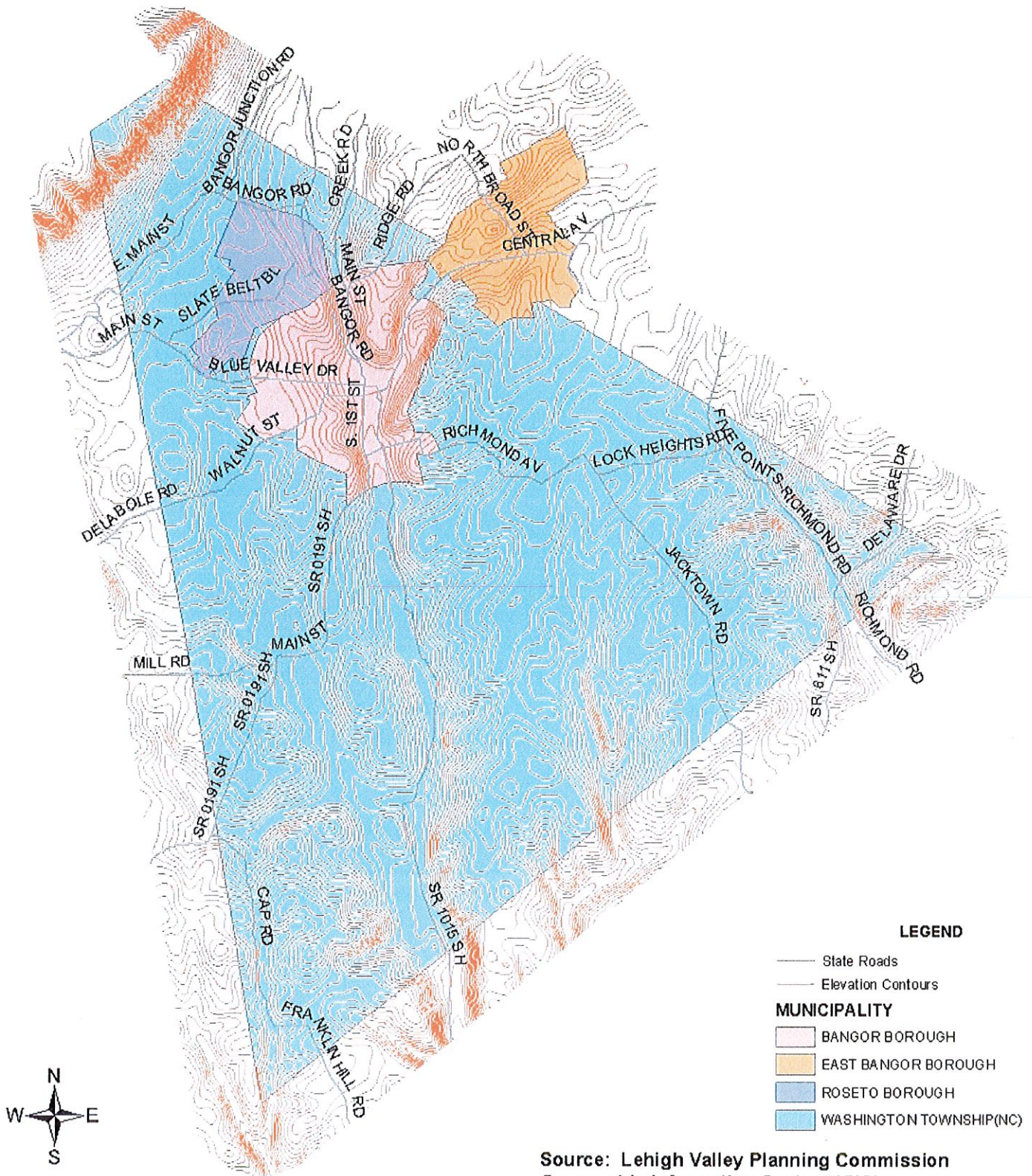
- State Roads
- MUNICIPALITY**
- BANGOR BOROUGH
- EAST BANGOR BOROUGH
- ROSETO BOROUGH
- WASHINGTON TOWNSHIP (NC)



Source: Lehigh Valley Planning Commission
 Geographic Information System (GIS)
 Cartography by Sara Pandl, AICP
 Rodite & Pandl, LLC, Community Planners
 September, 2003

Central Slate Belt Planning Region Natural Features

Elevation Contours



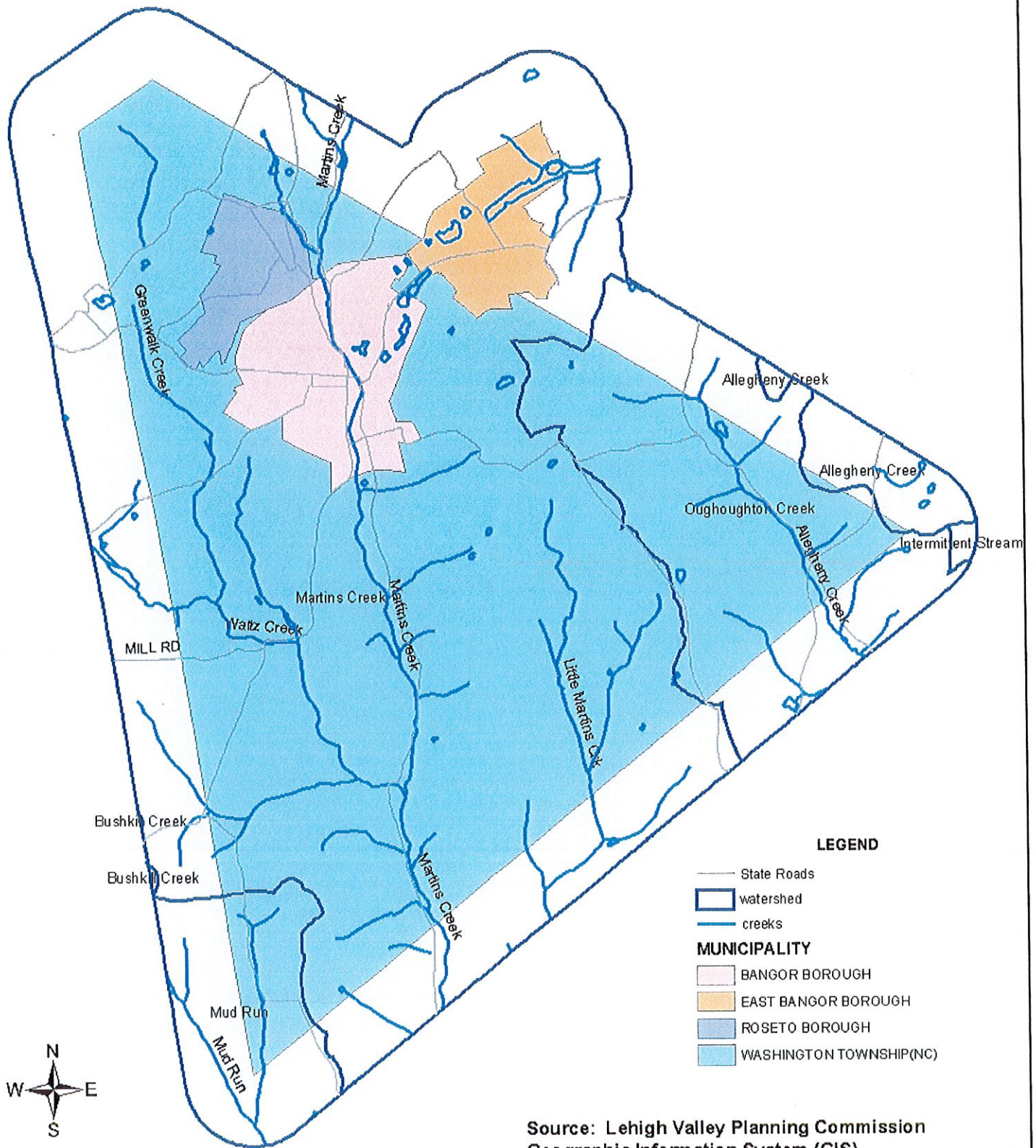
LEGEND

- State Roads
 - Elevation Contours
- MUNICIPALITY**
- BANGOR BOROUGH
 - EAST BANGOR BOROUGH
 - ROSETO BOROUGH
 - WASHINGTON TOWNSHIP (NC)

Source: Lehigh Valley Planning Commission
Geographic Information System (GIS)
Cartography by Sara Pandl, AICP
Rodite & Pandl, LLC, Community Planners
September, 2003

Central Slate Belt Planning Region Natural Features

Creeks and Watershed Areas



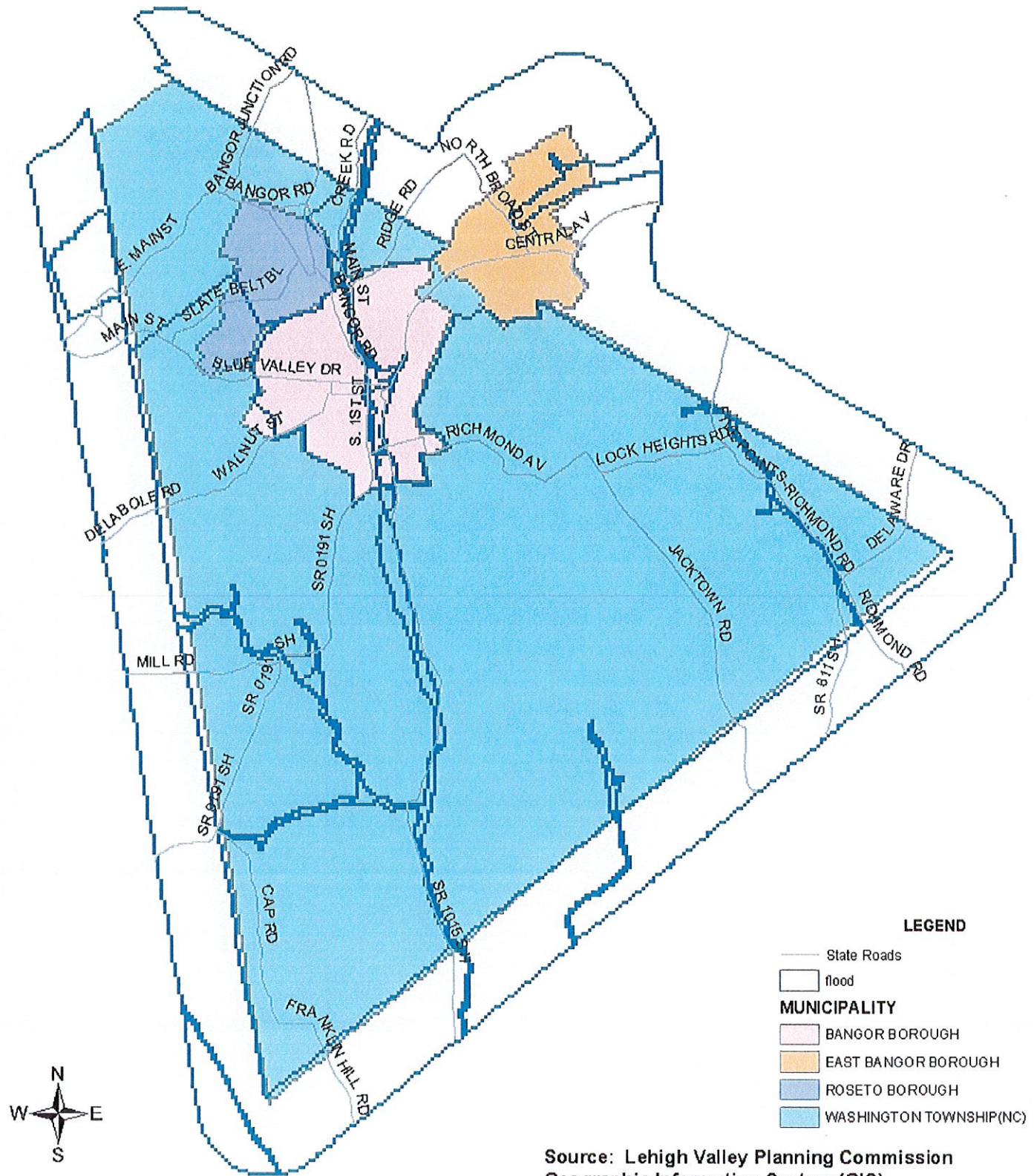
LEGEND

- State Roads
 - watershed
 - creeks
- MUNICIPALITY**
- BANGOR BOROUGH
 - EAST BANGOR BOROUGH
 - ROSETO BOROUGH
 - WASHINGTON TOWNSHIP (NC)

Source: Lehigh Valley Planning Commission
Geographic Information System (GIS)
Cartography by Sara Pandl, AICP
Rodite & Pandl, LLC, Community Planners
September, 2003

Central Slate Belt Planning Region Natural Features

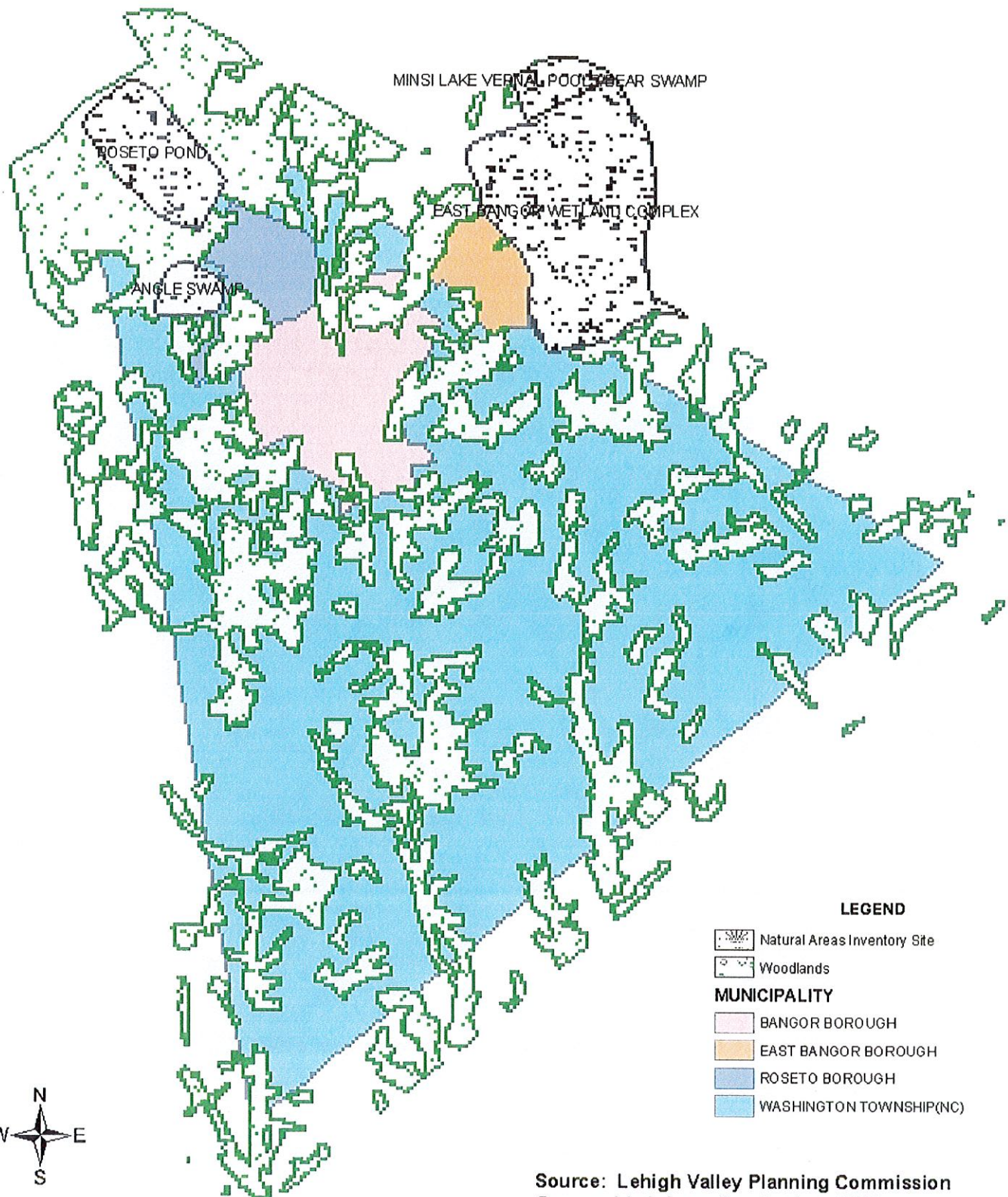
Flood Plains



Source: Lehigh Valley Planning Commission
 Geographic Information System (GIS)
 Cartography by Sara Pandl, AICP
 Rodite & Pandl, LLC, Community Planners
 September, 2003

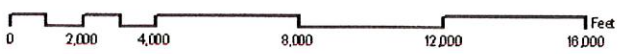
Central Slate Belt Planning Region Natural Features

Wooded Areas and Natural Inventory Sites



LEGEND

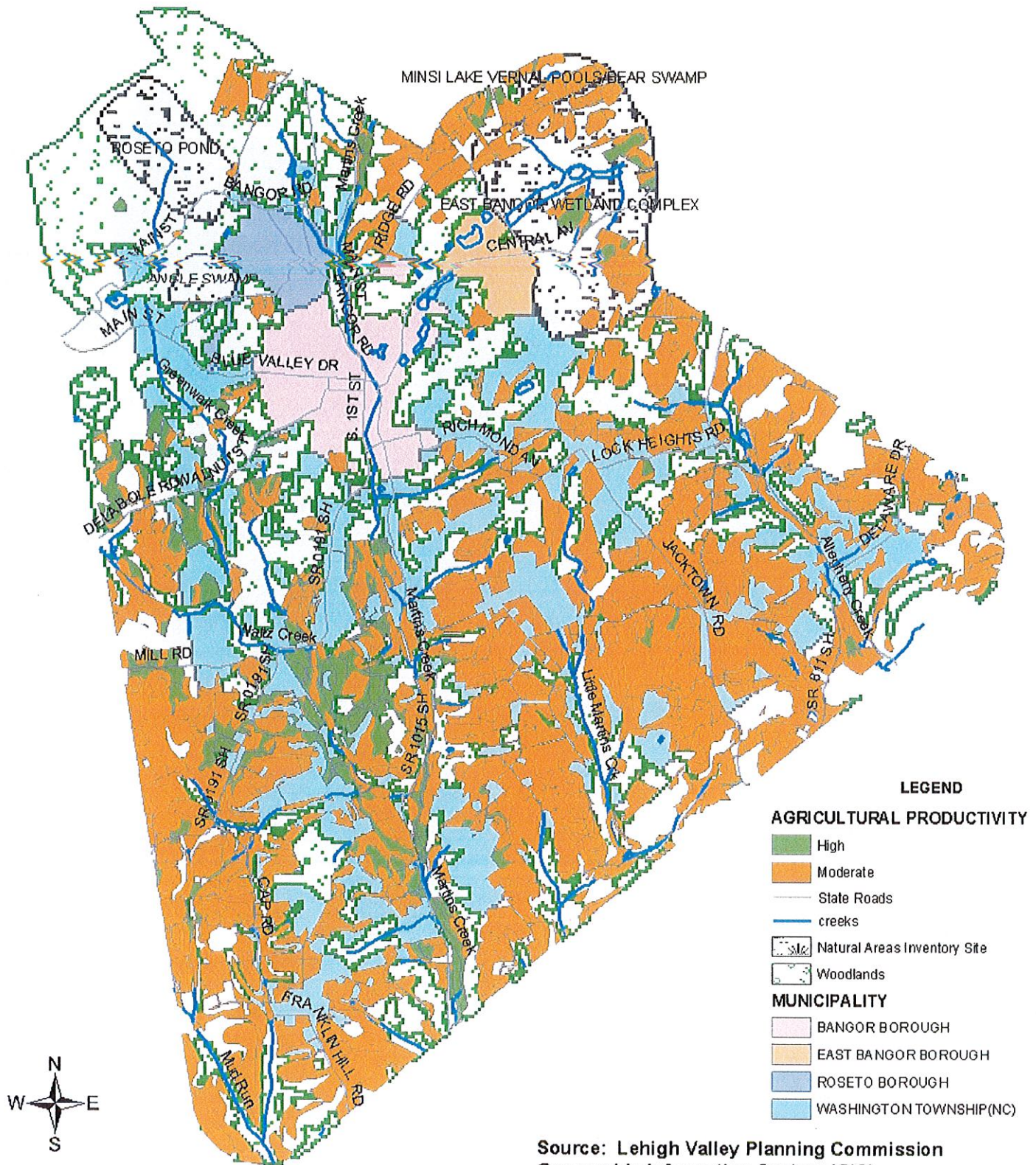
-  Natural Areas Inventory Site
-  Woodlands
- MUNICIPALITY**
-  BANGOR BOROUGH
-  EAST BANGOR BOROUGH
-  ROSETO BOROUGH
-  WASHINGTON TOWNSHIP (NC)



Source: Lehigh Valley Planning Commission
 Geographic Information System (GIS)
 Cartography by Sara Pandl, AICP
 Rodite & Pandl, LLC, Community Planners
 September, 2003

Central Slate Belt Planning Region Natural Features

Resource Composite



LEGEND

AGRICULTURAL PRODUCTIVITY

- High
- Moderate
- State Roads
- creeks

- Natural Areas Inventory Site
- Woodlands

MUNICIPALITY

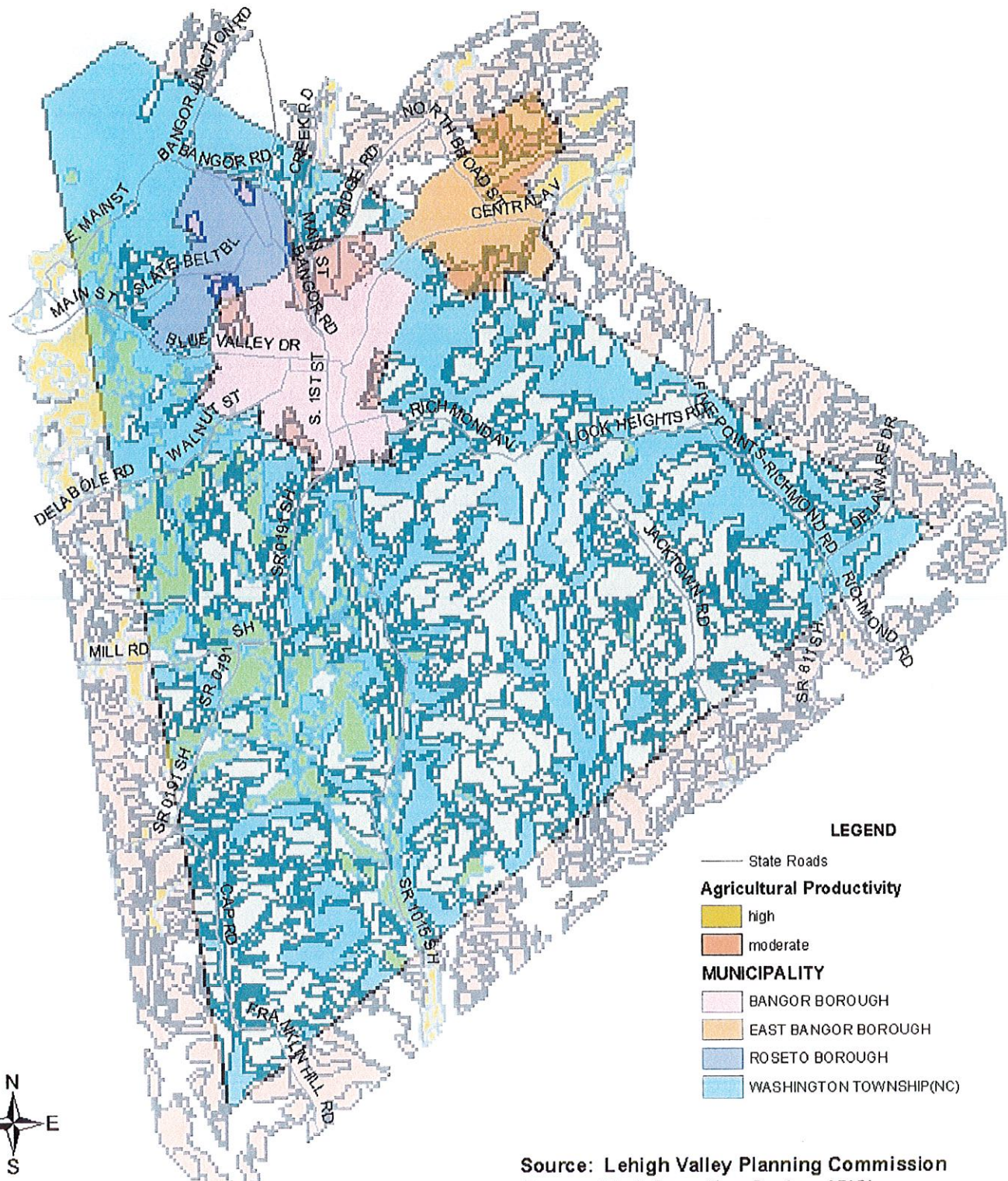
- BANGOR BOROUGH
- EAST BANGOR BOROUGH
- ROSETO BOROUGH
- WASHINGTON TOWNSHIP (NC)



Source: Lehigh Valley Planning Commission
 Geographic Information System (GIS)
 Cartography by Sara Pandl, AICP
 Rodite & Pandl, LLC, Community Planners
 September, 2003

Central Slate Belt Planning Region Natural Features

Agriculturally Productive Soils

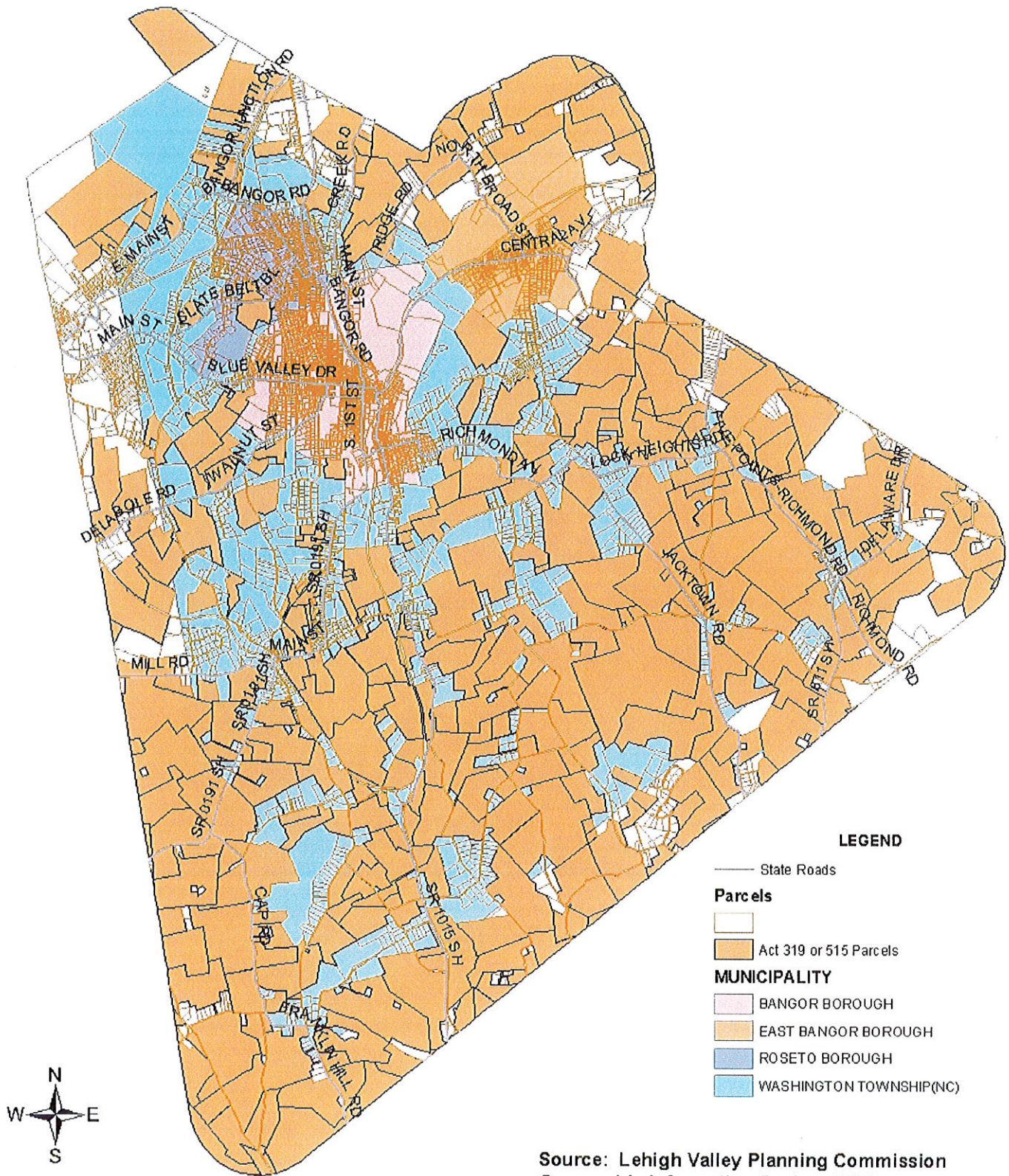


- LEGEND**
- State Roads
 - Agricultural Productivity**
 - high
 - moderate
 - MUNICIPALITY**
 - BANGOR BOROUGH
 - EAST BANGOR BOROUGH
 - ROSETO BOROUGH
 - WASHINGTON TOWNSHIP (NC)

Source: Lehigh Valley Planning Commission
 Geographic Information System (GIS)
 Cartography by Sara Pandl, AICP
 Rodite & Pandl, LLC, Community Planners
 September, 2003

Central Slate Belt Planning Region Natural Features

Parcels with Act 319 or 515 Status



LEGEND

— State Roads

Parcels

- Other Parcels
- Act 319 or 515 Parcels

MUNICIPALITY

- BANGOR BOROUGH
- EAST BANGOR BOROUGH
- ROSETO BOROUGH
- WASHINGTON TOWNSHIP(NC)

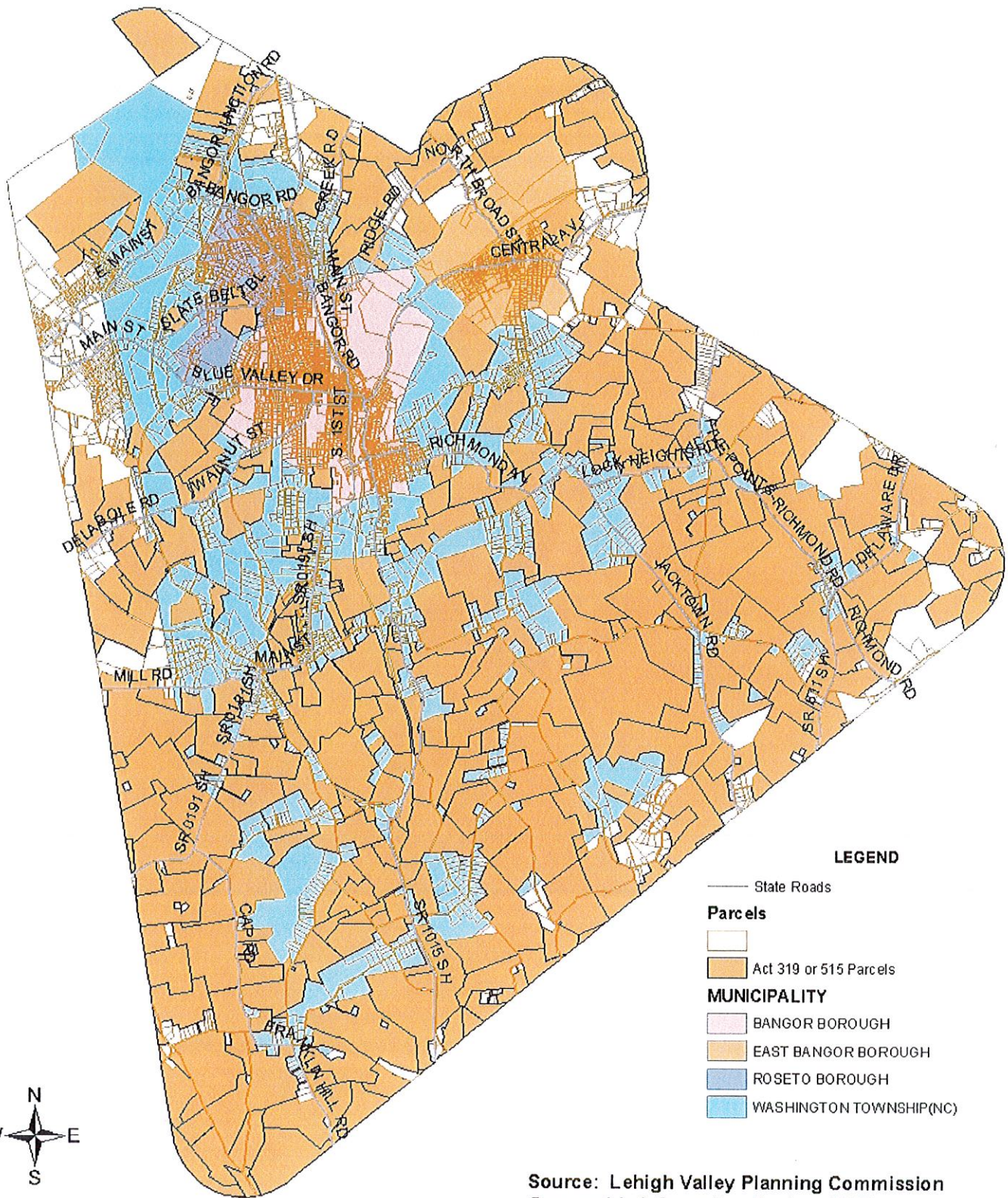


0 2,000 4,000 8,000 12,000 16,000 Feet

Source: Lehigh Valley Planning Commission
 Geographic Information System (GIS)
 Cartography by Sara Pandl, AICP
 Rodite & Pandl, LLC, Community Planners
 September, 2003

Central Slate Belt Planning Region Natural Features

Parcels with Act 319 or 515 Status



LEGEND

- State Roads
- Parcels**
- Act 319 or 515 Parcels
- MUNICIPALITY**
- BANGOR BOROUGH
- EAST BANGOR BOROUGH
- ROSETO BOROUGH
- WASHINGTON TOWNSHIP (NC)

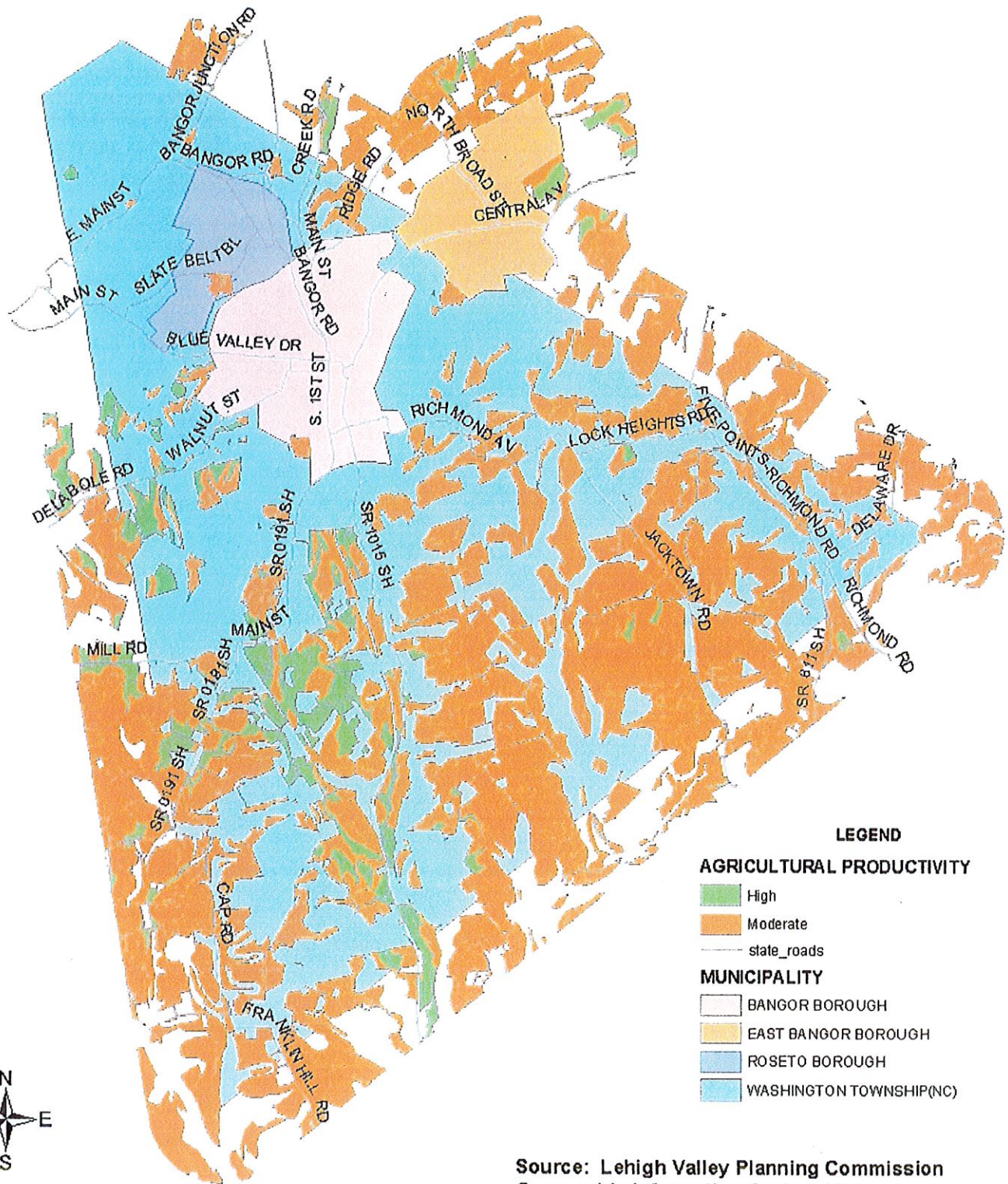


0 2,000 4,000 8,000 12,000 16,000 Feet

Source: Lehigh Valley Planning Commission
 Geographic Information System (GIS)
 Cartography by Sara Pandl, AICP
 Rodite & Pandl, LLC, Community Planners
 September, 2003

Central Slate Belt Planning Region Natural Features

Agricultural Parcels (Act 319 or 515) located on Agriculturally Productive Soils



Source: Lehigh Valley Planning Commission
 Geographic Information System (GIS)
 Cartography by Sara Pandl, AICP
 Rodite & Pandl, LLC, Community Planners
 September, 2003

BACKGROUND SECTION – C

HIGHWAY MAINTENANCE

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ACCESS MANAGEMENT

Decisions involving access to the highway network play a major role in the performance of the highway network. As discussed previously, each road in the network has a "function," i.e. mobility, access, or a combination of the two. Generally, roads that provide access (local roads, collector roads) are designed to handle lower speeds than those that provide mobility (arterials, expressways) because turning movements are more frequent. The roads that provide mobility are designed to allow safe traffic movement at higher speeds. Problems occur when numerous driveways are allowed on roads that are designed for mobility. The conflict in purpose usually results in an unsafe road that performs far below standards. Examples of poor access management practices can be found on nearly every arterial with a lot of curb cuts for commercial development. Higher functional class roads, particularly arterials, must be preserved for their traffic carrying capabilities.

Preserving traffic carrying capacity is only one reason for developing an access management program. Research done by the FHWA, the National Highway and Traffic Safety Administration and other state Departments of Transportation indicates that access management programs can enhance safety, improve roadway efficiencies and protect both private and public investments.

- Access management programs can reduce crashes by up to 50% by decreasing conflicts between transportation system users;
- Capacity can be increased by 23-45%; travel time and delay can be reduced by 40-60%.

In Pennsylvania both PENNDOT and local municipalities have responsibility for access management. PENNDOT requires that an access permit be acquired by anyone who wishes to access a state road from a driveway or intersection. Local municipalities can control access through their subdivision and zoning regulations. PENNDOT's authority includes ensuring that capacity and safety are sufficient in newly created intersections, safety issues as they relate to the adjacent stretches of highway, and drainage issues. However, PENNDOT does not have the authority to deny access because a roadway has insufficient capacity (unless it is directly tied to the site of the development). Most of the PENNDOT actions deal with specific design on-site improvements. Local municipalities have broad powers to deal with access improvements in relationship to the comprehensive plan, increases in traffic, drainage, and design issues. Their powers are not limited to improvements recommended by PENNDOT. Municipal powers are in addition to those of PENNDOT. Most municipalities are either not aware of their powers or have opted not to use them.

Access management is not working as well as it can or should in Pennsylvania. Measures need to be considered that will enhance the powers of PENNDOT to deal with capacity problems under its access management system or local municipalities need to undertake much stronger measures than they have been willing to undertake to-date to deal with access management issues. The LVPC has prepared a report entitled *Access Management on Arterial Roads*. This report recommends best access management procedures that should be considered in local municipalities. Access management initiatives are also under consideration in PENNDOT. Pennsylvania's Municipalities Planning Code was

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recently revised to require PENNDOT to consider, and under certain circumstances, rely upon comprehensive plans, zoning ordinances, and multi-municipal agreements when issuing access permits. Chapter 5 deals with specific recommendations to improve access management.

LOCAL ROADWAY DESIGN TOOLS

Most of the roads built in the past 30 years have been built by developers according to local subdivision ordinance requirements. These roads channel traffic to and from individual lots. Developer involvement in capacity improvements to the collector and arterial roads that connect with local roads is rare. Most collectors and arterials are owned and maintained by PENNDOT. Most of the money for improvement of these roads comes from Federal and State sources. The PENNDOT emphasis is on maintenance of existing roads and the construction of a few high priority projects.

In 1996 the LVPC completed a report entitled *Creating Better Traffic Circulation*. Some of the major findings and recommendations of that report follow. The design of roads within subdivisions focuses on maximizing building opportunities, minimizing improvement costs to the developer, and meeting the technical standards in subdivision ordinances. Rarely does the design characteristics of roads take into account the overall municipal circulation pattern. Street layouts in residential subdivisions are often deliberately designed to discourage traffic circulation. In some instances, subdivision designs have sought to make through travel within subdivisions difficult if not impossible to create the impression of quiet residential streets. This is apparent in subdivisions utilizing an abundance of cul-de-sacs where few connections between internal roads exist. These practices serve the marketing needs of the developers; they usually do not serve the traffic needs of the community.

Local municipalities need to adopt a more proactive approach to dealing with development and development-related traffic problems. Local transportation plans, subdivision regulations, and official maps should be developed to insure adequate local transportation improvements are made. Communities have relied too heavily on PENNDOT for dealing with local traffic problems created at the municipal level. To address circulation issues, municipalities should develop and utilize sound circulation plans as part of their comprehensive plan. This element should contain pertinent data on existing and future traffic conditions and should be analyzed to identify deficient intersections and segments to show where improvements are or might be needed. Proposed improvements to alleviate problems should be identified.

Official maps should be used as a land use regulatory tool to create a coordinated network of collector and arterial roads, direct the location of future roads as future development and subdivision activity occurs, and reserve the rights-of-way for needed roads. The official map should depict the rights-of-way for new, extended, or widened roads as set forth in the circulation plan section of the comprehensive plan. Subdivision and land development ordinances (SALDOs) may also be used to improve traffic circulation by bringing about needed collector and arterial roads. The LVPC's

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Suggested Municipal Subdivision and Land Development Ordinance has been widely used as a model for municipal SALDOs. It contains the following relevant street design standards:

- Proposed streets shall be properly related to the road and highway plans of the state, county, and municipality. Streets shall be designed to provide adequate vehicular access to all lots or parcels and with regard for topographic conditions, projected volumes of traffic, and further subdivision possibilities in the area.
- The street system of a proposed subdivision or land development shall be designed to create a hierarchy of street functions, which includes collector and local streets.
- Proposed local streets shall be designed so as to discourage through traffic and excessive speeds. However, the developer shall give adequate consideration to provision for the extension and continuation of arterial and collector streets into and from adjoining properties.
- Where, in the opinion of the municipality, it is desirable to provide for street access to adjoining property, streets shall be extended by dedication to the boundary of such property. Distances between access points to adjoining property shall be based on block length standards set forth in the Subdivision and Land Development Ordinance.
- Where a subdivision abuts or contains an existing or proposed arterial traffic street, the municipality may require marginal access streets, reverse frontage lots, or other such treatment as will provide protection for abutting properties, reduction in the number of intersections with the arterial street, and separation of local and through traffic. These standards allow municipalities to improve traffic circulation by coordinating the road networks of adjoining properties and allowing the implementation of plans for collector and arterial roads.

TRANSPORTATION IMPACT FEES

Finally, transportation impact fees should be used to augment funding for traffic improvements. Act 209 of 1990 authorized the collection and use of impact fees. This legislation provides a basis for requiring developers to contribute funds for off-site improvements. Off-site improvements include improvements outside the site being developed excluding improvements to roads directly abutting the development site if the development necessitates that improvement. The greatest potential for benefiting from impact fees lies with rapidly developing areas since they are likely to generate significant amounts of revenue.

The impact fee legislation contains numerous provisions making its application cumbersome and difficult for municipalities. The attractiveness of impact fees to municipalities has been reduced by the rules set in the legislation. The legislature should amend this legislation to make it simpler to use by municipalities. However, a municipality cannot require off-site improvements as a condition of a land development or subdivision approval without an impact fee ordinance in place. See Appendix "D" for more information.

HIGHWAY MAINTENANCE

Maintenance of the existing highway network is a top priority item. PENNDOT's goal is that 80% of transportation dollars should be spent on preservation of the system. With the passage of TEA-21 at the national level and the gas tax increase at the state level, Pennsylvania is spending record amounts of highway dollars on roadway restoration projects. The Lehigh Valley has seen the benefit of these extra dollars in the form of many resurfacing/restoration projects. For example, the entirety of Route 33 was resurfaced in 1998 and 1999. A portion of Route 22 in Lehigh County was resurfaced prior to the major reconstruction project on that road.

The life cycle of maintenance improvements varies according to the improvement. However, a typical resurfacing has a projected life of ten years and is traditionally the responsibility of the state or local municipality. Over the past year the LVPC developed a capability for assessing maintenance problems by using the GIS with data supplied by PENNDOT. Using the International Roughness Index (IRI) and life expectancy of maintenance improvements, PENNDOT has developed a program of priority projects for maintaining the highway. The IRI is used to identify the condition of a roadway by quantifying general roughness. The measure incorporates the characteristics of the roadway deformation and surface deterioration such as surface cracking, pavement separation, potholing, and patching. Lower IRI values translate to better roads. The higher the value, the more need for improvement. Appendix B contains information on roadway segments that qualify for improvement based on the IRI.

According to the PENNDOT District 5-0 Business Plan for 2002-2003, the IRI values in both Lehigh and Northampton counties have declined (meaning smoother roads) by approximately 7 percent since 1997. The Business Plan reflects increased spending recommended by PENNDOT to continue this trend.

HIGHWAY SAFETY

In correspondence dated March 1999, PENNDOT Secretary Mallory requested that transportation planners join PENNDOT in adopting a goal to reduce Pennsylvania highway fatalities by 10%. Each MPO was asked to tailor a program to meet its own needs, depending on accident characteristics within the area.

In 2000, there were 147,253 reported crashes in the state, up 2.1% from 1999. Total deaths decreased by 1.9% (1,520 compared to 1,549 in 1999). Injuries decreased by 0.2%. In the Lehigh Valley, crashes increased by 0.4% to 7,818. Deaths decreased by 13.2% to 59. Nationally, crashes decreased 0.9% in 1999 while fatalities increased 0.3% to 41,611. While the total number of crashes and deaths may fluctuate mildly from one year to the next, the crash rate (on a per million vehicle miles traveled basis) has dropped steadily for decades. This is because vehicle miles traveled have grown at a much faster pace than crashes or deaths on highways both locally and nationally.

At the state level, PENNDOT is developing a program to reduce fatalities by targeting high-accident driver groups. Target groups include drivers (e.g. 16 to 18 year olds,

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inattentive drivers), vehicles (e.g. vehicle defects, motorcycles), pedestrians, highways (e.g. head-on crashes, trains, signalized intersections), and “post-crash occurrences,” i.e. steps that can be taken prior to emergency services arriving at the scene. PENNDOT has begun implementing a program of low-cost safety measures aimed at reducing these pattern crashes. For example, on roads, which have a high number of head on crashes, PENNDOT may install centerline rumble strips to alert drivers of crossing over into oncoming traffic. PENNDOT is also addressing crash patterns through education, such as the “Driving Under the Influence” (DUI) program made available to schools.

In this plan we have focused on identifying the locations that experience crashes more frequently than expected and are more severe in terms of deaths and injuries. Map 9 shows Lehigh Valley corridors that experience crashes at a rate higher than the statewide average for that type of road and corridors that experience serious crashes. In this case, serious crashes are those that result in a fatality or major injury. Corridors identified as serious experience more than four serious crashes per mile over the period 1995-2000. Accident data from 1995 to 1997 was used for Route 22 in the *22/Renew* reconstruction area due to differing traffic patterns during that time.

A review of Map 9 shows 21 corridors that are designated as high priority, meaning that these corridors are important both in terms of accident frequency and severity. The corridors are distributed fairly evenly between urban and rural locations. To make highway safety planning a more proactive process, safety projects should be selected from areas that show the greatest need. Table 14 lists the corridors and their limits based on PENNDOT data evaluated in this plan.

In addition to studying these high priority corridors, future planning work will analyze the primary causes for crashes in the Lehigh Valley and develop strategies to reduce these types of crashes.

HIGHWAY CONGESTION

Although congestion in the Lehigh Valley is becoming more widespread it is generally sporadic and short in duration. It occurs primarily during the morning (7:30 to 8:30 a.m.) and evening peaks (5:00 to 6:00 p.m.). Congestion and traffic delays on major highways such as Route 22 and I-78 are aggravated by incidents (i.e. crashes, police activity, motorists in need of assistance). Lehigh Valley congestion typically is associated with intersection delay, particularly in the rapidly growing suburban areas. Few corridors experience recurring congestion on a daily basis. Intersections in suburban areas are the primary areas of recurring congestion. Many intersections prove difficult to improve due to the presence of historical resources.

LVTS defines congestion as LOS “D” or worse. LOS is a value that reflects driver comfort. It ranges from “A” (best) to “F” (worst). Table 15 shows volume to capacity relationships and operating conditions for various levels of service. A volume/capacity ratio is a measure of the volume of traffic carried on a road segment divided by its capacity.

BACKGROUND SECTION – D

TRANSPORTATION IMPACT FEES

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Transportation Impact Fees

Article V-A of the MPC is the exclusive authority to enact and collect offsite transportation impact fees. Statutory provisions mandate very specific and complex procedures that a municipality must follow in order to enact an impact fee ordinance. Section 508-A permits municipalities that have adopted a joint comprehensive plan under Article XI to also enact a joint transportation fee ordinance.

The municipality must establish an impact fee advisory committee, designate transportation service areas and conduct a series of studies. These studies consisting of a land use assumption report, a roadway sufficiency analysis and a transportation capital improvements plan must be approved in order to enact an impact fee ordinance. Other prerequisites include a zoning ordinance, a subdivision and land development ordinance and an adopted comprehensive plan. However, it should be noted that counties are not permitted to enact an impact fee ordinance.

Don't be misled. Impact fees will only cover a percentage of total needs and costs. Impact fees cannot be used to pay for operation and maintenance expenses, repairs, pass through trips or trips attributable to existing development. Growth and the pace of growth are among the factors to be weighed when deliberating whether to enact an impact fee ordinance. Such an ordinance represents just one more tool available to a municipality to promote orderly development. However, each municipality will have to make a cost-benefit determination to see if enacting an impact fee ordinance will likely be a net revenue producer over a given period of years. See Appendix IV on Analysis of the Impact Fee Legislation.

Appendix IV

Analysis of Transportation Impact Fees

General Intent (Section 501-A)

Article V-A of the Municipalities Planning Code, titled "Municipal Capital Improvement," authorizes all municipalities, except counties, to charge transportation impact fees on new development. As a prerequisite, the municipality must have adopted either a municipal or county comprehensive plan, subdivision and land development ordinance, and zoning ordinance. The effect of the act is to:

1. Expressly authorize the imposition of impact fees for capital improvements to the transportation system.
2. Closely define the procedures by which impact fees may be implemented.
3. Expressly exclude the use of impact fees for other purposes and to limit the extent of their use for transportation improvements.

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Important Definitions (Section 502-A)

Impact fee – a charge or fee imposed by a municipality against new development to generate revenue for funding the costs of transportation capital improvements necessitated by and attributable to new development.

Offsite improvements – public capital improvements that are not onsite improvements and which serve the needs of more than one development.

Onsite improvements – all improvements constructed on the applicant's property, or the improvements constructed on the property abutting the applicant's property necessary for the ingress or egress to the applicant's property, and required to be constructed by the applicant under a municipal ordinance.

Road improvement – the construction, enlargement, expansion or improvements of public highways, roads or streets, not including bicycle lanes, bus lanes, bus ways, pedestrian ways, rail lines or toll ways.

Transportation capital improvements – offsite road improvements that have a life expectancy of three or more years, not including costs for maintenance, operation or repair.

Transportation service area – a geographically defined portion of the municipality not to exceed seven square miles of area which, according to the comprehensive plan and applicable district zoning regulations, has development potential, creating the need for transportation improvements to be funded by impact fees.

What impact fees may be used for (Section 503-A)

The law authorizes the use of impact fees for costs incurred for improvements designated in the municipality's transportation capital improvement program attributable to new development, including the acquisition of land and rights-of-way; engineering, legal and planning costs; and all other costs directly related to road improvements within the service area or areas, including debt service. Impact fees may also be used for a proportionate share of the cost of professional consultants hired to prepare a roadway sufficiency analysis. The proportionate share must be determined based on a formula specified in the act.

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What impact fees may NOT be used for (Section 503-A)

Municipalities are expressly prohibited from using impact fees for:

1. Construction, acquisition or expansion of municipal facilities that have not been identified in the township's transportation capital improvement plan.
2. Repair, operation or maintenance of existing or new capital improvements
3. Upgrade, update, expansion or replacement of existing capital improvements to serve existing developments to meet stricter safety, efficiency, and environmental or regulatory standards that are not attributable to new development.
4. Preparation and development of land use assumptions and the capital improvements plan.
5. Road improvements due to pass-through traffic or to correct existing deficiencies.

Prohibitions (Section 503-A)

Impact fee ordinances must be established only as authorized in the act. The law expressly prohibits a municipality from requiring as a condition for approval of a land development or subdivision application the following, except as specifically authorized under the act:

1. Offsite improvements or capital expenditures of any nature whatsoever
2. Contributions in lieu of improvements
3. Exaction fees
4. Connection, tapping or similar fees (except as specifically authorized under Act 203 and Act 209)

The act does not specifically address the ability of municipalities and developers to negotiate and enter into voluntary agreements for offsite improvements other than those covered by impact fees.

Onsite improvements (Section 503-A)

The act does not affect a municipality's power to require onsite improvements. However, the municipality may not withhold approval of a development for the reason that an "approved capital improvement program" has not been completed.

Joint Municipal Impact Fees (Section 503-A)

Act 68 of 2000 granted the authority for 2 or more municipalities, other than counties, to adopt transportation impact fees as originally provided for by Article V-A. Municipalities participating and having adopted a joint municipal (multimunicipal) comprehensive plan consistent with Article XI can implement the

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requirements of Article V-A cooperatively through an intergovernmental cooperation agreement.

Procedures to adopt impact fee ordinance (Section 504-A)

Appointment of advisory committee

The township must first appoint, by resolution, an impact fee advisory committee consisting of 7 to 15 members. The township also has the option of appointing its planning commission to serve as the impact fee advisory committee. At least 40 percent of the members of the advisory committee must be representatives of the building and real estate industries. If the township appoints its planning commission as the advisory committee, it must appoint additional ad hoc voting members so that at least 40 percent of the committee represents the building and real estate industries whenever the planning commission is operating as the advisory committee. The composition of the advisory committee can be challenged for a period of 90 days from the first public meeting of the advisory committee. In the resolution, the township must also describe the geographical area or areas for which the advisory committee will develop the land use assumptions and conduct the road sufficiency analysis studies.

Development of land use assumptions

The advisory committee must first develop land use assumptions to predict future growth and development within the areas designated by the township in its resolution. The land use assumptions report must include a description of existing land uses and the roads within the designated area(s). The report must also reflect projected changes in land use, densities of residential and non-residential development, and population growth rates for the next 5 years. The report may be based on and refer to prior plans and studies prepared for the township. A copy of the report must be forwarded to the county planning agency, all contiguous municipalities and the local school district for comment at least 30 days before the committee holds a public hearing.

With passage of Act 68 of 2000, municipalities may jointly hire a professional to prepare a multiple-municipality roadway sufficiency analysis. By joining together, municipalities can take advantage of economies of scale, plus one roadway sufficiency analysis serves all the cooperating municipalities and the reports will be consistent. This offers advantages for those electing to participate in this approach.

The committee must conduct a public hearing for the consideration of the land use assumptions, and then present a written report to the township. The township must approve, disapprove or modify the land use assumptions by resolution.

Preparation of roadway sufficiency analysis

In the next step, the advisory committee must, in consultation with a traffic or transportation engineer or planner commissioned by the township, prepare or

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have prepared a roadway sufficiency analysis to establish the existing levels of service on roads and the preferred levels of service within the designated area(s). These levels of service must be in accordance with the categories defined by the Transportation Research Board of the National Academy of Sciences or the Institute of Transportation Engineers. The analysis must be done for any road within the area for which there is a projected need for improvements due to future development. If a road is not included in the analysis, it will not be eligible for impact fees.

The road sufficiency analysis must also specify:

- The required road improvements needed to bring the existing level of service up to the preferred level of service.
- Projected traffic volumes for the next five years.
- Anticipated traffic due to persons traveling through the area, separate from the trips generated by residents, and the forecasted road deficiencies created by these trips.

The township must take action by resolution to approve, disapprove or modify the roadway sufficiency analysis provided by the advisory committee.

The Capital Improvements Plan.

Using the information from both the land use assumptions and the roadway sufficiency analysis, the advisory committee must then determine the need for road improvements to correct any existing deficiencies and to accommodate future development. The committee must first identify the transportation improvements that should be included in the plan and establish the boundaries of one or more transportation service areas. These areas may not exceed 7 square miles, or approximately 2.6 miles by 2.6 miles. The plan must also include an estimate of the cost of the road improvements, using standard traffic engineering standards. A maximum contingency fee of 10 percent may be added to the estimate. The plan must include the following:

- A description of existing roads within the transportation service area(s) and anticipated road improvements not attributable to new development.
- Road improvements due to pass-through traffic.
- Road improvements due to future development.
- The estimated cost of the road improvements, with separate calculations for costs to correct existing deficiencies; costs attributable to pass-through trips; and costs attributable to future development.
- A projected timetable and budget for the road improvements identified in the plan.
- Proposed sources of funding for each capital improvement, including federal, state and municipal funds, impact fees and any other source.

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Public hearing

Once the capital improvements plan has been completed, the advisory committee must hold a public hearing. The plan must also be available for public inspection at least 10 working days prior to the public hearing date.

Presentation and adoption of plan

The plan must be presented to the municipality at a public meeting. The board of supervisors may make changes to the plan prior to its adoption.

State and federal highways

Roads that qualify as a state highway or rural state highway may only be funded by impact fees to a maximum of 50 percent of the total cost of the improvements.

Update of capital improvements plan and impact fees

The township may periodically request the advisory committee to review and update the capital improvements plan and impact fee charges.

Development of impact fee ordinance (Section 505-A)

Once the capital improvements plan has been completed and adopted, the governing body must then prepare an impact fee ordinance, which must set the following procedures.

Calculation of fee

The impact fee is calculated based on the total cost of the identified road improvements within a given transportation service area attributable to new development within that service area. This figure is then divided by the number of anticipated peak hour trips generated by the new development. This calculation for peak hour traffic must be estimated in accordance with the Trip Generation Manual published by the Institute of Transportation Engineers. The resulting figure will be the per trip cost of transportation improvements within the service area.

When fee is determined and collected.

The impact fee must be determined as of the date of preliminary land development or subdivision approval. The per trip cost established for the service area is multiplied by the number of trips to be generated by the new development or subdivision using generally accepted traffic engineering standards. The builder or developer must pay the calculated impact fee at the time the building permit is issued for the development or subdivision. A guarantee of financial security in lieu of the payment of the full fee is not allowed, unless the applicant has agreed to construct the road improvement himself. Allowable exemptions (Section 503-A).

The township may include in its impact fee ordinance exemptions for de minimis applications, or small land development with a negligible impact, affordable

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housing as defined in the act or growth that the township determines to have an overriding public interest.

Additional traffic studies

The municipality may authorize a special transportation study to determine traffic generation for a new nonresidential development. The developer may also voluntarily prepare or commission and submit a traffic study at his own expense. The study must be submitted prior to the imposition of the impact fee and must be taken into consideration by the municipality in either reducing or increasing the fee.

Adoption of impact fee ordinance

The township must adopt an impact fee ordinance that specifies the boundaries and fee schedule for each transportation service area. The ordinance must be available for public inspection at least 10 working days prior to the public meeting at which the ordinance is to be adopted.

Retroactivity

The impact fee ordinance may be made retroactive for a period of up to 18 months after the adoption of the resolution creating the impact fee advisory committee. The impact fee assessed during the 18-month period may not exceed \$1,000 per anticipated peak hour trip or the subsequently adopted impact fee, whichever is less.

Accounting of impact fees.

Fees collected by the township must be deposited in an interest bearing account designated solely for impact fees and clearly identifying the transportation service area from which the fees were received. Fees collected from a transportation service area can only be used within that transportation service area. The township must provide an annual accounting for this account.

Credits.

The builder or developer is entitled to receive credit against the impact fee for the following:

- The fair market value of any land dedicated to the municipality for future right-of-way, realignment or widening of existing roadways, determined as of the date the land development or subdivision application was submitted.
- The value of any road improvement constructed at the applicant's expense, at the same rate identified in the capital improvements plans.

Refund of impact fees.

Impact fees must be refunded to the applicant, along with any accrued interest, under the following circumstances:

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- The municipality has terminated or completed the capital improvements program for the transportation service area and funds are left over.
- The municipality has failed to begin construction of any road improvement within three years of the scheduled construction date stated in the capital improvements plan.
- After completion of a road improvement, the actual expenditures were less than 95 percent of the costs for which the fee was paid.
- Construction on the new development has not started, and the building permits have expired or been altered so as to decrease the impact fee due. To refund the fees, the municipality must provide written notice by certified mail to the builder or developer who paid the fee. If the funds are unclaimed after a one-year period, the municipality may use the fees for any other purpose.

Appeals (Section 506-A)

An individual required to pay an impact fee may appeal any matter relating to the fee with the court of common pleas. The court may appoint a master to hear testimony and make a report and recommendations. The parties would be responsible for their separate costs.

Tap-in fees (Section 507-A)

The law requires municipalities that assess tap-in or similar sewer and water fees to comply with the provisions of Act 203 of 1990, which amends the Municipalities Authorities Act.

Note: Fees for recreational facilities are addressed in Section 503(11) of the Municipalities Planning Code, Act 247 of 1968, as reenacted and amended. You may also wish to review this action in conjunction with the Pennsylvania Transportation Partnership Act, P.S. 53 Sect. 1621 et seq.