

**A PLAN  
FOR THE FUTURE**

## A PLAN FOR THE FUTURE

**The following goals and objectives provide guidance and direction for the growth and conservation of the Fleetwood-Maiden creek-Richmond area. The goals portray the Borough's and Townships' visions about the future of their area. The objectives are more specific statements about how the goals can be achieved.**

**Land Use Goal** – Encourage land use patterns that provide a balanced variety of uses ensures compatibility between uses and respects the area's environmental resources.

### Objectives

- Provide land for well-regulated development that is compatible with the surrounding uses.
- Accommodate residential and non-residential uses that will further the revitalization of downtown Fleetwood and support the Fleetwood Borough Architectural Overlay District.
- Require development layouts and designs that preserve important natural areas and open spaces within a tract of land.
- Direct new development towards areas with public sewer and water.
- Provide compatible types of development and uses to the adjacent municipalities.

**Housing Goal** - Provide opportunities for a variety of safe, well-maintained and affordable housing for all residents of Fleetwood, Maiden creek and Richmond.

### Objectives

- Provide a variety of housing types and densities using environmentally sensitive layouts and design features.
- Concentrate housing in areas best suited for residential development.
- Preserve and enhance existing housing through proper maintenance and rehabilitation, especially within the older villages of Virginville, Blandon, Walnuttown and Fleetwood Borough.
- Encourage the rehabilitation and re-use of historic homes.

**Environmental Conservation Goal** – Conserve and protect the area's sensitive natural resources.

### Objectives

- Preserve natural and scenic resources using a combination of regulations and voluntary initiatives.
- Direct growth away from environmentally sensitive areas such as steep slopes, floodprone lands, endangered species and woodlands.

- Preserve permanent open space in conjunction with future development.
- Identify opportunities to further link the network of publicly accessible passive greenways and open spaces in the area.
- Raise public awareness about the need to conserve the area's unique natural environment.

### **Agricultural Preservation**

#### Objectives

- Preserve concentrations of farms by continuing to promote Effective Agricultural Zoning, preferential real estate assessment, agricultural security areas, purchase of development rights by the County and others, and other farmland preservation techniques.
- Minimize non-farm activities near agricultural areas that cause conflicts with normal farming practices.
- Prohibit public sewer and water extensions into the area's most productive agricultural areas.
- Provide additional, suitable, supplemental income opportunities in agricultural areas.
- Promote the agricultural products of the area.

### **Historic Preservation Goal** – Preserve and enhance the area's historic resources.

#### Objectives

- Increase public awareness about opportunities to preserve properties that are connections to the area's unique heritage.
- Protect the character of Fleetwood and local villages by encouraging development compatible with existing architectural styles and patterns.
- Preserve historic resources using incentives for re-use.
- Use regulations that prohibit demolition by neglect and require a delay when applying for demolition of a historic structure.
- Support the efforts of local and county historic interest groups to identify and protect historic resources in the area.

### **Community Services and Facilities Goal** – Continue to provide municipal-related functions at levels commensurate with the needs of the local residents and businesses.

#### Objective

- Continue to work with the Fleetwood Area School District to ensure future needs.
- Provide public sewer and/or water facilities where needed for public health or economic development purposes that do not encourage inappropriate growth.
- Support and expand the cooperation between different providers of police, fire and emergency services that will maintain service levels and are cost effective.

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- Work with community groups, private sector and adjoining municipalities to provide public recreation in a cost-effective manner.
- Create maintenance programs and capital budgets to ensure that all areas of the Townships and Borough continue to receive adequate road maintenance and other public work services.

**Transportation Goal** – Provide for the safe, efficient and convenient movement of people and goods throughout the Fleetwood-Maiden creek-Richmond area.

Objective

- Work with PennDot and local developers to ensure local roads and intersections retain capacity to safely accommodate increased traffic volumes.
- Work with PennDot and others to address existing safety concerns such as improper road alignment, intersections and hazardous access points to Rt. 222.
- Work with BARTA and Commuter Services to raise public awareness about the advantages of public transit, carpooling and other alternative means of commuting.
- Encourage the expansion of shoulders and development of trails and pathways to promote pedestrian and bicycle travel.
- Preserve sufficient right-of-way along Rt. 222 for future widening by increasing set-backs and requiring new development to dedicate right-of-way where appropriate.

**Economic Development Goal** – Create jobs and broaden the real estate tax base by maintaining existing responsible businesses and attracting new ones appropriate for the area.

Objectives

- Work together as a region to ensure that land areas designated for business are large enough, have good road access and have adequate water and sewer to attract and maintain business in the area.
- Encourage adaptive reuse of vacant or underutilized properties, especially in and around the older existing developed areas.
- Communicate with existing businesses to determine if there are specific issues that are affecting the businesses.
- Work with local businesses and area educational providers to ensure an adequate and trained local workforce.
- Make sure that local regulations do not unnecessarily overburden responsible businesses in the growth areas.
- Promote the areas' historic, agricultural and natural resources for tourism and encourage businesses that rely on and enhance these resources.

**Inter-municipal Cooperation Goal** – Explore additional opportunities to cooperate with neighboring municipalities in providing municipal services.

## Objectives

- Improve communication and cooperation between the Townships and Borough concerning provision of public sewer and water service.
- Seek ways to reduce municipal costs through shared services, shared equipment, and joint purchasing.
- Make use of State grant incentives that give preference to municipalities that practice inter-municipal cooperation.
- Meet on an annual basis to discuss the Joint Comprehensive Plan and the implementation of the Plan.

## Plan Interrelationships

The Joint Comprehensive Plan addresses the following major topics

- Land Use and Housing
- Environmental Conservation
- Agricultural Preservation
- Historic Preservation
- Community Services and Facilities
- Parks and Recreation
- Transportation
- Economic Development
- Inter-municipal Cooperation.

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

## Timing of Development

The timing of development will depend upon the market for development. Currently, due to the recent economic recession the market is depressed. Development is also dependent upon the availability of public sewer and water systems. The majority of new construction in the area will take place in the areas that have public sewer and water systems.

The Joint Comprehensive Plan addresses development patterns for the next ten years. The three municipalities should meet on an annual basis to review progress of implementation of the Action Program. Every three to five years the municipalities should review the Plan to determine if there is a need to update the Plan. Fleetwood, Maiden creek and Richmond should carefully review the Plan and determine if there are any regulations that need to be updated to reflect the Plan.

## LAND USE AND HOUSING PLAN

The Land Use and Housing Plan recommends appropriate types of densities of residential and non-residential uses that should be encouraged in each municipality.

The following categories are shown on the accompanying Future Land Use map (Fleetwood Borough, due to the scale is also shown on a separate larger scale map) and described in the following text.

### Residential Areas

- Rural Conservation
- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Multi-Family Residential

### Residential/Mixed Use Areas

- Commercial/Residential
- Town Center
- Village

### Business and Industrial Areas

- Commercial
- Local Commercial
- Industrial
- General Industrial

### Agricultural Areas

- Agriculture
- Special Intensive Agriculture

### Other Areas

- Community Facilities
- Streams and Water Bodies
- Public Recreation

**Residential Areas** – The following six residential areas provide for a variety of housing types and densities. Each municipality has different conditions that require varied regulatory controls dependant upon the placement and impact of the housing type and density.

### Rural Conservation

The Rural Conservation area mainly includes the steeply sloped, heavily wooded portions of Richmond that are least suited for development. These areas are found in the northern and extreme southern ends of the Township. Low density single family detached homes and agriculture should be the primary uses permitted in these areas.

Single family homes would be permitted on 2 acre minimum lot sizes. Minimum lots sizes would increase to 3 dependent upon the amount of construction proposed on slopes between 15-25% and be increased to 4 acres where building construction is proposed on slopes 25% or greater. If building sites are proposed on less than 15% slope, clustering would be encouraged whereby the minimum lot size would be reduced to one acre in exchange for the developer permanently preserving 40% of the entire tract in open space.

The permanent open space would not have to be dedicated to the Township. It could remain as part of private lots, be dedicated to a conservancy or be dedicated to a homeowners' association, at the discretion of the Richmond Township Board of Supervisors. The intent is that most of these open spaces would remain in their natural state requiring little maintenance. Open spaces that are not forested should be planted to eventually become forested.

### Rural Residential

The Rural Residential area mainly includes those areas in Maiden creek and Richmond Townships that are not proposed for public sewer and water service. These areas are found in Evansville, near Irish Mountain at the boundary with Muhlenberg and Ruscombmanor Townships, along the Fleetwood Lyons Road at its intersection with Dryville Road and also at its intersection with Weavers Road, and near Kutztown Road and Oakhaven Road. Single family homes would be permitted on 1.5 to 2 acre lots sizes.

### Low Density Residential

The Low Density Residential area would designate land for single family homes on 1.5 acre lots. Clustering would be strongly encouraged by permitting .5 acre lots if the development is served by central sewer (and central water if available) and the developer preserves approximately 40% of the entire tract in open space. These areas are found in Richmond Township outside of Fleetwood Borough on the east, south and west sides. It is preferred that these areas be connected to the existing public sewer and water systems provided these sewer and water systems have capacity.

### Low Density Residential –with Traditional Neighborhood District Overlay

The Low Density Residential area designates land for single family homes on 1.5 acres. New developments in this area should be connected to public sewer and water and it is preferred that the developer use the Traditional Neighborhood Design Overlay Option. This would allow for single family homes on .5 acre lots and semi-detached homes on .25 acre lots. This area is located on the south side of Fleetwood Borough. The “traditional” styles of development compatible with the existing Fleetwood Borough environment would be encouraged. “Traditional Neighborhood” development recreates the best features of older developments such as the following:

- Pedestrian scale development that encourages walking and bicycling.
- A mix of housing types with smaller front yard setbacks and unenclosed front porches that promotes interaction among neighbors.
- Commons or common open space that is a focus for community life.
- Placement of garages and off-street parking along rear alleys, or to a rear corner of a lot with a side driveway.
- Avoiding excessively wide streets and intersections.
- Home designs that incorporate older styles of architecture.
- Street tree plantings.
- Lot widths that are narrower than are commonly provided today.

With this option the developer preserves approximately 40% of the entire tract in open space.

### Medium Density Residential

The Medium Density Residential area would accommodate a variety of housing types, including single family homes, semi-detached, townhouses, and multi-family units. Single family homes with on-lot wells and septic systems would require 1 to 1-1/2 acre lots. Single family homes served by public sewer and water would be permitted on 10,000 square foot lots. Clustering of the homes would be strongly encouraged either as a cluster development or a Planned Residential Development and approximately 40% of the tract be set aside in permanent open space. Semi-detached, townhouse and multi-family developments would be required to have public sewer and water and thereby be permitted at higher densities of up to 4 to 6 units per acre. In Richmond Township Mobile Home Parks are allowed in this district at 5,000 square foot lots.

Transfer of development rights (TDR) could be used to achieve densities higher than 4 to 6 units per acre in the Medium Density Residential area. The TDR technique permits landowners in locations designated for conservation (“sending areas”) to sell their development rights to developers who use these rights to build in designated “receiving areas” at densities higher than zoning would otherwise permit. Central sewer and water are needed in the receiving areas so that developers can achieve the densities they need to make TDR financially feasible. In Richmond and Maiden creek, the areas designated as Agriculture and Rural Conservation could be established as TDR sending areas.

### Medium Density Residential – Traditional Neighborhood District Overlay

This designation is found in the central-southern portion of the area in Fleetwood Borough and Richmond Township. The Medium Density Residential area would accommodate a variety of housing types, including single family homes, semi-detached, townhouses, and multi-family units. New developments in this area should be connected to public sewer and water and it is preferred that the developer use the Traditional Neighborhood Design Overlay Option. This would allow for single family homes at densities of 4 to 6 units per acre. Clustering of homes would be strongly encouraged and approximately 40% of the tract be set aside in permanent open space. Semi-detached, two-family, townhomes and apartments are allowed at densities of up to 6 to 8 units per acre. The “traditional” styles of development compatible with the existing Fleetwood Borough environment would be encouraged. “Traditional Neighborhood” development recreates the best features of older developments such as the following:

- Pedestrian scale development that encourages walking and bicycling.
- A mix of housing types with smaller front yard setbacks and unenclosed front porches that promotes interaction among neighbors.
- Commons or common open space that is a focus for community life.
- Placement of garages and off-street parking along rear alleys, or to a rear corner of a lot with a side driveway.
- Avoiding excessively wide streets and intersections.
- Home designs that incorporate older styles of architecture.



- Street tree plantings.
- Lot widths that are narrower than are commonly provided today.

With this option the developer preserves approximately 40% of the entire tract in open space.

### High Density Residential

The High Density Residential area would accommodate each of the uses allowed in the Medium Density Residential area. Within the Borough multi-family units are allowed, either in the form of new apartment structures at a maximum density of 8 to 10 units per acre or carefully regulated conversion units that take into consideration quality of life issues. The High Density Residential area is also found within Maidencreek Township. This area also accommodates the same types of uses, but includes Planned Residential Development options, and the densities are slightly less. Densities within the Township would be 3 to 8 units per acre. All of the above development is targeted for public sewer and water.

### Multi-Family Residential

The Multi-Family Residential area is only found within Maidencreek Township. This area is located at the intersection of Hill and Lee Spring Roads, abutting the Ruscombmanor Township boundary. Most of the area is undeveloped, except for a Mobile Home Park. All forms of residential development are allowed within this area, including Mobile Home Parks. It is anticipated that this area will have public sewer and water service. With on-lot sewer and water the lot sizes are 1.5 acres per unit. With public sewer and water lot sizes would range up to 5 units per acre.

**Residential/Mixed Use Areas** – these are areas that are found within the older parts of the three municipalities. Generally, when they were originally founded there was a variety of uses found within a small area. People generally lived where they worked and shopped. There are three districts in this category.

### Commercial/Residential

The purpose of the Commercial/Residential area is to encourage the maintenance and growth of selected businesses along with the full range of residential uses. The majority of these areas are built out, therefore this district is proposing to take advantage of the existing buildings and allow small commercial uses such as professional offices, personal services and small retail stores within existing buildings; provided that the size of the use, its business hours and associated traffic patterns are taken into consideration. Within the Borough, this area is adjacent to the Town Center District and consideration of the Architectural Overlay District requirements need to occur. In Maidencreek Township the largest area with this designation is Blandon, however there are other smaller areas scattered throughout the Township. All of the designated areas in this designation are in the public sewer and water service areas, except for Evansville.

### Town Center

The Town Center area would provide for both residential and certain non-residential uses. Residential uses in this area would be the same as those permitted in the High Density Residential area. Non-residential uses encouraged in this area would include a variety of retail, service and office uses. Zoning regulations would be used to ensure that the size and type of specific business uses are compatible with downtown Fleetwood and are consistent with the Architectural Overlay District requirements. For instance, new auto repair facilities are not an appropriate Town Center use. Special provisions would also be enacted that would promote mixed uses such as commerce on the first floor with upper story apartments.

### Village

The Village designation is found in Virginville and in one area of Maiden creek on the north side of Park Road. This area would allow for small, neighborhood oriented retail, services and office uses in combination with a variety of residential uses. This area is very similar in nature to the Town Center District and therefore should also limit uses that are not compatible, along with the promotion of mixed uses of commerce and apartments where appropriate.

**Business and Industrial Areas** – These areas are lands devoted to commerce and manufacturing. These are the main shopping and employment areas of the three municipalities. There are four districts in this category.

### Commercial

Commercial areas are designed to accommodate a variety of larger retail and service uses, including more intensive and highway oriented uses that are not appropriate for a village environment. Commercial areas are limited to areas that are found along Rt. 222 and an area along the south side of Park Road just west of Fleetwood. An important goal of this plan is to restrict unplanned growth of business uses in strip development fashion along Rt. 222. The intent is to allow Rt. 222 to mainly serve through traffic over the long-term.

### Local Commercial

The local commercial category is designed to accommodate those businesses that are geared more towards the local residents. This district is found along portions of Rt. 222, Rt. 73 and Park Road in Maiden creek Township. It does not include uses such as shopping malls and other larger commercial uses.

### Industrial

The Industrial category is found in Fleetwood Borough and Richmond Township. The areas found within the Borough are mostly existing and service industries such as Sunsweet Growers, Inc. and F. M. Brown and Sons. In this part of Fleetwood regulations should encourage the retention and expansion of these and other existing employers. Also, reuse of older industrial buildings should be encouraged by allowing a wide range of uses as long as they are compatible

with the adjacent areas. The area in Richmond is located west of East Penn Manufacturing, along the railroad and on the south side of the Fleetwood Lyons Road. Environmentally responsible light industry such as warehousing, electronics, research and development, office uses and other types of industry that is similar and compatible with the area.

### General Industrial

The General Industrial area is found in four places within the Townships. The Lehigh Cement Company, for the most part, uses the first two areas. One area is located along Eagle Road and is used for quarrying, while the other is located in Evansville and contains both a quarry and processing facility. There are a few other businesses in the Evansville area, including W.D. Zwicky and Sons and Custom Milling and Consulting. The third area generally encompasses the East Penn Manufacturing lands. East Penn is the second largest employer in the County. This facility has research and development, recycling and manufacturing of batteries. The other large area is west of Blandon from the railroad north crossing over Rt. 222 and ending near the Maiden creek Municipal Building. This area includes the Excelsior Industrial Park, parts of the Giorgio mushroom operation and distribution facilities. Operations that are related to food processing and construction industries are the most prominent. The general industrial district is where the more intensive and noxious types of industrial uses should occur.

**Agricultural Areas** – These are areas that are intended for the continuation of farming and to reduce incompatible uses. It is important to make sure that the regulatory language for agriculture does not conflict with Pennsylvania Statutes.

### Agricultural \*\*

The Agriculture area is the largest category within this joint planning area. This district is dedicated to preserving the best farmland from conversion to other non-farming uses. Both Maiden creek and Richmond Townships currently have Effective Agricultural Zoning and use a sliding scale to control the amount of residential growth in the area. This is one of the strongest forms of protection for the agricultural community allowed by Pennsylvania Law. The existence of the strict regulations within this district has helped to encourage the preservation of prime farmland, existing farms and to avoid conflicts between farms and homes. Large numbers of properties within this district are also enrolled within an Agricultural Security Area. Act 43, the Agriculture Security Law, helps to protect farmers from nuisance regulations. Enrollment within the Agricultural Security Area also enables a farmer to apply to have their development rights purchased by the County and State. Large swaths of land in both Townships and even a small portion in Fleetwood have been eased.

### Special Intensified Agriculture\*\*

The Special Intensified Agricultural area recognizes the mushroom production facilities within Maiden creek Township. In addition to accommodating mushroom production, it allows for other, similar uses that are both agricultural and industrial in character, such as a mulching operation. There are two areas located in the Township, one is on the north side of Evansville and the other is along the east side of Dries Road.

**Other Areas** – This Plan also designates area for Community Facilities, Public Recreation and Streams and Water Bodies.

#### Community Facilities

Community Facilities include municipal buildings, schools, churches, fire companies, and the Fleetwood Borough’s sewer treatment plant.

#### Public Recreation

Public Recreation includes all of the public parks and Gamelands located within the area and certain private recreational opportunities.

#### Streams and Water Bodies

These areas are shown on the map and should receive additional protection through riparian buffers, plantings and where possible should include Greenway Corridors.

## **ENVIRONMENTAL CONSERVATION PLAN**

**Through discussions with the planning committee at public meetings and the public surveys conducted as part of this planning process most residents identify closely with the rural environment in the Fleetwood-Maiden creek-Richmond area. Local residents view the area’s farmland, wooded hillsides, creek valleys and scenic views as important assets worthy of protection. Once these assets are lost to development, the character of the area is changed forever. Accordingly, environmental conservation is a major goal of the Joint Comprehensive Plan.**

#### The Value of Open Space

Open spaces serve the following essential functions, among others, in the area:

- Maintaining adequate groundwater through recharge and preserving ground water quality, particular concern is for those areas with on-lot water and the area surrounding Lake Ontelaunee.
- Providing an important aesthetic relief from built up locations and rapidly developing areas.
- Preserving areas of scenic beauty, such as the view from the northern and southern higher elevations into the valley.
- Preserving lands that are not naturally suited for development, such as steep slopes, floodplains, wetlands and other environmentally sensitive lands.
- Providing land for passive recreation, a need expressed by the residents that were interested in walking, hiking and biking areas.
- Preserving habitats for healthy populations of birds, fish and other wildlife.

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The following policies will help ensure that future development results in a minimal impact upon the region’s natural environment.

Only approve developments that respects the natural features of each site.

Each parcel varies greatly in the amount and type of development that it can naturally support. Certain areas, such as steep slopes and floodplains should remain completely in open space. The municipalities should consider the following guidelines when updating their regulations and reviewing subdivision and land development plans.

**GUIDELINES FOR PROTECTING IMPORTANT NATURAL FEATURES**

NATURAL FEATURES (TYPE & DESCRIPTION)	POTENTIAL PROBLEMS IF NOT PROTECTED	STRATEGIES FOR PROTECTION
<b>Steep Slopes</b> – Steep slopes of 15% have 15 feet of vertical change for every 100 feet of horizontal distance. Very steep slopes of 25% rise vertically 25 feet of 100 feet. Steep slopes are sometimes wooded and found along creeks. Steep slopes are prevalent throughout Richmond north of Eagle Road and Mine road and along some portions of the Township’s southern boundary.	<ul style="list-style-type: none"> <li>• Difficulty of maintaining and snowplowing steep roads.</li> <li>• Higher costs of buildings.</li> <li>• High rate of septic system failures.</li> <li>• Increased erosion and runoff.</li> <li>• Winter driving hazards from steep roads and driveways.</li> <li>• Disturbance of scenic areas.</li> <li>• Increased costs to extend public water and sewer lines.</li> </ul>	<ul style="list-style-type: none"> <li>• Use special precautions during building.</li> <li>• Site houses on the most suitable land, while keeping steep slopes in open space.</li> <li>• Keep natural vegetation intact.</li> <li>• Enforce municipal regulations that protect steep slopes.</li> <li>• Require larger lot sizes in steep areas.</li> <li>• Limit building on steep slopes of 5% to 25% and prohibit building on very steep slopes of 25% and above.</li> </ul>
<b>Groundwater</b> – Groundwater is stored underground after entering through the soil or seeping from creeks. Maintaining the quality of this water is important because both private wells and public water systems are dependent upon groundwater. Residents of both Walnuttown and Virginville have reported problems with groundwater induced by local development.	<ul style="list-style-type: none"> <li>• Polluted groundwater.</li> <li>• Dry wells.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to control the percentage of lots covered by buildings and paving.</li> <li>• Ensure remaining septic systems are designed and operated properly.</li> <li>• Monitor underground storage tanks for leaks.</li> <li>• Avoid polluted stormwater runoff.</li> <li>• Avoid high volume withdrawals of groundwater.</li> <li>• Identify areas most feasible for future public water and sewer.</li> </ul>
<b>Floodplains</b> – Areas that are prone to flooding include both legally designated floodplains and land along drainage channels. Significant 100-year floodplains in the areas that lie along the Maiden Creek, Sacony Creek, Moselem Creek, Willow Creek and unnamed tributaries.	<ul style="list-style-type: none"> <li>• Increased flooding in other areas.</li> <li>• Loss of potential public recreation area.</li> <li>• Threats to important wildlife and bird habitats.</li> </ul>	<ul style="list-style-type: none"> <li>• Prohibit construction of new structures within the 100-year floodway (which is the actual main flood channel) and along the adjacent 100-year flood-fringe. Prohibit construction within 50 to 100 feet of the centerline of a stream (depending on stream size).</li> <li>• Seek to preserve buffers of natural vegetation immediately adjacent to creeks and drainageways.</li> <li>• Seek to preserve more land along</li> </ul>

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<p><b>Wooded Areas</b> – Concentrated areas of mature tree growth are found throughout the region’s steeply sloped lands noted above and in other scattered locations.</p>	<ul style="list-style-type: none"> <li>• Increased surface temperatures.</li> <li>• Loss of important bird and wildlife habitats.</li> <li>• Loss of hunting areas.</li> <li>• Loss of air purification.</li> <li>• Increased erosion and runoff.</li> <li>• Loss of scenic resources.</li> <li>• Noise and incompatible development may become more noticeable.</li> </ul>	<p>local streams and drainageways.</p> <ul style="list-style-type: none"> <li>• Restrict cutting of trees during building to the building envelope and immediately adjacent areas.</li> <li>• Seek to preserve tree stands in public or private open space.</li> <li>• Seek replanting of trees that must be cut down.</li> </ul>
<p><b>Shallow Depth to Bedrock</b> – Areas with shallow soils and bedrock close to the surface are frequently found in steeply sloped locations.</p>	<ul style="list-style-type: none"> <li>• Higher construction costs.</li> </ul>	<ul style="list-style-type: none"> <li>• Avoid building in these areas.</li> </ul>
<p><b>Natural Drainage Channels</b> – Smaller natural channels that carry stormwater to local creeks during heavy storms exist throughout the region.</p>	<ul style="list-style-type: none"> <li>• Increased flooding.</li> <li>• Erosion of soil.</li> </ul>	<ul style="list-style-type: none"> <li>• Preserve adequate width along channels in open space.</li> <li>• Preserve erosion.</li> </ul>
<p><b>Hydric Soils</b> – Hydric soils, often located in the region’s wetland areas, have a shallow depth to the seasonally high water table.</p>	<ul style="list-style-type: none"> <li>• Flooded basements.</li> <li>• Disturbance of natural drainage</li> <li>• Poor foundation stability.</li> <li>• Failed on-lot septic systems.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to enforce local, state and federal wetland regulations.</li> <li>• Place on-lot septic systems and buildings outside these areas.</li> <li>• Waterproof basements of existing buildings.</li> <li>• Carefully design all facilities.</li> </ul>

Clarify and strengthen the zoning regulations that protect the following areas:

Steep Slopes

Zoning regulations should have disturbance limits for steep slopes of 15-25% and even more restrictive limits for 25% and above. These regulations should specifically direct construction activities to flatter lands.

Wooded Areas

Encourage developers to preserve existing stands of trees that:

- are within ten feet of a proposed vehicle cartway, driveway, approved stormwater detention basin (unless the species is appropriate for a naturalized basin), paved area, and on-lot septic system.
- are within twenty-five feet of the foundation of an approved structure.
- are within an approved utility corridor.
- are dead or pose a clear danger to a structure, utility or public improvement.
- are a hazard to vehicular sight distance.

Protect trees during construction. Require that heavy equipment avoid the root systems of the trees that are to remain. This can be accomplished by flagging the drip edge of trees to identify where the root systems extend to and will prevent roots compacted by equipment, materials or change in grade level. Require replacement of trees with mature trees where trees were destroyed or damaged.

#### Stream Corridors

Floodplain regulations are designed to limit property damage during flooding events. Stream corridor protection measures actually help to protect the integrity of the stream itself. Regulations that help stabilize stream banks, reduce sediment, reduce nutrients that might pollute the stream, protect wildlife habitats and help to lower stream temperatures are important ways to protect and return streams to their original natural state. Municipalities should adopt minimum riparian buffers for stream protection. The width depends upon the stream classification, the higher quality the stream the larger the buffer needed to protect the stream.

#### Conservation Easements

Promote conservation easements as a less expensive way to protect open space areas. The purchase of easements allows for the property to still be on the tax rolls, private ownership of the physical land, less expensive form of preservation, and potential of receiving grant funds to help with purchase costs.

Use a variety of zoning techniques that set aside open space during subdivision and land development.

Zoning and subdivision and land development regulations can be used to establish permanent open spaces on tracts of land being developed. The resulting ownership can be preserved in public, private, non-profit or homeowner's association. When preserving open space the municipality should look for opportunities to connect these areas together into contiguous tracts.

The following are tools that promote the better design of developments. All of these options promote preservation of portions of the parcel that contain the site's sensitive natural areas. The developer would preserve and protect these areas from development. Generally the lot sizes become dependent upon the amount and type of sensitive features found on each specific site, this is called net-out of resources. Giving the developer an incentive to use these options is helpful in promoting the idea. The incentive does not have to be more lots, it could be smaller lots.

- Cluster options
- Planned Residential Design
- Conservation By Design

### Density Transfer

This is usually called Transfer of Development Rights (TND). It allows a property owner in one part of an area to sell the development rights of their parcel to a developer in an area that has infrastructure and is targeted for growth. In this way, a property in the Agricultural or Rural Conservation area would be preserved.

### Mandatory Dedication

Municipalities can use subdivision and land development regulations to require that developers donate land (or fees in lieu of land) for recreation. This preserved recreation land would also have open space value. This is not just for residential land; fees can be assessed for commercial and industrial land, also.

Encourage developers to use neighborhood design standards in conjunction with new developments.

The municipalities should encourage developers to design single family and other residential cluster subdivisions that ensure the following:

- Adequate contiguous open space exists to have a noticeable impact.
- Views from the road include open space rather than only homes and driveways.
- A site's features such as topography, vegetation, environmentally sensitive areas, and view are carefully considered in deciding how and where open space and homes are located.
- Open space is provided within neighborhoods for groups of 10 or more dwellings.
- Setbacks are established between neighborhoods and from certain site features such as roads, croplands and floodplains.

The following additional guidelines should be considered on how best to design and locate residential structures, adjacent open space and complementary landscaping. The guidelines are divided into four topics; site planning, architecture, landscape architecture and signage. All four sections should be used together when planning and reviewing new development proposals in the area.

### Site Planning

- Orient uses to minimize objectionable views, such as service areas and the backs of buildings, from roadways and from scenic overlooks,
- Match scale and character of buildings and other uses to the scale and character of the site and the surrounding environment/area,
- Minimize impervious cover and encourage best management practices,
- Provide scenic overlooks wherever possible,
- Provide landscaping, especially around parking areas,
- Place utilities underground,



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- Minimize grading by the use of retaining walls, building orientation and running with contours,
- Avoid placement of buildings on ridgelines to protect views and woodlands, and
- Use curved driveways when developing in wooded areas to obscure the view of the house from the road.

#### Architecture

- Minimize the height of the proposed structure on ridgelines and in very visible locations,
- Reduce the building mass by breaking up the building into smaller components,
- Use indigenous building materials, such as stone, that mimic the historic structures of the area,
- Use compatible, earth tone colors that blend with the existing environment,
- Design structures to fit the topography rather than excessively grading the site, and
- Use pitched roof design features.

#### Landscape Architecture

- Minimize removal of existing trees, especially on ridgelines and along riparian buffer areas,
- Establish vegetative buffers adjacent to roadways,
- Screen objectionable views,
- Maximize parking lot landscaping and include best management practices to help reduce stormwater runoff and improve water quality, and
- Use native plant materials.

#### Signage

- Use materials that are compatible with the proposed or existing buildings and landscaping elements,
- Locate signs consistently throughout the development and group where possible,
- Avoid bright colors and internally illuminated signs, and
- Minimize temporary signs.

Amend each municipality's subdivision and land development ordinance to require the developers to use the following four steps towards better subdivision design.

Typically a developer is concerned with the number of lots that can be provided on a single tract of land, placement of homes and the layout of roads. Although the environmental factors are usually noted on the site plans, little consideration is given to other elements of the site, that may include a historic stone fence line, old apple orchard, or a stand of very large trees, features that can be preserved and help to represent and symbolize the rural character of the area. By conducting a more intensive analysis of the site, looking more closely at both the environmental

factors and other elements present on each site, developers should be able to achieve adequate densities without sacrificing rural character.

The following four steps are an effective sequential approach towards more conservation oriented design.

1. Identify Primary and Secondary Conservation Areas – Primary areas include sensitive natural areas: steep slopes over 25%, floodplains, streams and their buffers, wetlands, and habitats of rare, threatened and endangered species. Secondary areas include: slopes between 15-25%, scenic views, important local vegetation, unique geologic features and wet soils, historic structures, among other areas.
2. Identify Locations for Development – Next; locate potential development areas which include the remaining land left over after the primary and secondary conservation areas are identified. Carefully consider siting new homes, using the criteria discussed in the previous pages. Provide flexibility in lot sizes to accommodate placement.
3. Layout Roads and Trails – Show a road alignment that would most efficiently access all new homes. Also consider developing trails that link residents with the open space and other contiguous open space or trail networks.
4. Delineate Lot Lines – The final step involves delineating the boundaries of each lot, a step often done first in a development process.

## **AGRICULTURAL PRESERVATION PLAN**

Agriculture is critically important to the economy and lifestyle of the Fleetwood-Maiden creek-Richmond area. Maiden creek and Richmond have established strong agricultural zoning regulations, formed agricultural security districts and facilitated acquisition of farmland development rights in an effort to preserve the region’s viable agricultural industry. Though some change is inevitable, preserving viable and productive farms is a major goal of this comprehensive plan. Effective agricultural zoning is the single most important agricultural preservation technique that a municipality can implement. Agriculture is an “industry” that requires land to operate, once land is developed the agriculture “industry” cannot operate. The following are additional recommendations on how to preserve the land in the region and help maintain a viable local agricultural industry.

- Encourage businesses and residents to buy local farm produce and products. Keeping farming profitable is a key to encourage the conservation of agriculture.
- Work with the farming community to address their concerns over issues that impede farming in the area.
- Maintain effective agricultural zoning, as shown on the Future Land Use Map. Use the sliding scale method and density transfer.
- Ensure ordinances protect and do not hinder agricultural uses within agriculture, conservation and rural areas.
- Encourage and aid the purchase of development rights and donation of conservation easements by working with the local landowners, the Berks County Planning

Commission, Berks County Agricultural Land Preservation Board, the Berks County Conservancy and other similar groups.

- Continue to maintain and encourage farmers to be part of the Agricultural Security Areas.
- Prevent central water and sewer service from entering areas that are proposed for agricultural preservation and conservation.
- Interact with the local, state and federal elected officials to ensure that the local views regarding farming are promoted.
- Use careful design and placement of residential structures to help reduce conflicts between farms and residences.
- Continue to support and work with farm service organizations including the Farm Service Agency (FSA) Natural Resources Conservation Service (NRCS), Berks County Conservation District, Berks County Cooperative Extension Service, 4-H, Granges, Farmers Associations and other such organizations.
- Permit a reasonable variety of farm-based businesses and smaller scale home based businesses, provided that they do not have a detrimental effect to the area or create heavy traffic. These businesses can offer important supplemental sources of income to farmers.

## **COMMUNITY SERVICES AND FACILITIES PLAN**

**The municipalities each provide, or help to provide, a variety of community related services and facilities to their residents. These include:**

- **Municipal Buildings**
- **Emergency Management (police, fire and rescue)**
- **Public Water and Sewer Service**
- **Education**

**Changing needs and rising costs challenge the municipalities to continue to deliver basic services, while trying to keep taxes down. Cost effective management, continued efforts to foster more regional cooperation will be necessary in the future to maintain the efficient delivery of community services that local residents expect. The following recommendations are proposed to help coordinate the continued efficiency and selected expansion of community services and facilities in the area.**

### **Municipal Buildings**

- Continue to maintain the existing municipal buildings and renovate or expand as necessary, and
- Continue to seek additional tenants for the Fleetwood Community Services Center, which contains the Borough's administrative offices and police station. Both non-profit and private local offices are appropriate and will help to defer the cost of upkeep of such a large structure.

### **Police, Fire and Rescue**

- Continue to support the regional police forces within the area. Both the Northern Berks Police Force and the Fleetwood Police Force, which has an inter-municipal agreement to service Richmond Township. They should continue to evaluate the need for programs and personnel that help to deter crime, work with the schools and provide more effective services.
- Maintain financial contributions to local fire protection and rescue services. The area's local fire departments of Virginville, Blandon, Walnuttown and Fleetwood need to cooperate amongst themselves to provide the most responsive and efficient emergency services to the region. Municipalities should review fire department budgets and future recommendations for purchases to make sure that there is not duplication of equipment in the region.

### **Public Water and Sewer Service**

- The municipalities should fully cooperate with each other and areas adjacent to the region to analyze how to best provide sewer and water extensions throughout the Fleetwood-Maiden creek-Richmond area. The municipalities should work together to avoid incremental, unplanned infrastructure extensions that may conflict with local and regional land use goals.
- The municipalities should contact each other when updating their Act 537 Sewage Facilities Plans and cooperate with each other to:
  - Determine recommended service area,
  - Determine where the sewer capacity is available or will need to be expanded,
  - Consider alternative sewer disposal methods,
  - Estimate capital and operating costs,
  - Identify various cost sharing formulas for improvements needed, and
  - Evaluate potential funding sources.
- Determine the most efficient manner of extending public water service where needed to implement the Future Land Use Plan. Discuss the need for bulk water purchase agreements and other basic financial and organization questions so that extensions can be initiated.
- Participate in local organizations, such as the Maiden Creek Watershed Association and others, that monitor local water quality.

### **Education**

- Continue to coordinate with the Fleetwood School District regarding their facilities, safety issues and recreational uses at the district facilities.
- Fleetwood Borough, Maiden creek Township and Richmond Township should meet with the School District on a regular basis to identify current issues and future needs so that cooperation can occur to address issues and needs of both the District and the Municipalities.

## **HISTORIC PRESERVATION PLAN**

**The buildings and other structures that are remnants of the area’s heritage and early development are prevalent throughout the Fleetwood-Maiden creek-Richmond area. Local history and culture, as described in the Background Section and shown on the Historic Resources Map, are a source of local pride in all three municipalities.**

### **Preserving the Historic Environment**

The area has a wealth of historic structures and places, as identified in the Background Section. There are sites on the National Register of Historic Places that are formally certified as having national historic significance. There are many other National Register eligible sites, locally important sites and concentrations of historic buildings within the area. The following recommendations are intended to help preserve historic resources and conserve the rural and village qualities of the area.

- Continue to maintain the inventory within the Plan of historic resources and convey any new information to the Berks County Planning Commission for their Countywide Inventory.
- Investigate the availability of funds and partnerships to create an historic facade improvement program.
- Encourage historic façade easements to preserve key historic structures.
- Participate in marker programs that identify historic structures, places and events.
- Establish sign requirements that complement and enhance the area’s historic character. Zoning regulations, such as the Borough’s Architectural Overlay District, can establish sign requirements for size, material, lighting, and placement.
- Maintain key gateways to the Borough and Townships to promote the area’s history and enhance community pride.
- Make productive re-use of historic buildings to ensure their continued use and maintenance, while being sensitive to the architectural characteristics of the exterior and site.
- Implement the Fleetwood Borough Architectural Overlay District.
- Avoid demolishing buildings that contribute to the area’s historic small town charm. Adopt regulations that help to prevent demolishing buildings that are viable for re-use.
- Encourage developers of new homes to reflect the scale, proportions, spacing, setbacks and materials traditionally found in the Fleetwood-Maiden creek-Richmond area.

### **Historic Form**

Fleetwood-Maiden creek-Richmond area’s historic value extends beyond historic structures. The area’s countryside, villages and Borough are examples of an historic farm and town development pattern no longer prevalent in most areas. The land use, agricultural preservation and open space conservation recommendations contained elsewhere in this comprehensive plan are designed to act in concert with suggested historic preservation initiatives to help preserve the area’s historic development pattern.

## **PARKS AND RECREATION PLAN**

**This section is intended to serve as the official recreation plan for Fleetwood and Richmond. Maiden creek Township has its own separate Open Space and Recreation Plan. This section and the inventory and needs analysis in the Background Report of this plan provides the basis under the Pennsylvania Municipalities Planning Code (Act 247, as amended) for Fleetwood and Richmond to require developers to donate either land or fees for recreation purposes. Recommendations in this section are designed to help accomplish the following objectives.**

- **Expand local recreational programming.**
- **Establish more parkland in appropriate locations.**
- **Improve recreational facilities available at existing parks.**
- **Enhance administration of the area’s parks and recreation functions.**
- **Improve maintenance and safety at local parks.**
- **Conserve vital greenway segments.**

### **Recreation Lands and Facilities**

- Acquire land in Richmond Township to establish a Township owned community park.
- Require athletic associations to wholly or jointly fund construction of any athletic fields in the new park.
- Identify those park facilities, such as the Fleetwood Borough swimming pool, that may be used on a more regional basis and work with the other municipalities to promote its use to their citizens.

### **Recreation Maintenance**

- Require athletic associations to help maintain the fields that they use.
- Continue to conduct regular safety inspections at existing municipal parks and keep up to date with all new safety standards.
- Identify areas where the parks and facilities would be able to be made accessible to persons with disabilities and upgrades under the Americans With Disabilities Act.

### **Recreation Finance**

- Amend the Richmond Township Subdivision and Land Development Ordinance to require residential developers to donate land or fees in lieu of land for recreation.
- Review Fleetwood Borough’s Subdivision and Land Development Ordinance, and revise if necessary, and strengthen the Borough’s mandatory dedication regulations so that fees can be substituted for land and the regulations apply to all residential developments.
- Determine if the municipalities want to add other types development uses for dedication of land and/or fees.
- Apply for state grants to enhance the parks and facilities in the area.

### **Recreation Programs**

- Support the continuation and expansion of the current recreation programs.

### **Recreation Administration**

- Establish a committee in Richmond Township to address recreation needs.
- The municipalities should work with each other to maximize the recreational opportunities of the region without duplicating services.

### **Greenways**

- Work with Berks County, local conservation groups and local landowners to establish greenways along:
  - Abandoned rail lines paralleling the Maiden Creek between Virginville and Lake Ontelaunee.
  - Local greenways along creek tributaries that will connect the public schools, residential areas and other areas. An example would be Willow Creek.
  - Review the Berks County Greenway, Park and Recreation Plan, to determine if there are other important greenway interconnections that would benefit the area.
- Use a combination of the following techniques other than fee simple acquisition to establish rights-of-way for greenway corridors:
  - Conservation and access easements
  - Stream setback/buffer regulations
  - Donation or mandatory dedication

## **TRANSPORTATION AND CIRCULATION PLAN**

**GOAL:** To achieve a safe, efficient, multi-modal, and cost-effective regional circulation system that will enhance pedestrian and bicycle movement; ease vehicular travel within the municipalities; minimize adverse impacts on residential neighborhoods; promote economic development; enhance the safety, mobility and livability of road corridors in the Region; and relieve congestion.

### **OBJECTIVES:**

#### **Streets, Highways and Bridges**

- Prepare a prioritized program for road repaving and reconstruction in the Region instead of responding to these needs on an emergency, as-needed basis only.
- Prepare a prioritized program for repair and maintenance for municipality owned bridges.
- Establish and implement Capital Improvements Programming for roadway and bridge maintenance and, if necessary, replacement.

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- Use the highway design guidelines contained in the Transportation and Circulation Section of this plan when planning and reviewing new roads or road improvements
- Identify and set priorities for projects which are appropriate for inclusion in Berks County's Long Range Transportation Plan and the Transportation Improvement Program.
- Emphasize the need for PennDOT and transportation planning entities in Berks County, including the Reading Area Transportation Study (RATS), to support the recommendations of this Joint Comprehensive Plan with regard to needed improvements of state transportation facilities.
- Facilitate movement through the Region and into and out of the Region's communities.
- Define/identify industrial sites within the region and establish one universal truck route to service these sites.
- Obtain enhanced infrastructure rights-of-way and corridors for future road, trail, and other improvements, particularly during the planning process and highway occupancy permit process for developments.
- Establish consistent road signage policies.
- Establish design standards for roads and driveways and for building setbacks within the Region based on functional classification and need for future road improvements.
- Preserve the scenic, historic, and cultural road corridors in the Region.
- Enhance streetscapes along road corridors in the boroughs and villages.
- Identify opportunities to interconnect roads and walkways, provide alternative traffic routes, and facilitate emergency access when new developments are under construction.
- Consider/investigate the development of an official map where appropriate and coordinate individual maps with adjacent municipalities.
- Ensure that roads in agricultural areas may continue to accommodate agriculturally related vehicles and tractors.
- Engage and work with PennDOT in widening shoulders along routes 222 and 1010.
- Engage PennDOT about changing the designation of SR1010 to a PA Route.
- Investigate/determine the feasibility of extending Evansville Road so that it is a direct connection between Route 222 and Maiden creek Road.



### **Congestion Management and Mitigation**

- Work with PennDOT to rectify Route 222, 662, 73 and SR 1010 congestion issues by:
  - Limiting direct highway access wherever feasible by using common entrances to adjacent business properties rather than multiple driveway cuts.
  - Controlling the size and location of signs to preserve vision triangles.
  - Requiring additional setback and appropriate landscaping along the highway to reduce highway noise and distraction to motorists.
  - Aligning driveways on opposite sides of the highway wherever possible instead of allowing staggered access points within close proximity of each other,
- Work with PennDOT and developers to ensure local roads and intersections remain safe and able to accommodate current and projected traffic volumes.
- Encourage business developments to share controlled ingress and egress to adjacent major roads such as PA Routes 222, 73, and 662 and SR 1010 as well as local collector roads.
- Review the appropriateness of implementing a joint traffic impact fee program.
- Manage access along the Region’s roads.
- Consider adoption of access management ordinances as a part of municipal Subdivision and Land Development (SALDO) requirements.
- Improve the efficiency of traffic flow and the safety of the Region’s roads and their intersections.
- Establish the responsibilities of developers for transportation improvements.
- Establish a mechanism to require traffic impact studies for industrial, commercial, and residential developments.
- Address impacts of land uses and new development on major road corridors in the Region.
- Mitigate impacts of non-residential traffic on residential neighborhoods

### **Public Transit**

- Encourage use of mass transit through cooperative efforts with BARTA and area businesses
- Promote awareness about BARTA door-to-door van service for people that are physically not able to use regular BARTA service.

- Promote/Encourage the use of the Commuter Services of Pennsylvania Program for employer and commuter transportation to and from work.

### **Bicycle and Pedestrian**

- Shoulders along roads should be constructed, widened or improved as necessary. Developers should improve shoulders along their properties.
- Promote future development of greenways and trails that will further walking, bicycling and other alternative transportation modes.
- Plan for safe and accessible routes of travel for pedestrians, bicyclists, individuals with disabilities, the elderly, plain sect populations and those without automobiles.
- Improve pedestrian safety in the Region by developing, improving and expanding the sidewalk system in residential areas.
- Consider a phased sidewalk replacement program in Fleetwood Borough starting with the areas most in need.
- Continue working with the Fleetwood Area School District to ensure adequate and safe pedestrian and bicycle access to all schools in the area.
- Consider/study the feasibility of connecting the Willow Creek Elementary School with the Fleetwood Borough Park using a pedestrian trail.
- Consider the installation of school zone speed limit signs and increased pedestrian amenities along Crisscross/Walnuttown Road for student bicycle and pedestrian safety as outlined in the Willow Creek Elementary School Safe Routes to School Final Report Dated February 2010.

### **Rail**

- Use the availability of railroad access to promote economic and industrial development within the region.

## **ECONOMIC DEVELOPMENT/DOWNTOWN REVITALIZATION PLAN**

**Recommended land use policies in the Fleetwood-Richmond-Maiden creek area are based on the concept of preserving the area’s overall environment and quality of life. Within this context, local planning should support the area’s economy and the growth of local businesses. Maintaining existing jobs, creating new jobs, and enhancing tax revenues from business development and farming are important ingredients in a healthy local economy. A variety of industry, commerce, service oriented businesses and agriculture is important in maintaining a healthy and strong job base within the area.**

### **Regional Business Development**

- Ensure that the areas shown on the Future Land Use Map for business development have appropriate sewer and water service access.
- Work with the different economic development agencies to promote available areas for business development. The Chambers of Commerce, Industrial Development Authority, Berks County Community Development, Berks Economic Partnership and other entities are vital in promoting available buildings and space.
- Work with existing local businesses to ensure that their needs for infrastructure are met.
- Work with existing local businesses to determine future needs for business expansion and retention.

### **Downtown Fleetwood Revitalization**

- Establish a Main Street Program in Fleetwood Borough.
- Implement the recommendations and regulations of the Architectural Overlay District. These recommendations cover the regulations of design, signage, materials, location, lighting, new construction, demolition, parking, among other requirements. The District also includes adjacent residential neighborhoods that are key in supporting the downtown revitalization.

### **Pedestrian Circulation**

- All local business areas should consider construction of sidewalk systems that are handi-cap accessible.
- Existing sidewalks should be extended to link to new local business areas.
- Pedestrian circulation paths, where sidewalks are not needed, should link schools, local businesses and residential areas. These should be made of a material that allows wheel-chair accessibility.

### **Parking**

- Locate parking areas to the sides or backs of buildings.

- Use landscaping to buffer perimeters and also require best management practices to help stormwater infiltration and quality. Depressed planting areas achieve this and provide needed shade for reduction of temperatures.
- Consider using pervious pavement or concrete to promote infiltration of stormwater.

### **Utilities and other Amenities**

- Bury utility lines wherever possible, place behind buildings or in back of roadside vegetation when they cannot be placed underground.
- Locate delivery areas, service bays and outdoor storage at the rear or side of a building.
- Place trash dumpsters at the rear of buildings and screen them from view with aesthetically pleasing methods.
- Position air conditioning units, satellite dishes and other building equipment in the least visible areas.
- Construct fencing as low as possible, make it open instead of opaque and build it of wood, ornamental iron, brick or fieldstone rather than metal, plywood or concrete.

## **ENERGY CONSERVATION PLAN**

This Plan recognizes that energy conservation practices and techniques are important to address as fossil fuels become more depleted and energy costs continue to rise. Locating commercial and certain types of industrial areas near residential development can help minimize the dependency on the automobile, provided sidewalks and infrastructure for pedestrian traffic is available. Fleetwood Borough and some of the developments within the Townships have sidewalks and crosswalks that help pedestrians maneuver. Sidewalks allow the school students residing in the Borough and other areas to walk home or to visit the local parks. Expansion of the sidewalk system will allow for safer access to community facilities within the region. Another area to address automobile fossil fuel consumption, in the future, may be to incorporate infrastructure that can accommodate electric powered vehicles.

As energy costs increase, it will become important to address solar, wind, and geothermal energy options. To maintain our neighborhood and regional community character, energy conservation techniques and practices will have to be addressed. Something as simple as permitting laundry to be hung outside on a line to dry, using window shades, and positioning home sites can have a large impact on saving energy. By examining and incorporating energy conservation techniques and practices into municipal documents in the future, residents may become more aware of the opportunities and different ways to save energy. It is important to keep in mind that energy conservation begins with education and incorporation.

Energy conservation technology is always changing. The changes can include improvements to the technology itself, different installation methods, or different designs. The continuous changes to the technology over time make it more affordable and easier to regulate in a variety of districts. The municipalities in this Plan should continually review the various options for energy conservation and alternative options to foster ideas on regulating for energy conservation uses. The continual review will also help municipal officials stay current and up-to-date on energy conservation technology.