

BOROUGH OF NEW MORGAN
BERKS COUNTY, PENNSYLVANIA

RESOLUTION 92-3

BE IT RESOLVED that the Borough Council of New Morgan Borough, hereby adopts, pursuant to Article III of the Pennsylvania Municipalities Planning Code, Act of July 31, 1968, P.L. 805, No. 247, as reenacted and amended, 53 P.S. §10101 et seq., as the Comprehensive Plan of the Borough of New Morgan, the document entitled "Borough of New Morgan, Comprehensive Plan", dated April, 1992, and prepared by Mast Engineering Company, Inc. The Comprehensive Plan includes all maps, charts, and textual matter, contained therein, including the map entitled "Comprehensive Land Use Plan, Borough of New Morgan", prepared by Mast Engineering Company, Inc., dated March 11, 1992, last revised, May 6, 1992, Drawing No. E-01202-001.

ADOPTED and EFFECTIVE this 11th day of June, 1992.

BOROUGH COUNCIL OF THE
BOROUGH OF NEW MORGAN

By: Judith Betz
Judith Betz, President

ATTEST:

Carolyn Greene
Carolyn Greene, Secretary

BOROUGH OF NEW MORGAN

COMPREHENSIVE PLAN

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Contents

Acknowledgement.....	iii
Introduction.....	1
I. Goals of the Borough of New Morgan.....	4
A. General Land Use.....	4
B. Environment and Open Space.....	5
C. Housing.....	6
D. Economic.....	6
E. Community Facilities and Services.....	7
F. Transportation.....	8
G. Government Participation.....	9
H. Intergovernmental Cooperation.....	9
I. Energy Conservation.....	10
J. Community Identity Goal.....	10
II. Existing Land Use Characteristics.....	12
A. Geology.....	13
B. Soils.....	14
C. Elevation.....	15
D. Slopes.....	16
E. Hydrology.....	17
F. Vegetation.....	18
III. Community Facilities.....	20
A. Police.....	21
B. Fire.....	21
C. Highways and Streets.....	22
D. Sewage Collection and Treatment.....	23
E. Water Supply.....	23
F. Parks and Recreation.....	24
G. Schools.....	24
IV. The Future Land Use Plan of the Borough of New Morgan.....	25
A. Residential Areas.....	26
B. Industrial Areas.....	26
C. General Commercial Areas.....	28
D. Highway Commercial Areas.....	28
E. Solid Waste Management Areas.....	28

V.	Demographic and Economic Development Profile.....	29
	A. Socio-Economic Data.....	29
	B. Demographics.....	29
VI.	Interrelationships of Various Plan Components.....	31
VII.	A Relationship to Adjacent Municipalities and County Plan.....	31
VIII.	Implementation.....	33

ACKNOWLEDGEMENT

A great deal of the background data for the Comprehensive Plan has been taken from the original plan prepared by John Rahankamp Consultants, Inc., 125 North Eighth Street, Suite 700, Philadelphia, Pennsylvania, January 1992.

Other data was obtained from the Berks County Planning Commission and Mr. Raymond H. Carr.

Without their assistance, this plan could not have been prepared.

INTRODUCTION

The land comprising the Borough of New Morgan coincides with portions of land holdings formerly in Caernarvon and Robeson Townships, which had been known as the Grace Mine property. Grace Mine and its environs, in Berks County, have a long history of iron ore and magnetite mining, including the Hopewell and Johanna Furnaces, the Jones and Kinney Mines, as well as mining operations near Elverson and Warwick.

During the 1930's and 1940's Bethlehem Steel began assembling the Grace Mine property and eventually amassed 6,500 acres in Caernarvon, Robeson, and Brecknock Townships. Most of the lands were woodland, although some level areas were being farmed. Grace Mine, named for the late Eugene G. Grace, Chairman of the Bethlehem Board, who strongly supported exploration in this area, began operations in the late 1940's.

The actual mining operations were confined to an area well within company property lines, in Caernarvon Township, near PA Route 10. The above ground facilities were limited to a few hundred acres and included an office area, warehouse, machine and repair shop, electric shop garage, carpenter shop, hoist and compressor house, mine and mill change houses for employees, dispensary, water treatment plant, sewage treatment plant, and a saw mill.

At its peak, the Grace Mine operations employed approximately 800 people. Magnetite ore of approximately 40% iron

content was extracted from the mines; an additional by-product included copper. Mining operations continued until the late 1970's when economic conditions became unfavorable. Following the formal mine closing in 1978, the property remained unused and its principal structures fell into decay.

Morgantown Properties, an affiliate of The Pickering Group of Lionville, Pennsylvania, purchased approximately 4,100 acres in Caernarvon and Robeson Townships from Bethlehem Steel in June of 1985. The developer quickly began restoring the grounds and buildings on the property, returning several of the buildings to economic use.

The eight (8) major existing structures formerly used by Bethlehem Steel for their mining operations have been renovated and leased to a variety of office, research and industrial tenants. These facilities provide approximately 200,000 square feet of usable office/light industrial work space. As of November 1987, twelve (12) separate firms, employing a total of 125 persons, were leasing space, comprising approximately 75% of the total available area. Further, where soils and slopes allow productive farming operations, agricultural uses have continued in operations.

Morgantown Properties also laid the basis for the borough's future public works activity, including the refurbishment of the Millwater Dam along PA Route 10, restoring the pond as a beautiful visual amenity, and refurbishment of the water treatment and distribution system. The Borough of New Morgan is unique in that it is a recently created municipality.

Beginning in 1988, Morgantown Properties petitioned the Court of Common Pleas to incorporate the area into a municipality. On May 10, 1988, the Berks County Court of Common Pleas issued a final decree granting the petition for the incorporation of the borough encompassing 3,761 acres.

After many attempts by Robeson and Caernarvon Townships against the petition within the county, state, and federal judicial systems, the borough's governmental unit was formed in January 1991.

This new borough's potential is exciting in that it is virtually devoid of existing development and, hopefully, new development can occur without the mistakes of the past.

This comprehensive plan is an attempt to start the planning process in the borough. The amount of available material in some sections is admittedly "scarce." Revisions to this comprehensive plan must be anticipated as the borough develops.

I. GOALS OF THE BOROUGH OF NEW MORGAN

The Borough of New Morgan is by definition a local municipality. As such, it should seek to conform its goals to those set by county, state and federal agencies. While the activities of federal and state departments may have an impact on the development of the borough, there are no centrally articulated planning goals to which borough officials should respond. Similarly, the state of Pennsylvania does not engage in state level planning in a pro-active way. Hence, goals and objectives set forth by Berks County provide the only "current" framework for planning in the area. The county's stated goals include:

A. General Land Use

To develop and adhere to a systematic, coordinated land use pattern which provides a variety of uses, recognizes land capacities, and respects natural features, and environmental and physical factors.

1. Direct new development to areas adjacent to existing development, with adequate sewer, water and transportation capacities;
2. Maintain and rehabilitate the existing urban area, including satellite urban centers;
3. Discourage development of areas lacking adequate infrastructure;
4. Minimize urban-rural land use conflicts;

5. Preserve agricultural land in order to maintain the agricultural economy and agricultural community;

6. Provide sufficient, well-located growth centers to provide employment, homes, and goods ~~and~~ services to county residents with emphasis on design, convenience and safety; and

7. Buffer all incompatible land use interfaces.

B. Environment and Open Space

To preserve natural features and conserve environmental resources throughout Berks County, to protect and improve environmental quality, and to preserve open space in suitable locations and quantities.

1. Preserve and protect wetlands, flood plains and aquifer recharge areas;

2. Conserve forested lands and steep slopes;

3. Employ natural features and environmental and physical factors as development boundaries;

4. Implement air quality and water quality improvement plans and programs;

5. Develop those functional services necessary to achieve and maintain environmental quality;

6. Establish a continuous, interconnected network of stream valleys, slopes, and wooded areas as an open space system; and

7. Provide adequate open space in residential developments.

C. Housing

To provide, to every resident and future Berks County resident, the opportunity for affordable, safe, and healthful housing with sufficient range of choice by type and location.

1. Provide a variety of housing types and densities using innovative development patterns and design features;
2. Provide a variety of housing locations within areas containing suitable facilities and services;
3. Encourage a construction level adequate to meet present and future housing needs for residents of all income levels;
4. Provide a total neighborhood environment for all residential uses; and
5. Preserve existing sound neighborhoods and rehabilitate deteriorating neighbors.

D. Economic

To maintain and improve the economic base of Berks County and to provide maximum employment opportunities for all Berks County residents.

1. Encourage industrial diversity;
2. Develop well located industrial parks and business office centers;
3. Maintain and strengthen the tourist industry;
4. Maintain and improve agribusiness;
5. Develop a more equitable taxation policy;

6. Maximize the effectiveness of all Federal and State funds and programs;

7. Provide a full range of infrastructure that supports economic growth; and

8. Promote the location of appropriate business within the urban core.

E. Community Facilities and Services

To provide facilities and services to Berks County residents in the areas of health, protection, cultural enrichment, education, recreation, and social services, commensurate with the needs of the population.

1. Increase and maintain health service and emergency facilities to meet the present and future needs of the population;

2. Develop and maintain coordinated, modern fire, police, and emergency medical service systems;

3. Promote and maintain cultural facilities for Berks County residents;

4. Increase educational opportunities to meet the need for skilled and professional workers;

5. Provide recreation facilities in types and abundance to meet the needs of Berks County residents;

6. Implement the stream valley park concept;

7. Increase and maintain social services to Berks County residents;

8. Expand, improve, and maintain water supply sanitary sewerage, storm water management, and solid waste management systems to serve present and future development;

9. Expand public utility systems in accord with economic and environmental constraints and needs.

10. Employ multiple use of rights-of-way to minimize consumption of land resources; and

11. Preserve lands and sites of historic and/or architectural value in Berks County.

F. Transportation

To provide a multi-modal, balanced transportation system which provides for the safe and efficient movement of people and goods, with minimum disruption to the environment, and with maximum conservation of resources.

1. Improve the planning and coordination of land use development and transportation infrastructure;

2. Maximize the capacity and safety of all categories of roadways within the county;

3. Complete gaps in the arterial road system to provide for movements both within Berks County and among regional centers;

4. Maintain and expand levels of mass transportation services as socially and economically feasible;

5. Provide adequate air transportation services to meet the demands of all users;

6. Promote the preservation and improvement of rail services to meet the needs of all users;

7. Provide transportation facilities and practices which minimize impacts to both the natural and social environments and improve the quality of life; and

8. Increase total investment in transportation infrastructure through the use of partnerships among all levels of government and the private sector.

G. Government Participation

To provide the opportunity for increased citizen participation in the planning process to establish community values and reflect human concerns.

1. Develop and maintain improved citizen participation mechanisms to bring the community into the public policy and planning process;

2. Maintain a public relations program to inform Berks County residents of issues and plans; and

3. Consider the unique problems of minority, low income, and elderly groups in the planning process.

H. Intergovernmental Cooperation

To develop and maintain multi-municipal cooperation in meeting governmental responsibilities.

1. Encourage multi-municipal actions in planning and implementation programs;

2. Eliminate needless duplication of facilities and services;

3. Improve coordination among levels of government, public and private agencies, and citizens;

4. Provide opportunity for intergovernmental commentary throughout the planning process at all levels of government; and

5. Develop uniformity of land use definitions and regulations.

I. Energy Conservation

To conserve energy and to effectively use renewable energy sources.

1. Develop local regulations that use methods and technology that will reduce energy consumption;

2. Promote energy awareness through education and public relations efforts that identify energy reductions that can be accomplished through land use and transportation planning techniques;

3. Ensure that all public agencies, assess facilities and services with regard to reducing energy consumption; and

4. Encourage the private sector to participate in energy reduction programs of all types.

J. Community Identity Goal

To preserve and promote all community, cultural and aesthetic elements that identify Berks County as a special and unique place to live and work.

B. Maintain the ecological balance within the Borough, preserving critical environmental features and ensuring through appropriate regulation the functionality over time of the natural systems relating to stormwater management.

C. Provide a land use management scheme based on the performance of the land that is flexible and dynamic enough to respond to changes in economic realities and is suitable to administer to the development of mixed uses in a large scale communities.

D. Provide for the sound fiscal management of the borough, husbanding its resources to support sustainable levels and rates of growth.

E. Respond to regional needs and obligations, including provision of open space and recreation, employment, housing, and other uses of regional importance.

F. Promote Public Health, Safety and Welfare through appropriate regulation of land uses and development practices.

G. Private intergovernmental cooperation with adjoining municipalities, the county, the state and federal agencies.

H. Require development to occur in an environmentally responsible and ecologically sensitive manner.

II. EXISTING LAND USE CHARACTERISTICS

The existing conditions of land, water, air and natural life are elements of concern that must be kept at the forefront of public review of future development proposals. Handled with

studied sensitivity, appropriate long term management of the natural endowment of the borough will enhance its livability and fiscal soundness for its human population, and provide for the continued habitation of area by its natural inhabitants.

A. Geology

The Borough of New Morgan is primarily situated in the Triassic Lowland, the northern-most section of the Piedmont Province. The Triassic Lowland is typically a broad band of relatively low terrain [sic] underlain by soft shale, sandstone and conglomerate generally, with small hills and ridges which mark the presence of harder rocks of igneous origin.

There are four (4) triassic formations on-site: the Sedimentary Hammer Creek Formation, Hammer Creek Conglomerate and Stockton Formation, with intrusions of Igneous Diabase. At the southern limits of the borough is a small area of the Cambrian Buffalo Springs formation of sedimentary origin.

Apparently, this area has a long history of mining activity. A brief review of the literature suggests that iron ore exists in the area due to the metamorphosing effects of the intrusive diabase on pre-existing sedimentary strata. Not only the former Grace Mine operation, but also the Hopewell and Joanna Furnaces are visible reminders of these activities. Just east of the tract were a series of mines where iron ore (including magnetite) was once mined. These include Jones Mine and Kinney Mine (vicinity Jones Millpont), a large magnetite mine just east of Elverson, and extensive operations near Warwick.

Geologists have reported that "the magnetite deposit of the Grace Mine is found in dolomite, along the upper contact of the diabase . . . in a large tabular mass as much as 1,500' in length along strike and 390' in thickness."

One significant aspect of the geology is the area of mine subsidence located adjacent to the existing mining operations. This area must be carefully examined when considering any development scenario. The fault line which occurs across the northern portion of the borough may prove to be an advantageous area to establish deep wells to supply any future development with water.

B. Soils

The soil which comprises the Borough of New Morgan is divided into thirteen (13) different groups:

<u>Series</u>	<u>Subgroup</u>
Atkins Silt Loam	Fluventic Haplaquepts
Bowmansville Silt Loam	Fluventic Haplaquepts
Brecknock Channery Silt Loam	Ultic Hapludalfs
Brecknock Very Stony Silt Loam	Ultic Hapludalfs
Croton Silt Loam	Typic Fragiaqualfs
Klinesville Shaly Silt Loam	Lithic Dystrochrepts
Lewisberry Gravelly Sandy Loam	Ultic Hapludalfs
Lewisberry Very Stony Sandy Loam	Ultic Hapludalfs
Neshaminy Silty Clay Loam	Ultic Ultic Hapludalfs
Neshaminy Silt Loam	Ultic Hapludalfs
Neshaminy Very Stony Silt Loam	Ultic Hapludalfs
Penn Shady Soils	Ultic Hapludalfs
Readington Silt Loam	Typic Fragiudalfs

These soils have been combined into three (3) groups based upon their depth to seasonal high water table.

0 - 1/2"	Fluventic Haplaquepts Typic Fragiaqualfs
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1-1/2" - 3'	Typic Fragiudalfts
3'+	Lithic Dystrochrepts Ultic Hapludalfts

The soils with the shallowest depth to seasonal water table (0 - 1/2") typically occur in low lying areas along streams, such as Hay and Swamp Creeks. These soils which include the Atkins, Bowmansville, and Croton series, generally occur in long narrow bands and comprise approximately 15% of the borough.

The second level of depth to seasonal water table (1-1/2 - 3") soils generally occur adjacent to those included in the preceding group. This soil, the Readington series, occurs at higher elevations immediately adjacent to the low lying stream corridors and comprises approximately 10% of the borough.

The largest group of soils, which comprises the remaining 75% of the borough, include those with a depth to seasonal water table of 3' or greater. These soils, which include the Brecknock, Klinesville, Lewisberry, Neshaminy, and Penn series, occur in broad areas throughout the borough adjacent to both the previous soil groupings.

C. Elevation

The Borough of New Morgan encompasses 630' of vertical grade change, occurring roughly from a high point of 930' in the southwest corner of the site to 300' in the northeast corner. The upper 130' of the site occurs in the vicinity of I-176 along the western and southwestern borough boundaries. Although I-176 occurs along the upper elevations, the roadway itself is

depressed in many places which provides only brief and filtered views into the site. The proposed siting of the connection between the Pennsylvania Turnpike and I-176 also occurs within the upper 200' of the site and could, depending on the exact roadway engineering, result in substantial views into the site.

Beyond the upper 200' of elevation, the site descends in an easterly direction. A major portion of the proposed borough lies between elevations 600' and 700'. This 100' range covers the majority of the central portion of the site, including the area around the existing buildings and crushing operations, and the area surrounding the tailings pond. The tailings pond is the result of a dammed ravine and was used to settle out sediments from the mining operation and iron extraction process. Immediately to the east of the existing industrial buildings is a small hill with a crest at approximately 800'.

Across the northern borough boundary, Hay Creek descends approximately 400 vertical feet along its path from west to east. The lowest elevations within the borough occur at 300' along Hay Creek in the northeast corner of the site.

D. Slopes

Approximately 70% of the borough falls in the range of 0-15% which means that there are little or no constraints to development. The remaining 30% of the area occurs in isolated pockets of land with greater than 15% slopes. The majority of these steeper slopes occur in the northern portion of the

proposed borough, along PA Route 10 and Hay Creek. These steeper, forested slopes enclose in places on PA Route 10 and provide a very pleasant experience while driving through the area. There are also isolated pockets of steeper slopes to the east of the existing building and crushing operations and to the north of the dry lake bed in the central portion of the proposed borough.

E. Hydrology

This discussion of the hydrology of the Borough of New Morgan highlights the characteristics and properties of water features on the site.

The primary watershed boundary runs east-west connecting various high points and divides the borough into two (2) principal watershed areas: north and south. Four (4) secondary watershed boundaries exist in and around the borough. Numerous tertiary watershed boundaries form a herringbone pattern with the primary and secondary boundaries as the spine.

Hay Creek runs west to east along the northern boundary of the borough. Swamp Creek, running southeast, and the east branch of the Conestoga River, running southwest, occur along the southern boundary. An unnamed stream flows west to east through the dry lakebed and into an underground channel at the disturbed area. The stream reappears, flows through the pond along PA Route 10 and into the east branch of the Conestoga River.

Open water (the lake, tailings pond, and reservoir) comprise 240 acres (6%) of the site. The largest body of water,

the tailings pond, has no stream feeding it. The dry lakebed comprises 44 acres (1%) of the site and is manmade.

Along the streams are 100 year (Zone A) and 500 year (Zone B) flood zones. Zone A exists along Swamp Creek, the east branch of the Conestoga River, Hay Creek, and in the middle of the tailings pond. Zone B exists along Cold Run Creek to the northeast of the site. Twenty (20) acres (5%) of the site is in a flood zone.

F. Vegetation

The vegetation of the Borough of New Morgan includes nine (9) different categories.

1. Deciduous
2. Evergreen
3. Late Successional
4. Early Successional
5. Agriculture
6. Lacustrine Marsh
7. Open Water
8. Dry Lakebed

The majority of the borough, occupying approximately 80%, is covered by deciduous forest comprised principally of a variety of oaks. This oak forest covering predominantly includes chestnut and red oaks, red maple, yellow poplar, ash and white pine with associated understory planting and ground cover which includes varieties of ferns. The small areas which are denoted

as evergreen are principally stands of evergreen trees planted in a uniform manner (i.e. rows as in a tree farm). An assessment of timbering activities should be an ongoing concern of the Borough.

Three (3) levels of open field areas were identified: agriculture, early successional, and late successional. The areas defined as agriculture include fields currently being utilized in active agricultural product. Early successional areas are those cleared parcels which exhibit the early growth of invasive plant material, usually wild grasses, shrubs, and softwood saplings. Late successional fields are those areas which have progressed to a more advanced state of succession. These areas generally include large and more mature stands of the oak forest saplings, more varied understory, and contain less clear evidence of their former use. The majority of agriculture, early, and later successional areas occur adjacent to each other due to successional abandonment of farmland. One of these combined areas occurs in the central portion of the borough along PA Route 10, near the juncture of Harmon and Elverson Roads. Areas of agriculture occur immediately adjacent to the turnpike just south of the proposed borough. Additional active agricultural land occurs along PA Route 10 and to the northeast of the borough.

The lacustrine marsh areas occur in low lying regions around the tailings pond in the northeast portion of the borough. These areas exhibit wet marsh characteristics and include species such as willows, alders, and cattails. These areas are normally

environmentally sensitive and need to be developed with great care. The open water category includes the tailings pond, reservoir, the lake in the central portion of the site, and a number of small ponds located off the site. The pond along PA Route 10 appears to be well maintained and contains, principally, a variety of grasses along its perimeter. In contrast, the dry lake in the western central portion of the site has a more natural look to it and contains a wider variety of an invasive shrubs and ground cover. The final category, developed, includes the existing buildings and crushing operations and areas outside the borough boundaries on which development has occurred.

III. COMMUNITY FACILITIES

The Borough of New Morgan begins its existence with modest levels of operations consistent with its limited fiscal resources and the few services needed by the still largely unpopulated area. Unlike other small boroughs, however, New Morgan will be obliged to prepare for the demands of a period of major development and the expansion of population and commerce which will follow.

The following outlines the Emergent Community Facilities in the borough as previously stated. The current population of the borough is very small not unlike a rural township. At this time, emergency services can be provided by outside sources such as fire, police, ambulance, etc.

Educational needs will always be handled by the Twin Valley School District, and the development of the borough will not over burden their facilities in the near future.

Sewage collection and treatment, as well as water supplies and distribution and transportation, will need to be more thoroughly analyzed as time goes by and development occurs.

A. Police

New Morgan's initial need for police service can be easily satisfied by coverage through a contract with a neighboring jurisdiction, similar to the prior contractual arrangements between the Borough of Elverson (Chester County) and Caernarvon Township, or through the State Police. The demand for police services will change as development occurs.

B. Fire

Fire protection can be arranged initially by agreement with the volunteer companies in Caernarvon Township, which currently cover the area. As the site develops, it may be necessary to make arrangements for a fire company in the borough. Volunteer companies are typically the methods for fire protection in rural areas. Ultimately, they may need to be supplemented with paid staff due to the possibility that a small residential population may be in place prior to the need developing for enhanced protection. In addition, there must be an effective 24 hour system for receipt of alarms and dispatch of fire companies, in cooperation with adjoining municipalities. Berks County currently operates an emergency 911 system. An adequate number of hydrants, with sufficient water pressure, must also be installed and maintained as development occurs.

C. Highways and Streets

New Morgan is presently served primarily by PA State Route 10 and Shiloh Road. A new state highway is proposed to connect I-176 to the PA Turnpike, which will traverse the site. New Morgan currently contains only one-tenth of a mile of borough highway (Johanna Road). The maintenance and plowing of the single short road can be contracted out at no great expense.

Ultimately, the Borough of New Morgan may need to plan for a unique combination of circulation elements.

The vehicular system within the borough and its impact on the road system beyond the borough is the most significant issue of regional concern. The borough vehicular circulation system should be coordinated with the proposed connector between the Turnpike Interchange with PA Route 10 and Interstate 176.

Currently, there is a high level of use along PA Route 10. The borough should strive along with the PADOT to limit access to this major corridor.

As the borough develops, provisions should be made for the construction of new roads and supporting infrastructure by developers. This will insure adequate access to developing areas on roadway systems which can ultimately become borough owned and maintained.

Other local roads within the borough are currently under review by the PADOT for route numbers, R/W widths, as well as their status for state liquid fuels tax reimbursement.

The liquid fuels money, though small, will help with the maintenance of these existing roadways.

D. Sewage Collection and Treatment

A borough sewage collection system and treatment facility will need to be constructed to service all uses planned within the borough. It is expected that the operating costs and debt service payments will be financed from connection fees and monthly service charges. The establishment of an autonomous borough sewage authority appears to be the most appropriate organization for management of the system once it is built. A more detailed evaluation of the wastewater management system, capital and operation costs for a treatment plant necessary to service the Borough of New Morgan will need to be prepared by the borough in the future.

E. Water Supply

Underground water in the site is very plentiful, as evidenced by the fact that the Bethlehem Steel Company pumped in excess of 2 million gallons per day out of the mine shafts in order to keep the shafts dry for mining.

Surface water also is bountiful, with Conestoga Creek Reservoir, fed by Conestoga Creek, containing a 2.4 million gallon capacity. The Mill Water Reservoir, which is spring fed, contains still further gallon capacity. Water Works Permit #8432-W, granted by the Pennsylvania Department of Health to the Bethlehem Cornwall Corporation, dated September 23, 1954,

authorized the corporation, and its successors or assigns, to operate a public water supply system for the workmen at Grace Mine, with the right to withdraw an unspecified amount of water from the Conestoga and Mill Reservoirs.

Morgantown Properties obtained Public Water Supply Permit #8432-W-T1, issued April 30, 1985, authorizing it to operate the water plant on the property. Under these authorizations, Morgantown Properties currently furnishes water to the present offices and light industrial occupants within the former Bethlehem plant buildings and at an adjacent office park in Caenarvan Township.

As the borough develops, it will be necessary to improve the water supply and distribution facilities to accommodate its growth.

F. Parks and Recreation

Appropriate park land and open space with recreational facilities should be required as part of the zoning process to ensure the provision of adequate recreational areas available to the general public for the residents of the borough. Further, open space preservation and the identification of critical views must guide the approval process in order to maintain and enhance the character of the New Morgan communities.

G. Schools

The Borough of New Morgan lies in the regional Twin Valley School District. The school district has its own taxing authority and is independent of the area local governments.

IV. THE FUTURE LAND USE PLAN OF THE BOROUGH OF NEW MORGAN

The Future Land Use Plan for the Borough of New Morgan is derived from a unique situation in which a large land mass with exceptional natural features located at a major expressway interchange is assembled. The borough's Land Use Plan must retain sufficient flexibility to respond to unforeseen events and trends, while holding to its central course and creating through its guidance, a well planned community.

At this time, it is purely speculative as to the timing of the borough's development which is so closely linked to the overall economic health of the country.

The borough should strive to maintain a high standard for the construction of future facilities by adopting adequate building codes and construction standards.

The Land Use Plan developed for the Borough of New Morgan encompasses all elements of a fully functional community, while providing a distinguished environment. The five (5) main areas are: Residential, Industrial, General Commercial, Highway Commercial and Waste Management.

The five area boundaries were partly derived by study of mapping prepared by John Rahankamp Consultants Inc. which were prepared during the hearings for the borough's incorporation.

Unfortunately, original "reproducible" copies of the maps dealing with soils, hydrology, geology, etc. are not available but can be viewed at the borough hall.

A. Residential Areas

The residential development areas within the Borough of New Morgan are shown on the land use map. These areas are proposed to permit the development of all types of residential uses and those facilities necessary to support a community. The largest area dedicated for residential use lies in the northwest section of the borough, and is separated from the industrial district by an area of steep slopes and alluvial soils along a tributary to Hay Creek.

This environmentally sensitive area will provide a natural "buffer zone" between the residential area, and the industrial area. Proposed land use regulations will require certain areas to be set aside for common open space during the design process. The west and northern sections are bounded by the borough "lines," Pennsylvania Route 10 and T-356 in Robeson Township. The locations of these roads will provide access to the area for any purposed minor street systems which will be required to be constructed by developers of that area.

The smaller residential areas are located in the north western section of the borough. These areas were chosen due to their proximity to existing roadways, and other environmental constraints requiring a less "intensive" land use application.

B. Industrial Areas

This area includes the existing buildings and industrial operations of the former Grace Mine. This area currently contains stone crushing operations, an asphalt

production facility, a concrete manufacturing plant, in addition to the numerous brick factor buildings which are currently leased to light industrial/manufacturing companies. In addition to the light manufacturing and office uses, this area may serve as an area for heavy industrial uses, as well as the home of the borough government. During its initial years, the existing buildings can function as offices, meeting space, and garages for all the necessary municipal services. Eventually, a new municipal center may be built to accommodate the enlarged government functions in this area.

The area zoned for industrial purposes extends from the south central portion of the borough along Route 10 to the northwestern portion of the borough along I-176. It is bounded on the north by a tributary of Hay Creek to the east by an existing "dirt" road, to the south by Route 10, and the proposed I-176 to Route 10 "connector," and the proposed location of the solid waste management area, and to the west by I-176.

The location of the industrial area approximates the existing location of the former Bethlehem mining operation, and has been extended to other areas partly to provide for a multitude of opportunities for access.

Proposed land use regulations will require strict controls over industrial development providing for "studies" to assess impact on social, environmental and transportation within the borough prior to plan approval.

C. General Commercial Areas

The general commercial designation encompasses a great deal of area in the borough starting at the borough limits on the southeast and extending westward to the industrial districts.

This area surrounds the "Tailings" Dam which has undergone rehabilitation with points of access from Route 10 and Elverson Road.

It is hoped that a major recreational facility or planned developments offering major recreational facilities will develop in this area.

D. Highway Commercial Areas

The highway commercial areas are located primarily north and south of the proposed connector from I-176 to an entrance ramp to the Pennsylvania Turnpike on Route 10.

Typical high commercial activities are desired in this area such as service stations, convenience stores and restaurants as well as hotels or motels servicing the area.

E. Solid Waste Management Areas

An integral component of the plan for the Borough of New Morgan is the inclusion of a solid waste management area.

This area is so designated as a result of the Municipal Waste Planning, Recycling and Waste Reduction Act (Act 101), and the subsequent Berks County solid waste planning activities. These activities culminated in 1991 with Berks County classifying the Morgantown Landfill as the designated disposal facility for the county.

V. DEMOGRAPHIC AND ECONOMIC DEVELOPMENT PROFILE

A. Socio-Economic Data

Since the Borough of New Morgan was derived from Caernarvon and Robeson Township's socio-economic data is directly related to those areas.

Median household income, as of 1980, in both townships surpass that for Berks County, with Caernarvon Township's median household income exceeding Robeson Township's. Educational levels attained by Caernarvon and Robeson residents compared reasonably closely with county averages (refer to Tables 1 and 2).

B. Demographics

A demographic analysis of the borough is not appropriate at this time due to the small number of current residents.

As the borough develops, future plans should assess the demographic makeup of the borough and provide for better population projections.

A "thumbnail" projection utilizing existing data from both Robeson and Caernarvon Townships would suggest an increase of 34% to the year 2000.

Many factors impact the development of an area including government population, climate and marketability.

One of the most important factors which will influence growth into the year 2000 is the current nationwide financial

TABLE 1. INCOME CHARACTERISTICS - 1979
 CAERNARVON AND ROBESON TOWNSHIPS, BERKS COUNTY
 AND SURROUNDING COUNTIES

	<u>Caernarvon</u>	<u>Robeson</u>	<u>Berks</u>	<u>Lancaster</u>	<u>Chester</u>
Per Capita Income	7,808	7,157	7,350	7,089	8.7
Median Household Income	21,646	19,350	17,530	17,935	22.2
Percent of Persons Below Poverty Level	2.7	4.0	8.0	8.2	

Source: Berks County Planning Commission

TABLE 2. EDUCATIONAL LEVEL - 1979
 CAERNARVON AND ROBESON TOWNSHIPS, BERKS COUNTY
 LANCASTER AND CHESTER COUNTY

County	<u>Caernarvon</u>	<u>Robeson</u>	<u>Berks</u>	<u>Lancaster</u>	<u>Chester</u>
% High School Grad.	60.7	60.2	58.5	59.6	76.4
% College Grad	10.0	12.2	11.3	12.9	26.2

Source: Berks County Planning Commission

environment which makes it difficult for developers to secure the capital needed for construction of the necessary infrastructure to support a community.

VI. INTERRELATIONSHIPS OF VARIOUS PLAN COMPONENTS

Prior to any specific development occurring within the borough, it is important that all aspects of this comprehensive plan be considered. Several maps relating to various chapters of this comprehensive plan are lodged in the borough building.

Site suitability and environmental and ecological constraints are currently the more direct aspects which must be considered.

At this time, community facilities, with the exception of roads and demographics, are not an issue.

As time goes by, additional plan components will need to be incorporated into the comprehensive plan particularly in the latter two areas to insure proper growth and service projections.

VII. A RELATIONSHIP TO ADJACENT MUNICIPALITIES AND COUNTY PLAN

The Borough of New Morgan was created from lands situated in both Robeson Township and Caernarvon Township, Berks County.

Currently, both municipalities are updating their land use regulations. Caernarvon Township currently utilizes its 1985 version with some minor amendments. Most of the adjacent land uses are not totally incompatible with the land uses proposed in New Morgan. Areas to the west of I-176 are zoned rural conservation, and are sparsely populated. Topography and I-176

creates a buffer between that area, and the solid waste management, and industrial designations in the borough. To the east side of the borough again, the GC designation which will permit some residential applications does not conflict with the township's proposed rural conservation designation. The area to the south designated as highway commercial is inconsistent with the townships commercial zoning district designation.

The Robeson Township ordinance is dated 1989. Once again, adjacent land use regulations are not inconsistent and in some areas reflect a continuation of a prescribed use particularly along Route 10, and the northwest section of the borough.

The Berks County Planning Commission recently (12/91) revised its county comprehensive plan.

During the preparation of that plan, New Morgan Borough was not specifically "mapped," however, its proximity with relation to the two municipalities (Robeson and Caernarvon Townships) that it was formed from, have been mapped in the county plan.

The county's land use plan to the year 2010 identifies particular future land use recommendations.

In New Morgan Borough's case, all but those areas proposed for solid waste management, and the area zoned for industrial and residential purposes in the northwest section, and the area zoned GC in the northeast section of the borough, agree with the county plan.

The county suggests that due primarily to limitations to development caused by slopes in excess of 20% and the absence of public facilities, that those areas be listed as environmentally sensitive or limited development areas.

The borough recognizes the concerns of the county, and is proposing that their land use regulations (i.e. zoning ordinance, and subdivision, and land development regulations) require provisions of the "conservation of environmentally sensitive areas, and the construction of necessary infrastructure to support development on, at least at this time, a case by case basis.

The borough also recognizes its need to further study the methods of accommodating sewage disposal, and intends to initiate a sewage facilities plan consistent with the PA Sewage Facilities Act. This detailed study will probably prompt a review of this comprehensive plan.

The county also recommends the establishment of a hiking/biking trail linking Birdsboro to Joanna, and passing through New Morgan Borough along the Hay Creek.

The borough intends to cooperate with the county's recommendation, and will be happy to coordinate their efforts with the county as details become available.

VIII. IMPLEMENTATION

Admittedly this Comprehensive Plan is a "very basic" plan written to categorize the existing situations and to portray the exciting future potential of the borough.

This is a unique opportunity to plan for a model community. As development pressures increase, further evaluation of the needs and desires of the community must occur. The implementation of Land Use Ordinances providing for "controlled flexibility" is the short range goal.

Future plans for the Borough of New Morgan must respond to the environmental and physical parameters, while meeting the market demands. This plan proposes a community of varied uses and opportunities. Additionally, the plan provides for all user's needs both for the borough's residents and visitors, and for the region at large.

No unit of government should rely exclusively upon a single industry or activity, and the borough demonstrates sound fiscal diversity in its variety of land uses. The proper phasing of the residential, commercial, and industrial centers will strike a balance between the high level of cost of services and the revenues generated from real estate taxes, non-property taxes and user fees.

The Borough of New Morgan should have its own set of land use controls and regulations, including zoning, subdivision, and building codes, that will translate the vision and generalities of the Land Use Plan, into more specific standards, operating principles, and procedures. These codes provide the rules and standards by which the borough government will oversee the implementation of the plan and program for the Borough of New Morgan.

The Land Use Plan provides the basis for the borough's comprehensive plan. A Zoning Code and Zoning Map for the Borough of New Morgan will then be prepared. The New Morgan Comprehensive Plan, Zoning and Subdivision and Land Development Ordinances will provide the public policy framework within which land use and development within the new borough will function.

TVY:plj

cc: File (1202-100)



RE: New Morgan Borough
Berks County
Comprehensive Plan and Zoning Ordinance

Comprehensive Plan

The Comprehensive Plan developed for the Borough of New Morgan has been drafted to cover all of the requirements for planning detailed by the Municipalities Planning Code (MPC) Act 247.

A great deal of the background data was previously compiled by the planning firm of John Rahankamp Consultants, Inc., of Philadelphia.

Their sources of data ranged from available mapping owned by Mr. Raymond Carr to the Berks County and U. S. Census information.

The plan in the introduction details the history of the area and short history of the Borough.

Chapter I states the goals of the Borough and reaffirms the Berks County Planning Commissions goals.

Chapter II delves into the Borough's existing features including geology, soils, topography, hydrology and vegetation.

Chapter III explores existing and means of accommodating the basic community facilities such as police and fire protection, street and transportation systems, sewage disposal and water supply, parks, recreation and schools.

Chapter IV lays the ground work for the development of the Borough's Land Use Regulations by separating the Borough into major use areas; those being Residential, Industrial, Commercial and Waste Management. This section is accompanied by a map of the Borough highlighting those areas (Map).

Chapter V deals briefly with the Borough's existing demographic and economic development, and how it relates to surrounding areas. It also projects how increases may occur and recommends further study as the Borough grows (Tables 1 & 2).

Chapter VI proposed that the plan be adopted and implemented by the Borough as a first step in their development process.

Zoning Ordinance

Again, the Zoning Ordinance has been drafted in accordance with provisions outlined by Act 247 (MPC).

The real "nuts and bolts" of the Ordinance are in those chapters (Articles V thru XIV) which designates particular areas of the Borough for particular uses and supplement those uses with additional safe guards.

What makes this ordinance different from most other "Euclidian" style ordinances is how you impose development density standards.

The method is known as Performance Zoning. The basic difference between a conventional standard and a performance standard is simply the amount of discretion which is allowed in the administration of the ordinance. In the first case, very little judgement or discretion is typically called for in applying regulations to individual cases. In the second case, a fairly substantial degree of discretion is called for.

An example may illustrate the difference. A typical "conventional" standard for density is a minimum lot size per dwelling unit. Little discretion in the design of housing developments is permitted. Each and every lot must be at least this size. Figure 1 shows a fairly typical housing development proposal for single family homes for a 15,000 square foot minimum lot size requirement.

A corresponding "performance" standard would be to state the permitted number of dwelling units per gross acre of land. In this case, a standard of three dwelling units per acre permits the same number of houses to be built on the tract, as illustrated by Figure 2.

There are several advantages to allowing the greater use of discretion by stating the standard in terms of three units permitted per acre rather than as a minimum lot size. First, while most conventional standards developed in response to typical development practices, a greater variety of development practices are being pursued today. Many such practices cannot be

carried out under conventional standards. Second, minimum lot size requirements, like many other similar standards, tend to become maximum lot sizes as well when development is actually proposed. As a result, plot plans are often unsatisfactorily laid out in a number of respects with conventional standards. As Table 1 attempts to illustrate a more extensive utility and road network may be necessary, little or no common open space may be provided, and natural features, such as the flood plains shown, may not better protected. By permitting greater discretion in the application of the standard, there is a greater potential (although by no means guaranteeing it) that the advantages of a superior design and development can be realized.

The Land Use Intensity System (LUI) was developed by the Federal Housing Administration as far back as 1960. Applied at the local level, the system eliminates fixed yard standards, height limitations, building coverage maximums and density control area.

The builder/developer is afforded greater flexibility while the municipality still protects the general welfare.

The major components include the Land Use Intensity ratios and building spacing requirements utilizing "primary" vs. "secondary" walls, both detailed in the proposed Borough Zoning Ordinance.

Figure 3 is an example of "primary" vs. "secondary" walls in building spacing requirements.

An example of the LUI ratios follows:

Proposal - Single family two-story detached dwellings to be situated on 5 acs. (217,800 sq. ft.) floor area = 4800 sq. ft.

LUI Intensity Range : 30-47 (4 du's - 14 du's)
Developer chooses LUI #40

FAR:	217,800 sq. ft. x .200 =	43,560 sq. ft. (9 du's)
OSR:	217,800 sq. ft. x .76 =	165,528 sq. ft.
LSR:	165,528 sq. ft. x .052 =	8,607 sq. ft.
RSR:	165,528 sq. ft. x .036 =	<u>5,959 sq. ft.</u>

Parking (TCR) = 14 spaces (min) (1.6 x 9 = 14)

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CONSULTING ENGINEERS

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Reading, Pennsylvania 19601

(215) 372-8401

JOB _____

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE _____

SCALE _____

SINGLE FAMILY - TWO STORY

1 ST	FLOOR	34 X 70 =	2380	SQ. FT	
2 ND	FLOOR		2380	SQ. FT	
			4760	SQ. FT	USE 4800

LUI 30 = .1 X 217800 = $\frac{217800}{4800}$ = 4.5 du.

LUI 47 = .325 X 217800 = $\frac{70785}{4800}$ = 14.7 du.

4 → 14 du ANYWHERE ON 5 AC SITE

OSR - (OPEN SPACE) = 3.8 AC.

MUST HAVE

LSR - (PASSIVE SPACE) = 0.20 AC. (OPEN WALK PATH)

AND

RSR - (ACTIVE SPACE) = 0.14 AC. (TOT LOT)

OSR - INCLUDES LOTS, ROADS, SIDEWALKS, PARKING ETC

LSR + RSR COULD BE PART OF A COMMUNITY PARK CTR

NOW FOLLOW AS A MINIMUM SECT 11.1.b - SPACING

The areas required for Commercial and industrial uses related directly to design based upon floor area, parking, storm water management. Additional areas for open space and landscaping are also revised.

The balance of the regulations are typical of most Zoning Ordinances. Please tell the Borough that these Plans and Ordinances are at first draft and can be changed as required.

TABLE 1

COMPARISON OF CONVENTIONAL STANDARDS
TO PERFORMANCE STANDARDS

	<u>With Conventional Standard for Density</u>	<u>With Performance Standard for Density</u>
Density Standard	15,000 sq. ft. min. lot size	3 d.u.'s/acre
Total Units	12	12
Streets Required	500 ft.	350 ft.
Sanitary Sewers Required	850 ft.	575 ft.
Water Lines Required	700 ft.	350 ft.
Common Open Space	none provided	provided
Floodplain	subdivided	preserved

Figure 1

Design With Conventional Standard
For Density

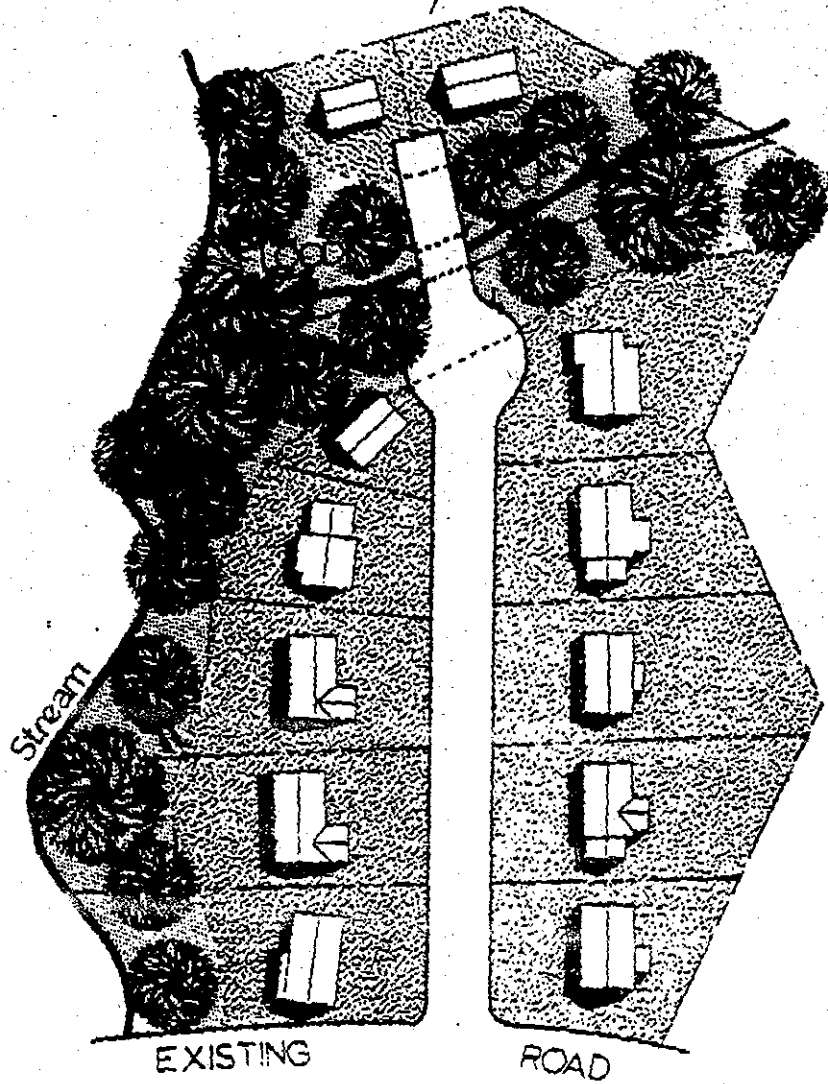


Figure 2

Design With Performance Standard
For Density

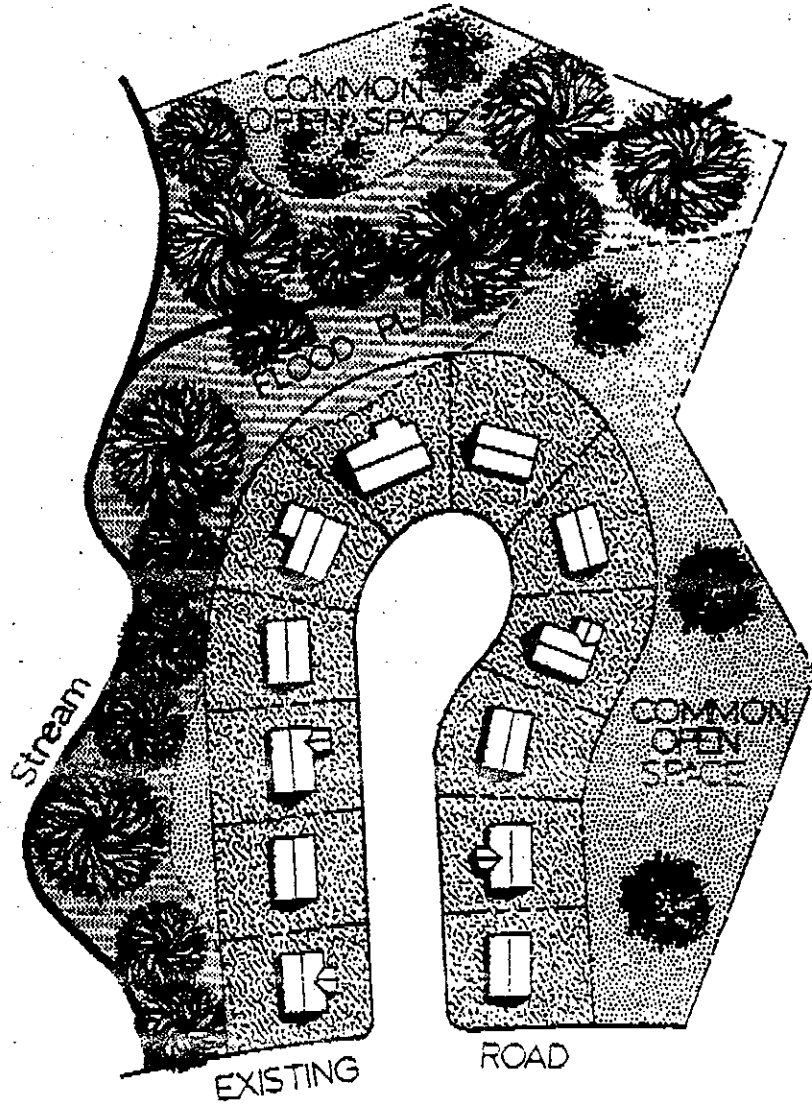
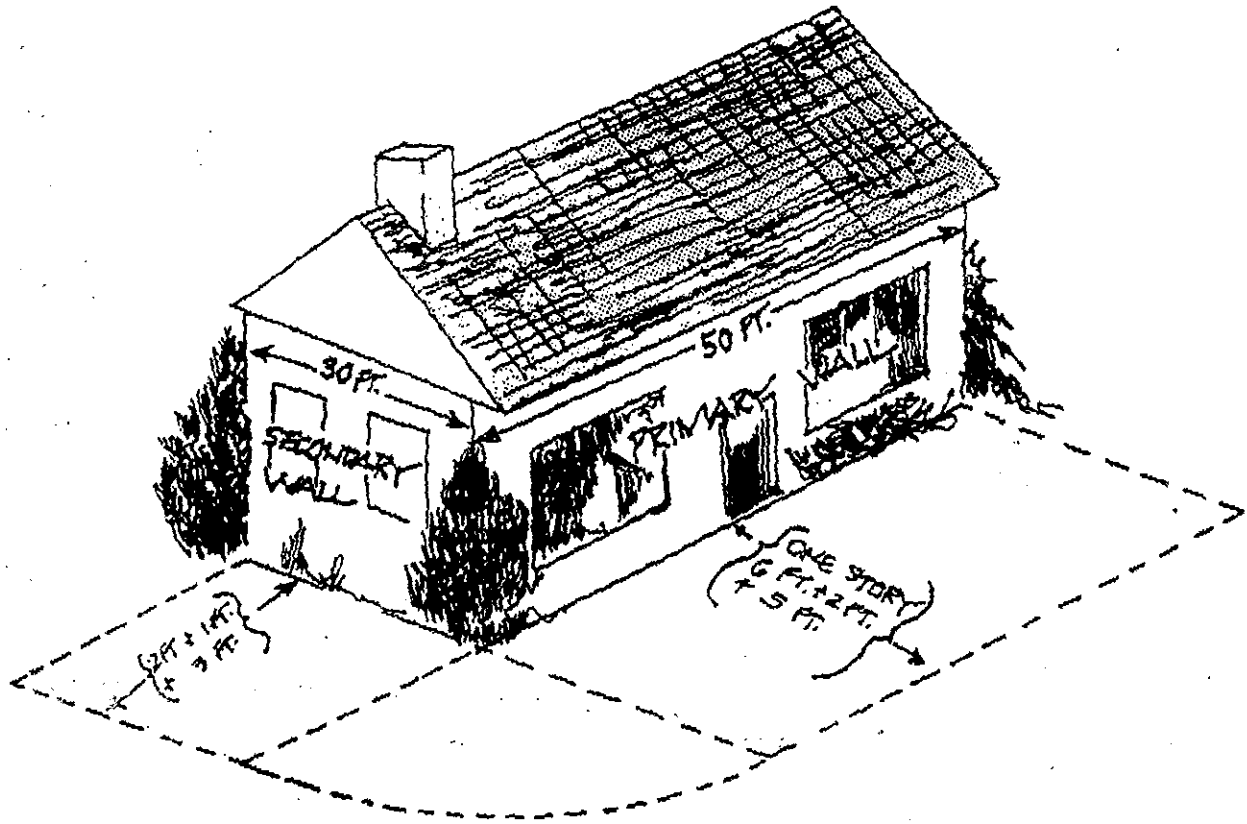


Figure 3

LUI BUILDING SPACING REQUIREMENTS



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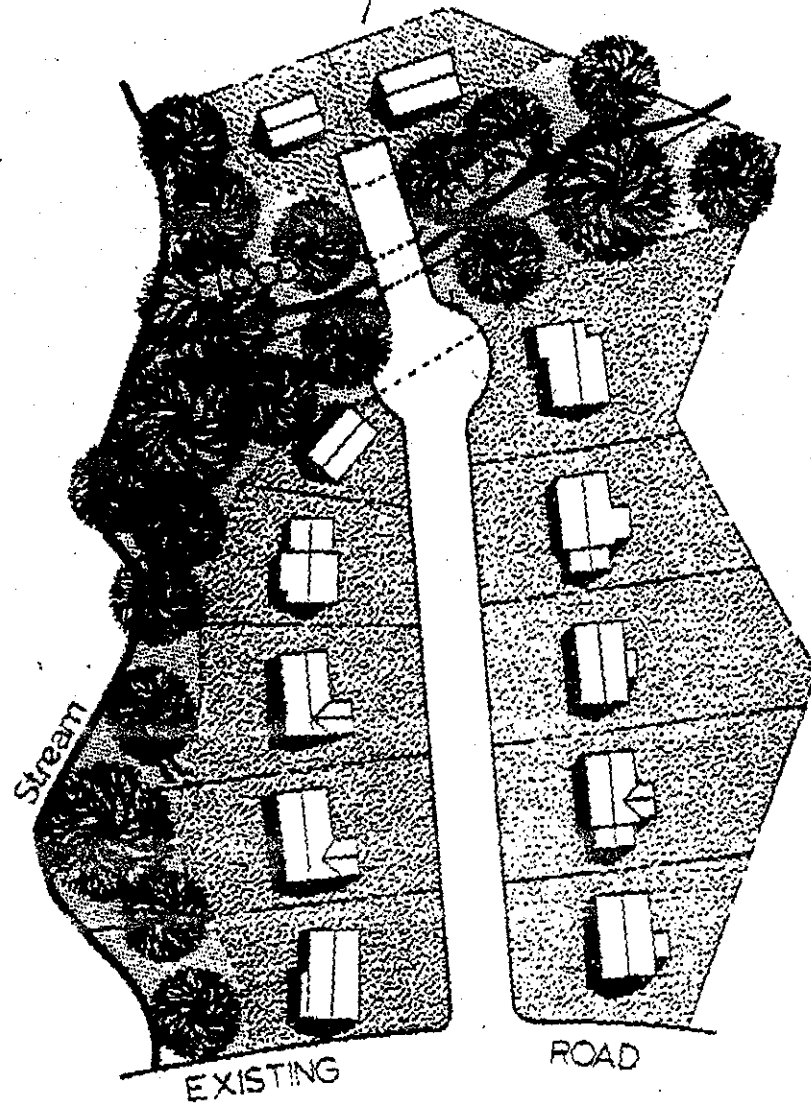


Figure 2:

Design With Performance Standard
For Density

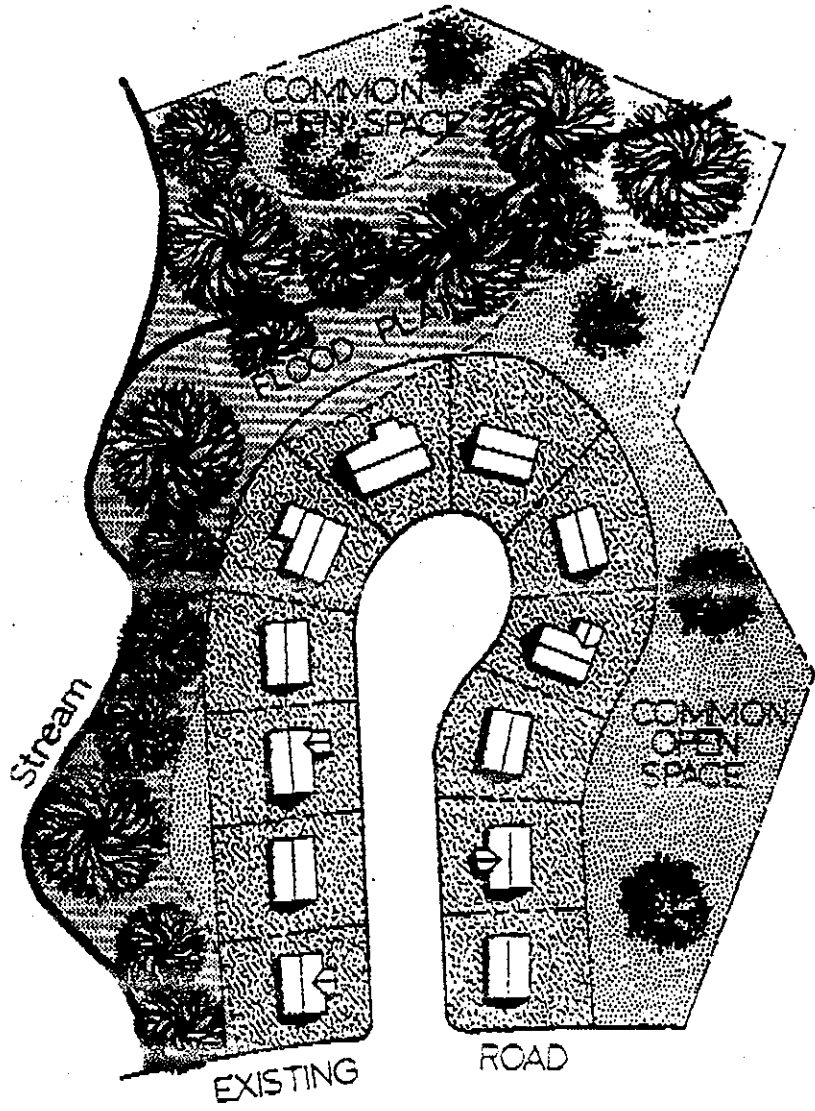
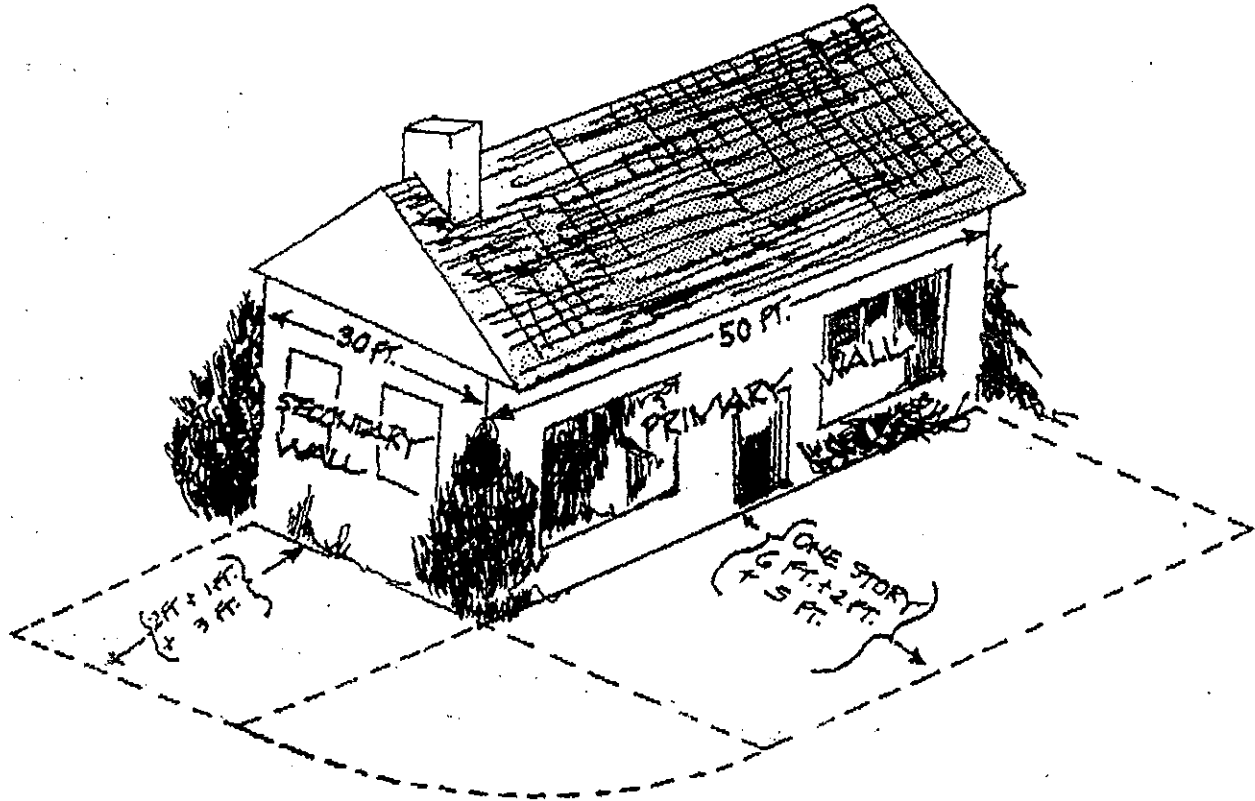
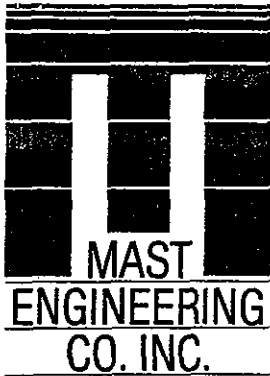


Figure 3

LUI BUILDING SPACING REQUIREMENTS





May 27, 1992

Ms. Judith Betz, President
New Morgan Borough Council
Morgantown Properties, Suite 207
Bethlehem Drive
Morgantown, PA 19543

RE: Revisions to Comprehensive Plan

Dear Ms. Betz:

We are in receipt of review comments from the Berks County Planning Commission via correspondence sent to Ms. Carolyn Green dated May 20, 1992.

I have spoken to Mr. Michael D. Golembiewski, Planner II of the Berks County Planning Commission today, to ascertain more specifically their needs.

May I offer the following recommendations with reference to specific items on the Berks County Planning Commission letter.

Item #3 - All references to "proposed" Borough have been changed at last review.

Item #4 - This "typo" will be changed.

Item #5 - The exact date utilized by the Borough will be incorporated into the text on Page 3.

Item #6 - The "exâct" goals will be substituted for those appearing on Pages 4 through 6.

Item #7 - Additional goals will include communication and cooperation with surrounding municipalities, and that all development must be environmentally responsible and ecologically sensitive.

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Ms. Judith Betz, President
New Morgan Borough Council
May 27, 1992
Page -2-

Item #8 - Language will be added to the plan referencing the maps as being located in the borough building for public review.

Item #9 - "Typo" will be corrected.

Item #11.A.-The following should be included on Pages 17 through 19.

The five main areas are: Residential, Industrial, General Commercial, Highway Commercial and Waste Management.

A. Residential Areas

The Residential development areas within the Borough of New Morgan are shown on the Land Use Map. These areas are proposed to permit the development of all types of Residential uses and those facilities necessary to support a community. The largest area dedicated for Residential use lies in the northwest section of the Borough, and is separated from the Industrial District by an area of steep slopes and alluvial soils along a tributary to Hay Creek.

This environmentally sensitive area will provide a natural "buffer zone" between the Residential area, and the Industrial area. Proposed Land Use Regulations will require certain areas to be set aside for common open space during the design process. The west and northern sections are bounded by the Borough "lines," Pennsylvania Route 10 and T-356 in Robeson Township. The locations of these roads will provide access to the area for any proposed minor street systems which will be required to be constructed by developers of that area.

The smaller residential areas are located in the north western section of the Borough. These areas were chosen due to their proximity to existing roadways, and other environmental constraints requiring a less "intensive" Land Use application.

B. Industrial Areas (Add as second paragraph)

The area zoned for Industrial purposes extends from the south central portion of the Borough along Route 10 to the

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Ms. Judith Betz, President
New Morgan Borough Council
May 27, 1992
Page -4-

This area is so designated as a result of the Municipal Waste Planning, Recycling and Waste Reduction Act (Act 101), and the subsequent Berks County solid waste planning activities. These activities culminated in 1991 with Berks County classifying the Morgantown Landfill as the designated disposal facility for the County.

Item #11 C. (i) and (ii) and (iii) (covered by proposed Land Use Regulations.

Item #12 A. (added to intro Chapter IV)

The location of the various major Land Uses follows:

At this time, it is purely speculative as to the timing of the Borough's development which is so closely linked to the overall economic health of the country.

The borough should strive to maintain a high standard for the construction of future facilities by adopting adequate building codes and construction standards.

C. (To be added to Highways and STS Section)

Currently, there is a high level of use along PA Route 10. The Borough should strive along with the PADOT to limit access to this major corridor.

As the Borough develops, provisions should be made for the construction of new roads and supporting infrastructure by developers. This will insure adequate access to developing areas on roadway systems which can ultimately become borough owned and maintained.

Other local roads within the Borough are currently under review by the PADOT for route numbers, r/w widths, as well as their status for state liquid fuels tax reimbursement.

The liquid fuels money, though small, will help with the maintenance of these existing roadways.

D. (To be added to intro Community Facilities Section)

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Ms. Judith Betz, President
New Morgan Borough Council
May 27, 1992
Page -5-

The following outlines the Emergent Community Facilities in the Borough as previously stated. The current population of the Borough is very small not unlike a rural township. At this time, emergency services can be provided by outside sources such as fire, police, ambulance, etc.

Educational needs will always be handled by the Twin Valley School District, and the development of the Borough will not over burden their facilities in the near future.

Sewage collection and treatment, as well as water supplies and distribution and transportation, will need to be more thoroughly analyzed as time goes by and development occurs.

E. Add New Section "Interrelationships of Various Plan Components" (Section VI)

Prior to any specific development occurring within the Borough, it is important that all aspects of this Comprehensive Plan be considered. Several maps relating to various chapters of this Comprehensive Plan are lodged in the Borough building.

Site suitability and environmental and ecological constraints are currently the more direct aspects which must be considered.

At this time, Community Facilities, with the exception of roads and demographics, are not an issue.

As time goes by, additional plan components will need to be incorporated into the Comprehensive Plan particularly in the latter two areas to insure proper growth and service projections.

F. Add New Section (A Relationship to Adjacent Municipalities and County Plan)

The Borough of New Morgan was created from lands situated in both Robeson Township and Caernarvon Township, Berks County.

Currently, both municipalities are updating their Land Use Regulations. Caernarvon Township currently utilizes its 1985 version with some minor amendments. Most of the adjacent

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Ms. Judith Betz, President
New Morgan Borough Council
May 27, 1992
Page -6-

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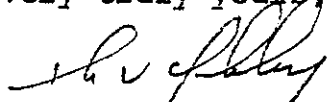
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Item #13 - will be incorporated into dialogue on the Berks County vs. New Morgan Borough section.

Items #14 and #16 - will correct "typos" in text.

If you have any questions, please do not hesitate to call.

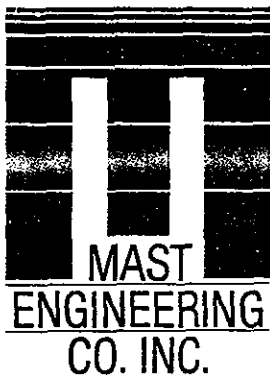
Very truly yours,


Thomas V. Yashinsky
Branch Manager

TVY/ear

cc: Vince Pompo, Esquire
Michael Golembiewski
File (1203-100)

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New Morgan Borough Council
May 27, 1992
Page -2-

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Ms. Judith Betz, President
New Morgan Borough Council
May 27, 1992
Page -3-

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Page -4-

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New Morgan Borough Council
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land uses are not totally incompatible with the land uses proposed in New Morgan. Areas to the west of I-176 are zoned Rural Conservation, and are sparsely populated. Topography and I-176 creates a buffer between that area, and the Solid Waste Management, and Industrial designations in the Borough. To the east side of the Borough again, the GC designation which will permit some residential applications does not conflict with the township's proposed Rural Conservation designation. The area to the south designated as Highway Commercial is inconsistent with the townships Commercial Zoning District designation.

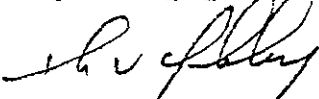
The Robeson Township Ordinance is dated 1989. Once again, adjacent Land Use designations are not inconsistent and in some areas reflect a continuation of a prescribed use particularly along Route 10, and the north west section of the Borough. (Relation to Berks County Plan still being edited.)

Item #13 - will be incorporated into dialogue on the Berks County vs. New Morgan Borough section.

Items #14 and #16 - will correct "typos" in text.

If you have any questions, please do not hesitate to call.

Very truly yours,



Thomas V. Yashinsky
Branch Manager

TVY/ear

cc: Vince Pompo, Esquire
Michael Golembiewski
File (1203-100)

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RE: New Morgan Borough
Berks County
Comprehensive Plan and Zoning Ordinance

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Chapter VI proposed that the plan be adopted and implemented by the Borough as a first step in their development process.

Zoning Ordinance

Again, the Zoning Ordinance has been drafted in accordance with provisions outlined by Act 247 (MPC).

The real "nuts and bolts" of the Ordinance are in those chapters (Articles V thru XIV) which designates particular areas of the Borough for particular uses and supplement those uses with additional safe guards.

What makes this ordinance different from most other "Euclidian" style ordinances is how you impose development density standards.

The method is known as Performance Zoning. The basic difference between a conventional standard and a performance standard is simply the amount of discretion which is allowed in the administration of the ordinance. In the first case, very little judgement or discretion is typically called for in applying regulations to individual cases. In the second case, a fairly substantial degree of discretion is called for.

An example may illustrate the difference. A typical "conventional" standard for density is a minimum lot size per dwelling unit. Little discretion in the design of housing developments is permitted. Each and every lot must be at least this size. Figure 1 shows a fairly typical housing development proposal for single family homes for a 15,000 square foot minimum lot size requirement.

A corresponding "performance" standard would be to state the permitted number of dwelling units per gross acre of land. In this case, a standard of three dwelling units per acre permits the same number of houses to be built on the tract, as illustrated by Figure 2.

There are several advantages to allowing the greater use of discretion by stating the standard in terms of three units permitted per acre rather than as a minimum lot size. First, while most conventional standards developed in response to typical development practices, a greater variety of development practices are being pursued today. Many such practices cannot be

carried out under conventional standards. Second, minimum lot size requirements, like many other similar standards, tend to become maximum lot sizes as well when development is actually proposed. As a result, plot plans are often unsatisfactorily laid out in a number of respects with conventional standards. As Table 1 attempts to illustrate a more extensive utility and road network may be necessary, little or no common open space may be provided, and natural features, such as the flood plains shown, may not be better protected. By permitting greater discretion in the application of the standard, there is a greater potential (although by no means guaranteeing it) that the advantages of a superior design and development can be realized.

The Land Use Intensity System (LUI) was developed by the Federal Housing Administration as far back as 1960. Applied at the local level, the system eliminates fixed yard standards, height limitations, building coverage maximums and density control area.

The builder/developer is afforded greater flexibility while the municipality still protects the general welfare.

The major components include the Land Use Intensity ratios and building spacing requirements utilizing "primary" vs. "secondary" walls, both detailed in the proposed Borough Zoning Ordinance.

Figure 3 is an example of "primary" vs. "secondary" walls in building spacing requirements.

An example of the LUI ratios follows:

Proposal - Single family two-story detached dwellings to be situated on 5 acs. (217,800 sq. ft.) floor area = 4800 sq. ft.

LUI Intensity Range : 30-47 (4 du's - 14 du's)

Developer chooses LUI #40

FAR:	217,800 sq. ft. x .200 =	43,560 sq. ft. (9 du's)
OSR:	217,800 sq. ft. x .76 =	165,528 sq. ft.
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Parking (TCR) = 14 spaces (min) (1.6 x 9 = 14)

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JOB _____
SHEET NO. _____ OF _____
CALCULATED BY _____ DATE _____
CHECKED BY _____ DATE _____
SCALE _____

SINGLE FAMILY - TWO STORY

1	<u>ST</u>	FLOOR	34 X 70 =	2380	SQ. FT	
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				4760	SQ. FT	USE 4800

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NOW FOLLOW AS A MINIMUM SECT 11.1.b - SPACING

The areas required for Commercial and industrial uses related directly to design based upon floor area, parking, storm water management. Additional areas for open space and landscaping are also revised.

The balance of the regulations are typical of most Zoning Ordinances. Please tell the Borough that these Plans and Ordinances are at first draft and can be changed as required.

TABLE 1

COMPARISON OF CONVENTIONAL STANDARDS
TO PERFORMANCE STANDARDS

	With Conventional Standard <u>for Density</u>	With Performance Standard <u>for Density</u>
Density Standard	15,000 sq. ft. min. lot size	3 d.u.'s/acre
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Design With Conventional Standard
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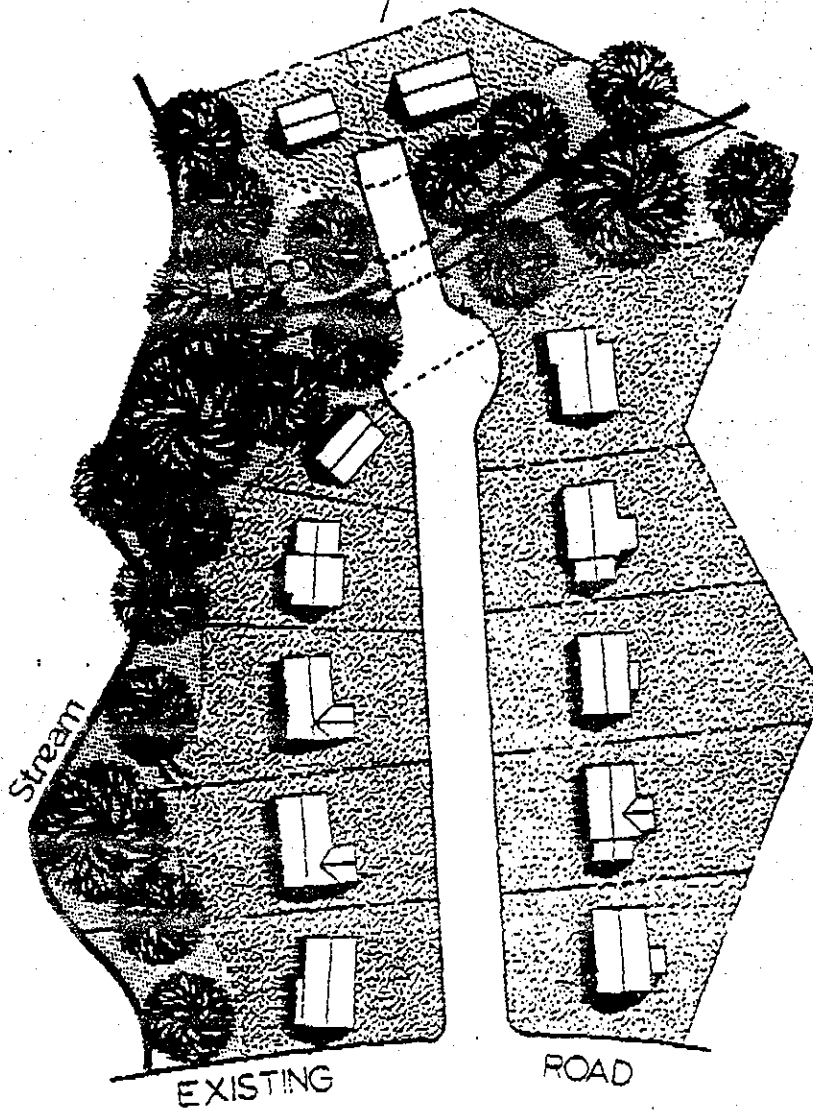


Figure 2:

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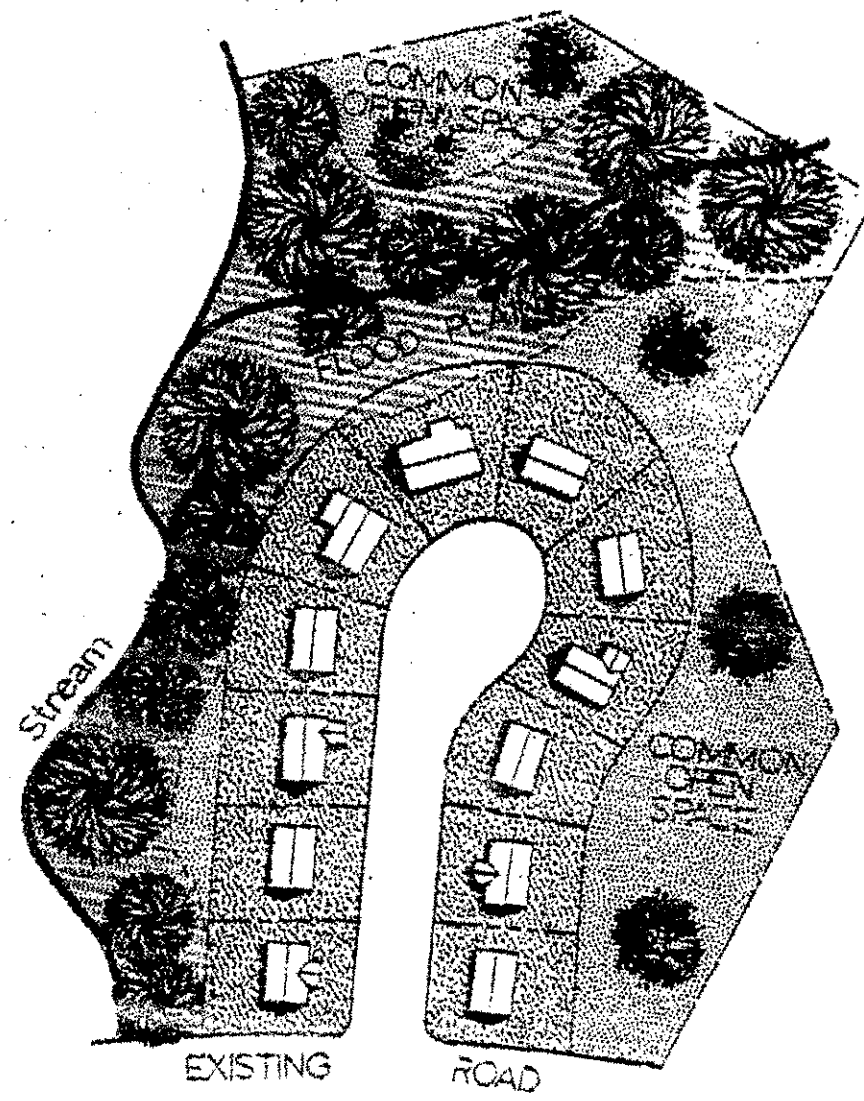
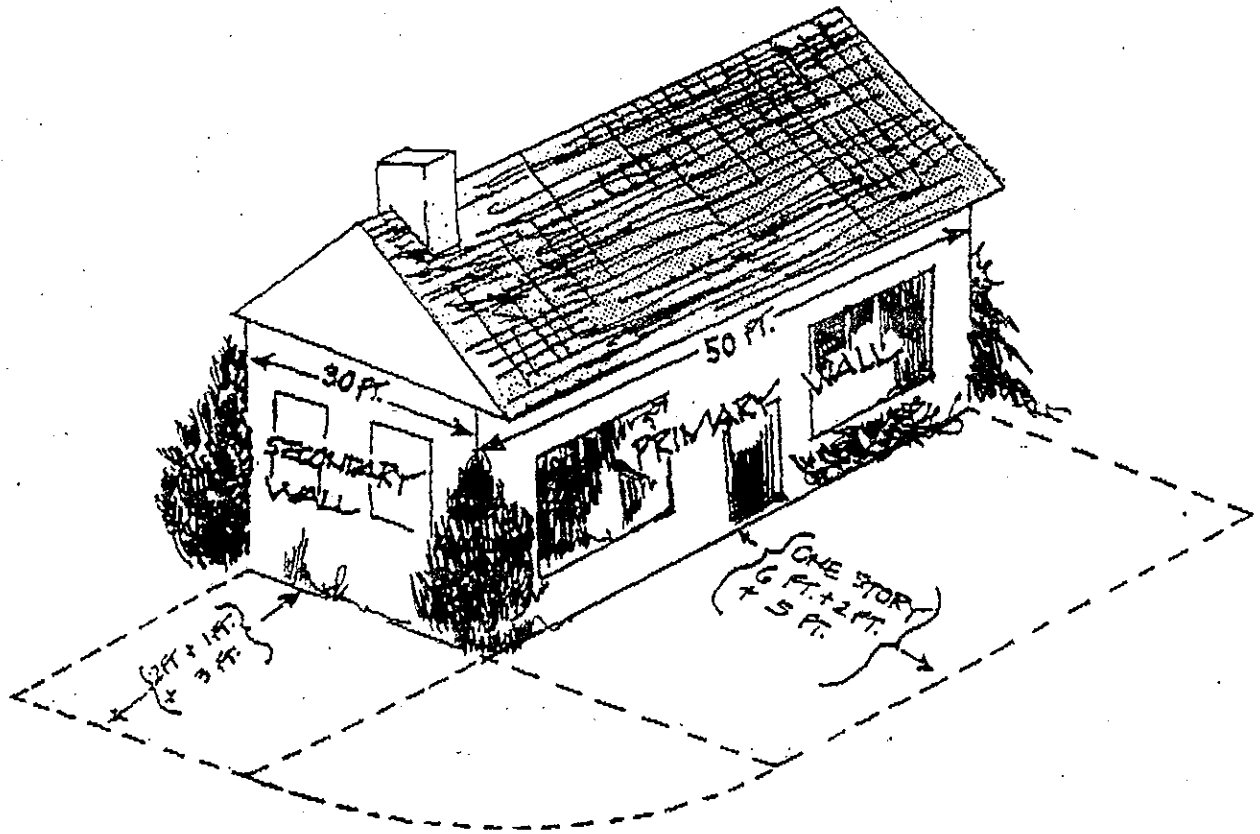


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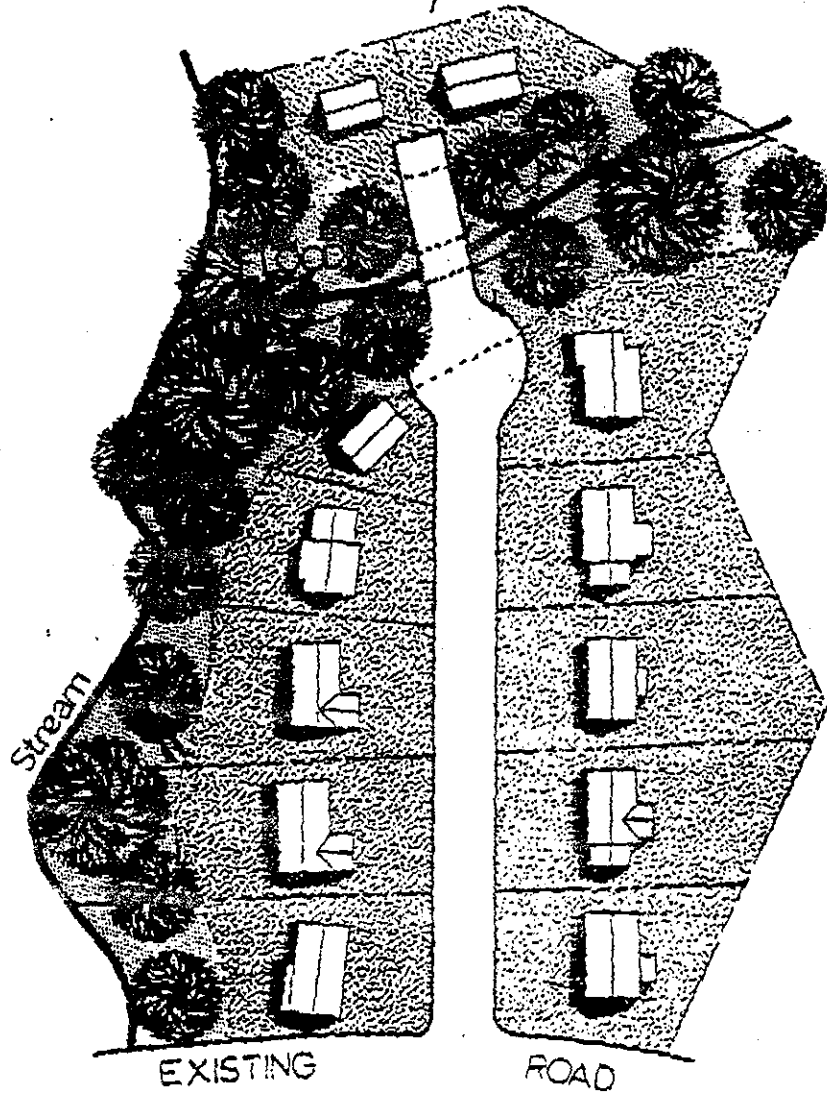
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EXISTING

ROAD

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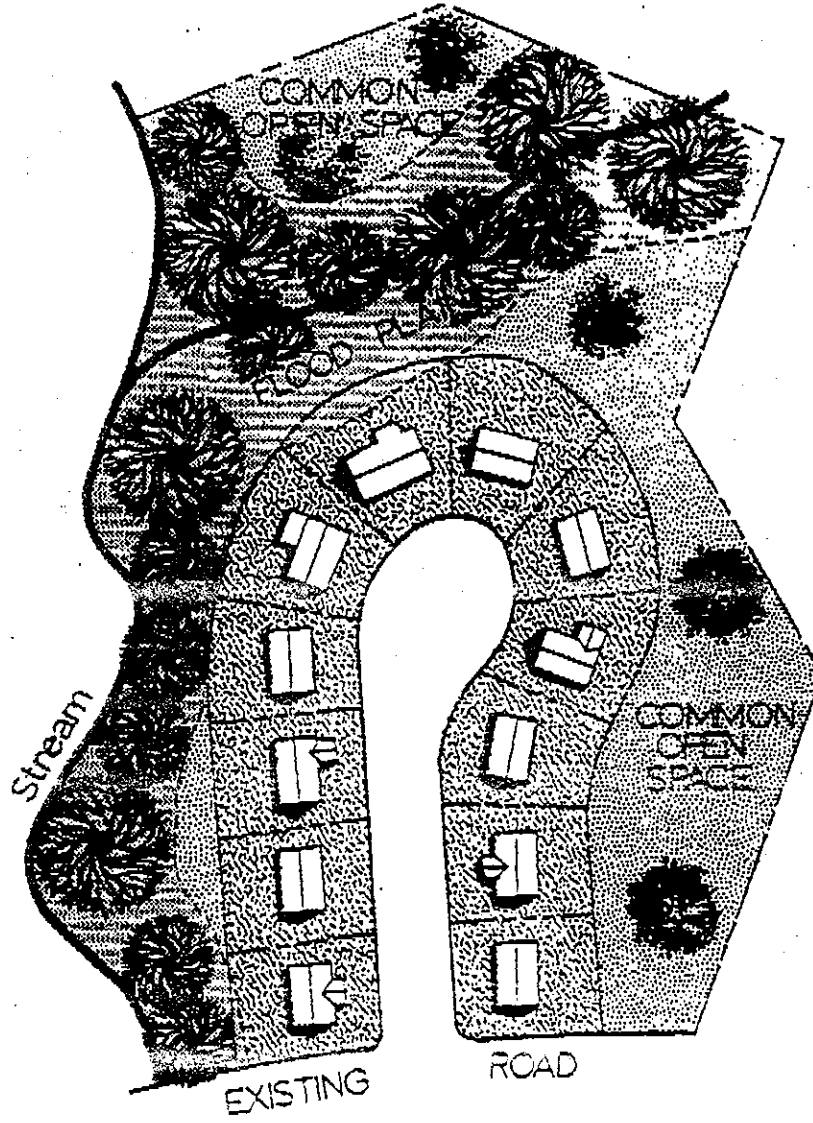
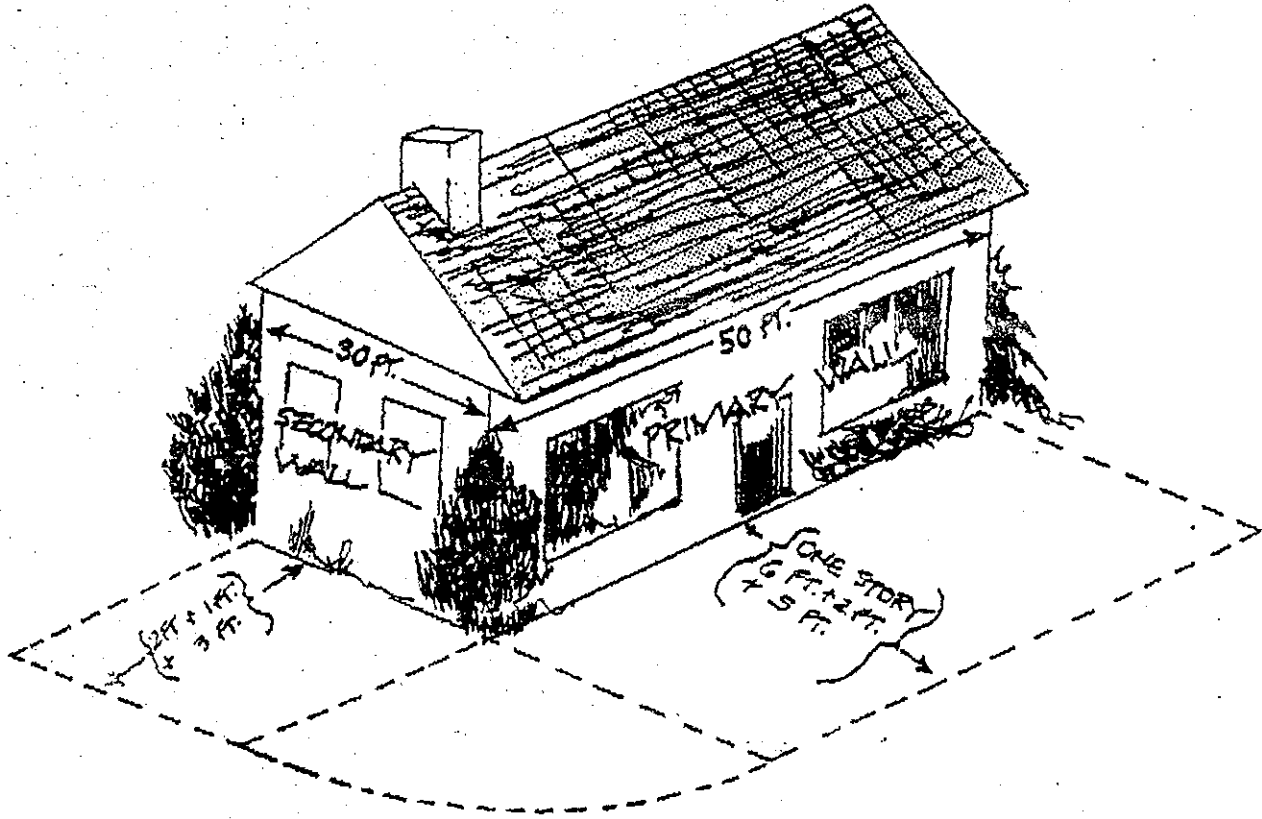
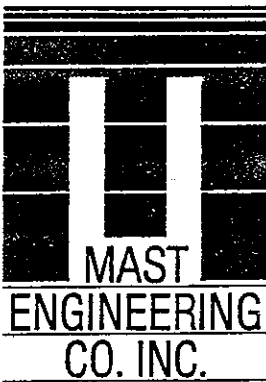


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May 27, 1992

Ms. Judith Betz, President
New Morgan Borough Council
Morgantown Properties, Suite 207
Bethlehem Drive
Morgantown, PA 19543

RE: Revisions to Comprehensive Plan

Dear Ms. Betz:

We are in receipt of review comments from the Berks County Planning Commission via correspondence sent to Ms. Carolyn Green dated May 20, 1992.

I have spoken to Mr. Michael D. Golembiewski, Planner II of the Berks County Planning Commission today, to ascertain more specifically their needs.

May I offer the following recommendations with reference to specific items on the Berks County Planning Commission letter.

Item #3 - All references to "proposed" Borough have been changed at last review.

Item #4 - This "typo" will be changed.

Item #5 - The exact date utilized by the Borough will be incorporated into the text on Page 3.

Item #6 - The "exãct" goals will be substituted for those appearing on Pages 4 through 6.

Item #7 - Additional goals will include communication and cooperation with surrounding municipalities, and that all development must be environmentally responsible and ecologically sensitive.

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May 27, 1992
Page -6-

land uses are not totally incompatible with the land uses proposed in New Morgan. Areas to the west of I-176 are zoned Rural Conservation, and are sparsely populated. Topography and I-176 creates a buffer between that area, and the Solid Waste Management, and Industrial designations in the Borough. To the east side of the Borough again, the GC designation which will permit some residential applications does not conflict with the township's proposed Rural Conservation designation. The area to the south designated as Highway Commercial is inconsistent with the townships Commercial Zoning District designation.

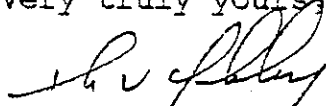
The Robeson Township Ordinance is dated 1989. Once again, adjacent Land Use designations are not inconsistent and in some areas reflect a continuation of a prescribed use particularly along Route 10, and the north west section of the Borough. (Relation to Berks County Plan still being edited.)

Item #13 - will be incorporated into dialogue on the Berks County vs. New Morgan Borough section.

Items #14 and #16 - will correct "typos" in text.

If you have any questions, please do not hesitate to call.

Very truly yours,

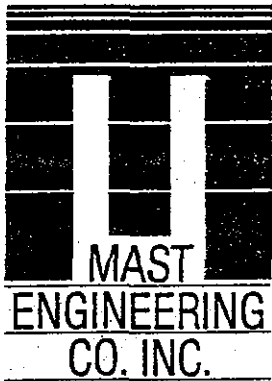


Thomas V. Yashinsky
Branch Manager

TVY/ear

cc: Vince Pompo, Esquire
Michael Golembiewski
File (1203-100)

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May 27, 1992

Ms. Judith Betz, President
New Morgan Borough Council
Morgantown Properties, Suite 207
Bethlehem Drive
Morgantown, PA 19543

RE: Revisions to Comprehensive Plan

Dear Ms. Betz:

We are in receipt of review comments from the Berks County Planning Commission via correspondence sent to Ms. Carolyn Green dated May 20, 1992.

I have spoken to Mr. Michael D. Golembiewski, Planner II of the Berks County Planning Commission today, to ascertain more specifically their needs.

May I offer the following recommendations with reference to specific items on the Berks County Planning Commission letter.

Item #3 - All references to "proposed" Borough have been changed at last review.

Item #4 - This "typo" will be changed.

Item #5 - The exact date utilized by the Borough will be incorporated into the text on Page 3.

Item #6 - The "exāct" goals will be substituted for those appearing on Pages 4 through 6.

Item #7 - Additional goals will include communication and cooperation with surrounding municipalities, and that all development must be environmentally responsible and ecologically sensitive.

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Ms. Judith Betz, President
New Morgan Borough Council
May 27, 1992
Page -2-

Item #8 - Language will be added to the plan referencing the maps as being located in the borough building for public review.

Item #9 - "Typo" will be corrected.

Item #11.A.-The following should be included on Pages 17 through 19.

The five main areas are: Residential, Industrial, General Commercial, Highway Commercial and Waste Management.

A. Residential Areas

The Residential development areas within the Borough of New Morgan are shown on the Land Use Map. These areas are proposed to permit the development of all types of Residential uses and those facilities necessary to support a community. The largest area dedicated for Residential use lies in the northwest section of the Borough, and is separated from the Industrial District by an area of steep slopes and alluvial soils along a tributary to Hay Creek.

This environmentally sensitive area will provide a natural "buffer zone" between the Residential area, and the Industrial area. Proposed Land Use Regulations will require certain areas to be set aside for common open space during the design process. The west and northern sections are bounded by the Borough "lines," Pennsylvania Route 10 and T-356 in Robeson Township. The locations of these roads will provide access to the area for any proposed minor street systems which will be required to be constructed by developers of that area.

The smaller residential areas are located in the north western section of the Borough. These areas were chosen due to their proximity to existing roadways, and other environmental constraints requiring a less "intensive" Land Use application.

B. Industrial Areas (Add as second paragraph)

The area zoned for Industrial purposes extends from the south central portion of the Borough along Route 10 to the

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northwestern portion of the Borough along I-176. It is bounded on the north by a tributary of Hay Creek to the east by an existing "dirt" road, to the south by Route 10, and the proposed I-176 to Route 10 "connector," and the proposed location of the Solid Waste Management area, and to the west by I-176.

The location of the Industrial area approximates the existing location of the former Bethlehem mining operation, and has been extended to other areas partly to provide for a multitude of opportunities for access.

Proposed Land Use Regulations will require strict controls over industrial development providing for "studies" to assess impact on social, environmental and transportation within the borough prior to plan approval.

C. General Commercial Area

The General Commercial designation encompasses a great deal of area in the Borough starting at the Borough limits on the southeast and extending westward to the Industrial Districts.

This area surrounds the "Tailings" Dam which has undergone rehabilitation with points of access from Route 10 and Elverson road.

It is hoped that a major recreational facility or planned developments offering major recreational facilities will develop in this area.

D. Highway Commercial Area

The Highway Commercial areas are located primarily north and south of the proposed connector from I-176 to an entrance ramp to the Pennsylvania Turnpike on Route 10.

Typical highway commercial activities are desired in this area such as service stations, convenience stores and restaurants as well as hotels or motels servicing the area.

E. Solid Waste Management Area

An integral component of the plan for the Borough of New Morgan is the inclusion of a Solid Waste Management area.

Ms. Judith Betz, President
New Morgan Borough Council
May 27, 1992
Page -4-

This area is so designated as a result of the Municipal Waste Planning, Recycling and Waste Reduction Act (Act 101), and the subsequent Berks County solid waste planning activities. These activities culminated in 1991 with Berks County classifying the Morgantown Landfill as the designated disposal facility for the County.

Item #11 C. (i) and (ii) and (iii) (covered by proposed Land Use Regulations.

Item #12 A. (added to intro Chapter IV)

The location of the various major Land Uses follows:

At this time, it is purely speculative as to the timing of the Borough's development which is so closely linked to the overall economic health of the country.

The borough should strive to maintain a high standard for the construction of future facilities by adopting adequate building codes and construction standards.

C. (To be added to Highways and STS Section)

Currently, there is a high level of use along PA Route 10. The Borough should strive along with the PADOT to limit access to this major corridor.

As the Borough develops, provisions should be made for the construction of new roads and supporting infrastructure by developers. This will insure adequate access to developing areas on roadway systems which can ultimately become borough owned and maintained.

Other local roads within the Borough are currently under review by the PADOT for route numbers, r/w widths, as well as their status for state liquid fuels tax reimbursement.

The liquid fuels money, though small, will help with the maintenance of these existing roadways.

D. (To be added to intro Community Facilities Section)

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Ms. Judith Betz, President
New Morgan Borough Council
May 27, 1992
Page -5-

The following outlines the Emergent Community Facilities in the Borough as previously stated. The current population of the Borough is very small not unlike a rural township. At this time, emergency services can be provided by outside sources such as fire, police, ambulance, etc.

Educational needs will always be handled by the Twin Valley School District, and the development of the Borough will not over burden their facilities in the near future.

Sewage collection and treatment, as well as water supplies and distribution and transportation, will need to be more thoroughly analyzed as time goes by and development occurs.

E. Add New Section "Interrelationships of Various Plan Components" (Section VI)

Prior to any specific development occurring within the Borough, it is important that all aspects of this Comprehensive Plan be considered. Several maps relating to various chapters of this Comprehensive Plan are lodged in the Borough building.

Site suitability and environmental and ecological constraints are currently the more direct aspects which must be considered.

At this time, Community Facilities, with the exception of roads and demographics, are not an issue.

As time goes by, additional plan components will need to be incorporated into the Comprehensive Plan particularly in the latter two areas to insure proper growth and service projections.

F. Add New Section (A Relationship to Adjacent Municipalities and County Plan

The Borough of New Morgan was created from lands situated in both Robeson Township and Caernarvon Township, Berks County.

Currently, both municipalities are updating their Land Use Regulations. Caernarvon Township currently utilizes its 1985 version with some minor amendments. Most of the adjacent

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