



NEW HOLLAND BOROUGH COMPREHENSIVE PLAN UPDATE

ADOPTED MARCH 2020



108 W. Airport Road
Lititz, PA 17543

RESOLUTION #411

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P.L. 805, No. 247 as reenacted and amended permits local governments to perform municipal comprehensive planning; and,

WHEREAS, the Borough Council of New Holland recognizes that though the Borough is generally built out, it still desires to provide a Plan that protects the existing quality of life; and,

WHEREAS, the Borough Council of New Holland directed the Planning Commission of the Borough to develop an Update to the Borough's Comprehensive Plan; and,

WHEREAS, the Borough Council of New Holland contracted with ARRO Consulting, Inc. to assist with the Update to the Comprehensive Plan with guidance from the Borough's and county's Planning Commissions; and,

WHEREAS, the Update to the Borough's Comprehensive Plan was reviewed by the Lancaster County Planning Commission on; and,

WHEREAS, a public meeting on the proposed Update was held pursuant to public notice thereof, was conducted by the New Holland Borough Planning Commission on; and,

WHEREAS, a public hearing on the proposed Update was held pursuant to public notice thereof, was conducted by the Borough Council of New Holland on.

NOW THEREFORE BE IT RESOLVED by the New Holland Borough Council that the Update to the New Holland Borough Comprehensive Plan is hereby adopted, together with the maps, charts, text and other matters intended to form the whole of the Updated Plan.

ADOPTED THIS the day of , 20

J. Richard Fulcher, Secretary

Donald J. Herrington, President

ACKNOWLEDGEMENTS

Borough Council

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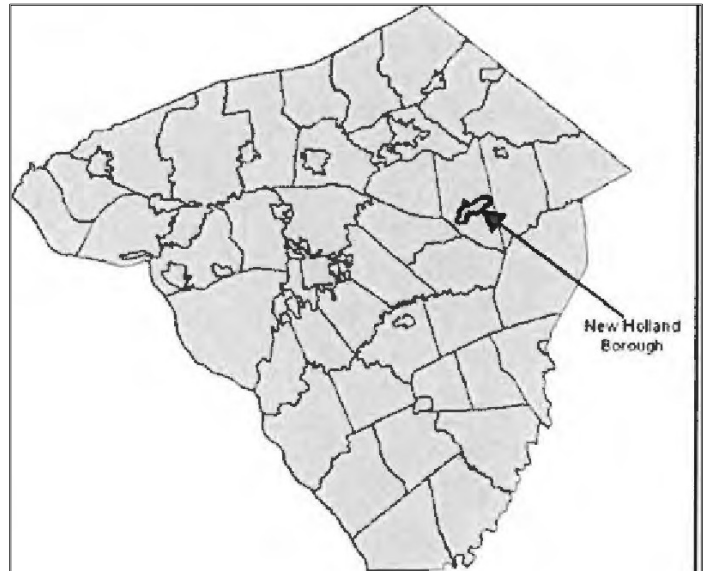
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INTRODUCTION

REGIONAL SETTING

New Holland Borough is located in the northeastern portion of Lancaster County. The Borough is surrounded by Earl Township and lies approximately 10 miles northeast of Lancaster City along State Route 23. Other major routes that are easily accessible from the Borough include the Morgantown Interchange of the Pennsylvania Turnpike, approximately 12 miles northeast of the Borough, US Route 322, approximately one mile west of the Borough and US Route 222, which is located approximately 6 miles northwest of the Borough.



HISTORICAL CONTEXT

Over the years New Holland Borough has had a rich history, spanning from the first settler in 1728, to the establishment of the New Holland Machine Company in 1895, which later became the

Borough's leading employer. The following excerpts from New Holland Borough's 1967 Comprehensive Plan and Figure 1 provide some of the historically significant events that have transpired within the Borough:

"In 1728, John Diffenderfer filed a claim for purchase of approximately one square mile of land just north of what is now New Holland, and thereby, became the first settler in the area. The settlement eventually was named New Holland in remembrance of the friendly treatment given the Palatinate settlers While they were refugees in Holland. Earlier names of the community included Earltown and New Design. Of particular significance in the early history of the community was the establishment of a free public school in 1787- perhaps Pennsylvania's first. "

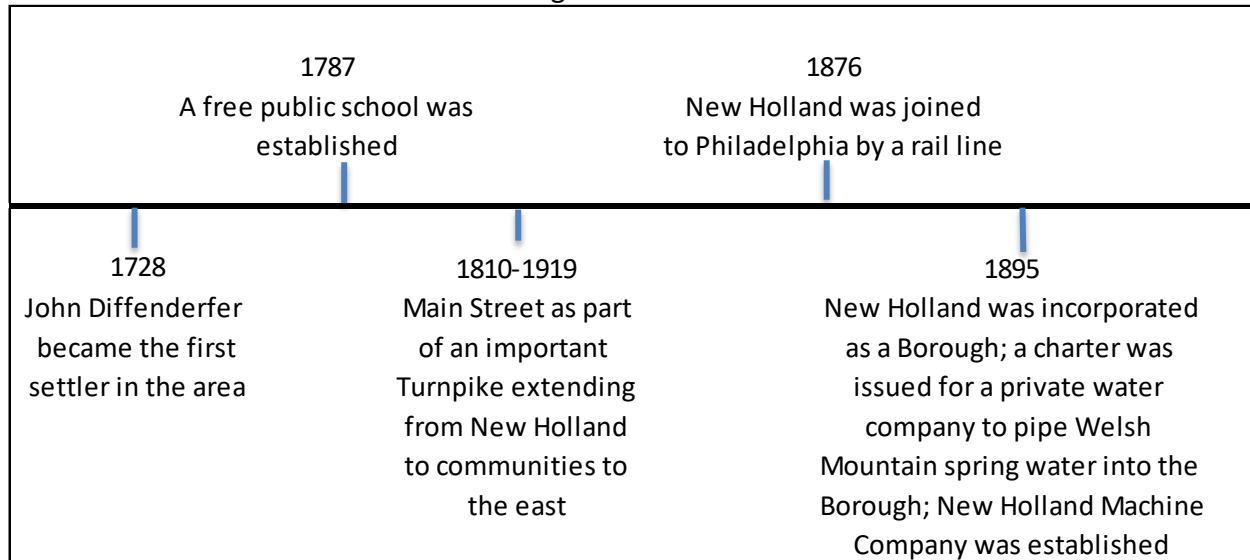
According to the Illustrated Historical Atlas of Lancaster County, New Holland Borough was laid out as a street town in the typical European style of having an outlying plot of land to cultivate. The main street of New Holland has major bends as it winds its way along the high ground. This is by design, as the early settlers knew that the land on the ridge was the driest and in winter it would be blown clear of much of the snow."

"New Holland's growth during the 19th century was accelerated by the development of transportation. From 1810 to 1919, Main Street served as part of an important turnpike extending from New Holland and Lancaster to other communities to the east. By 1876, the Borough was joined to Philadelphia by a rail line, which later was supplemented by a trolley line."

INTRODUCTION

The year 1895 was a particularly significant year in New Holland's history. It marked the year in which the community was incorporated as a borough; the year in which a charter was issued for a private water company to pipe Welsh Mountain spring water into the Borough; and the year in which the New Holland Machine Company was established. From a modest family equipment repair shop, the machine company developed into the Borough's major single source of employment.

Figure 1



PREVIOUS PLANNING

New Holland Borough's last Comprehensive Plan update was adopted in 2008. Since the original 1967 Comprehensive Plan, New Holland Borough participated in the *Elanco Regional Plan* which was adopted in 1996. Recently, the *Elanco Regional Plan* was updated and while the Borough did not directly participate in the planning process many similar concepts can be found throughout this document. This document will serve as an update to the Borough's 2008 Comprehensive Plan.

STATEMENT OF INTERRELATIONSHIPS

A Comprehensive Plan is organized into individual topical chapters including natural resources, housing, land use, transportation and community facilities. As noted in the Pennsylvania Municipalities Planning Code (MPC), it is easy to see that the individual chapters are interrelated, both in terms of pressing needs and relevant conditions as well as what actions need to be taken to address the priority issues within each chapter. Growth is influenced by a combination of many factors and those factors are represented within each of the topical goals and objectives in this document.

HISTORIC AND POPULATION TRENDS

Figure 1 (Source U.S. Census Bureau)

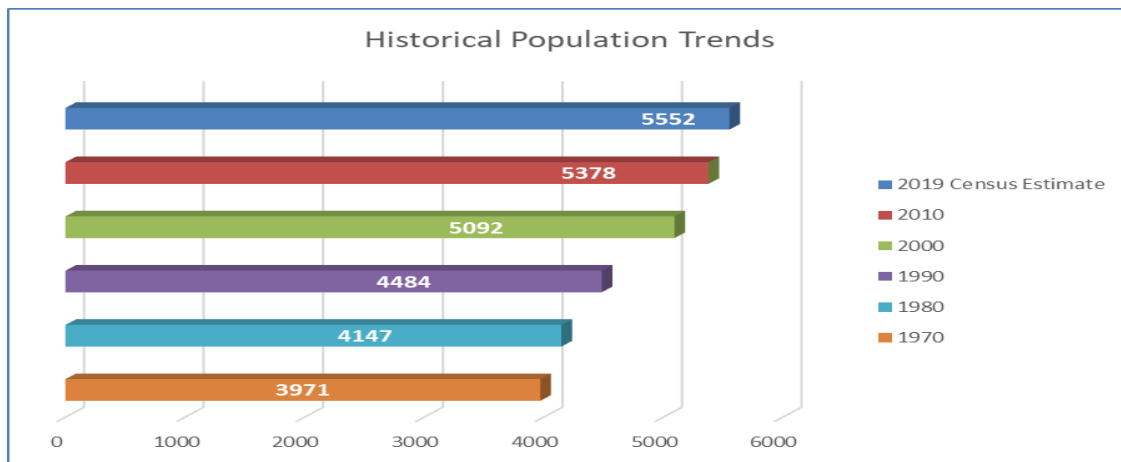
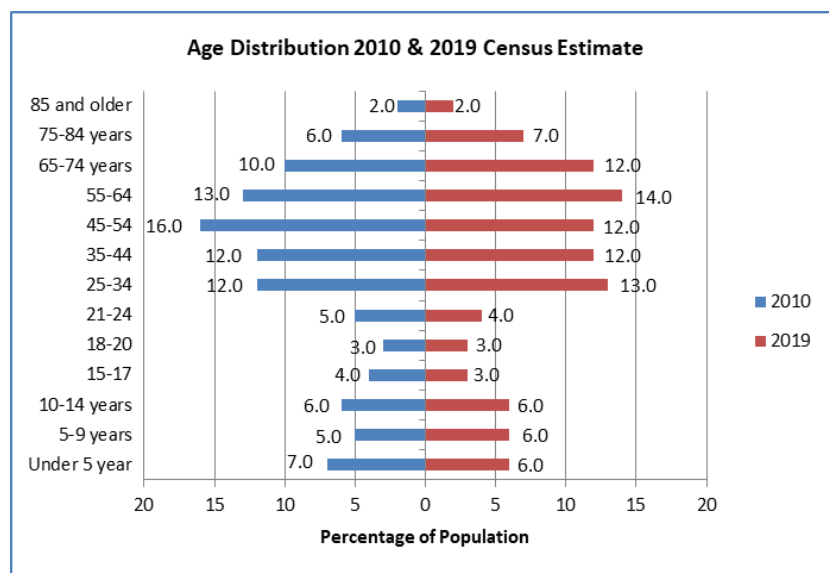


Figure 1 displays the historical population trends for New Holland Borough. The population of New Holland Borough has steadily increased since the 1970's, seeing its largest growth in population between 1990 and 2000. The population grew by 13.6 percent between 1990 and 2000. This could be due to the several agricultural areas that were converted into housing developments during that timeframe, including The Willows, The Willows East, The Willows South, Heritage Estates, and South Whisper Lane. In comparison, the estimated population growth between 2010 and 2019 is only 3.1%. Housing developments which were constructed since 2000 include Towne Centre Lane, E. Broad Street Townhouse Development and Sycamore Springs – Phases 1 and 2 of Garden Spot Village.

AGE TRENDS

The age distribution, displayed in **Figure 2**, of New Holland Borough's Population has changed slightly between 2010 and 2019. The more significant changes in the age distribution are a decrease in the percentage of persons in the 45-54 age groups, which may be due to more people within these groups leaving the Borough to pursue career opportunities elsewhere the Borough also saw a slight increase in the 65-84 year age groups.

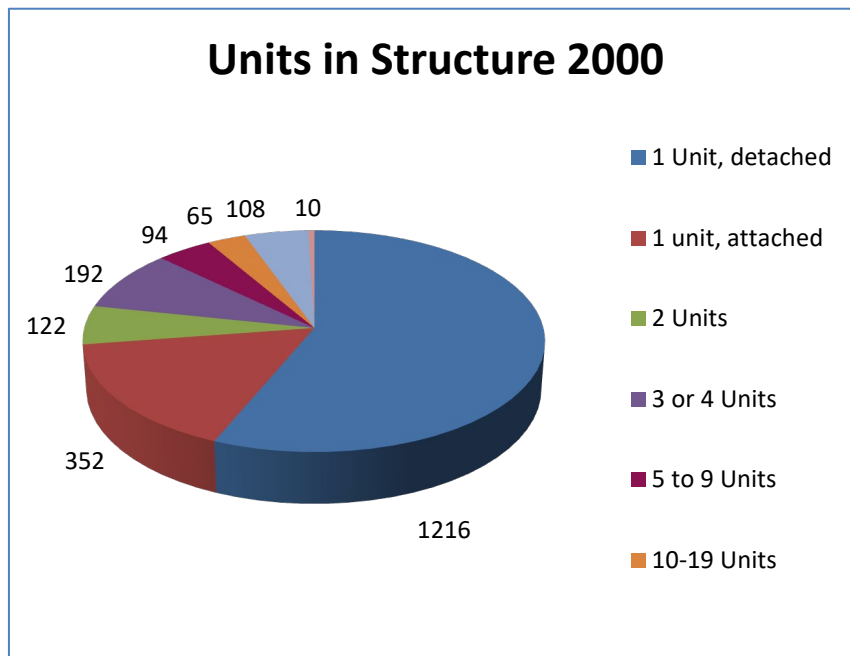


BACKGROUND

HOUSEHOLD STATISTICS

The average household size within the Borough is 2.40 which is slightly lower than Lancaster County's average household size of 2.60. The average family size for the Borough is 2.92 which again is slightly lower than the County's figure of 3.14.

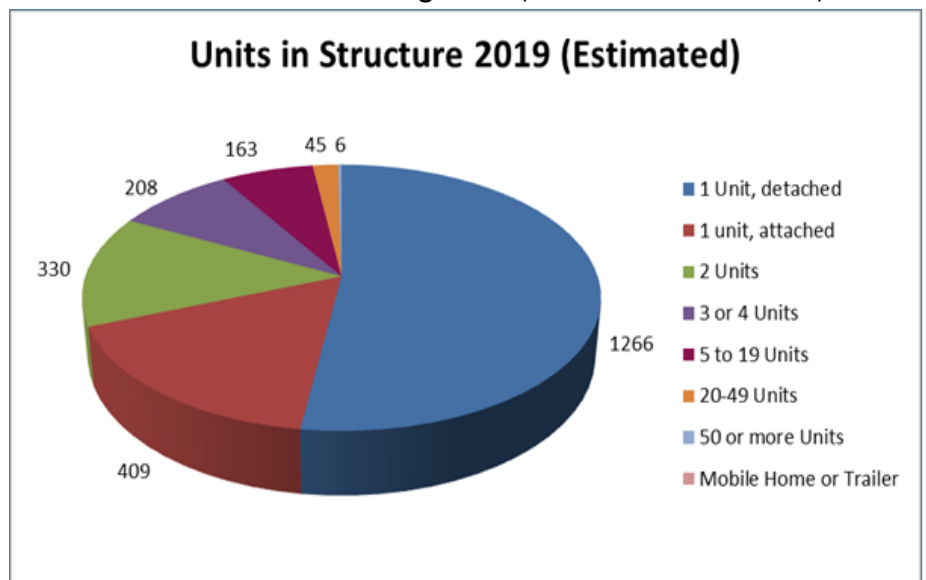
Figure 4 (Source U.S. Census Bureau)



Figure's 4 & 5 display the housing units within New Holland Borough for 2000 and 2019 (estimated). Since 2000 the housing units have changed. The 2-unit, category sees the largest estimated increase from 2000 to 2019 (estimated), with 208 additional units added, which reflects the vacant and agricultural lands being converted to housing developments over the timeframe.

Figure 5 (Source U.S. Census Bureau)

The 50 or more unit structures, 20-49 unit structures and the mobile home structures all decreased from 2000 to 2019 (estimated) while the remaining categories all had the slight to moderate increases. In 2000 the predominant type of housing in New Holland Borough was the 1-unit, detached structure, which made up 56.3% of the total housing units within the Borough. In



2019, the 1-unit, detached structure made up 52.2% of the total housing units within the Borough. Boroughs typically have denser development which is reflected in this data.

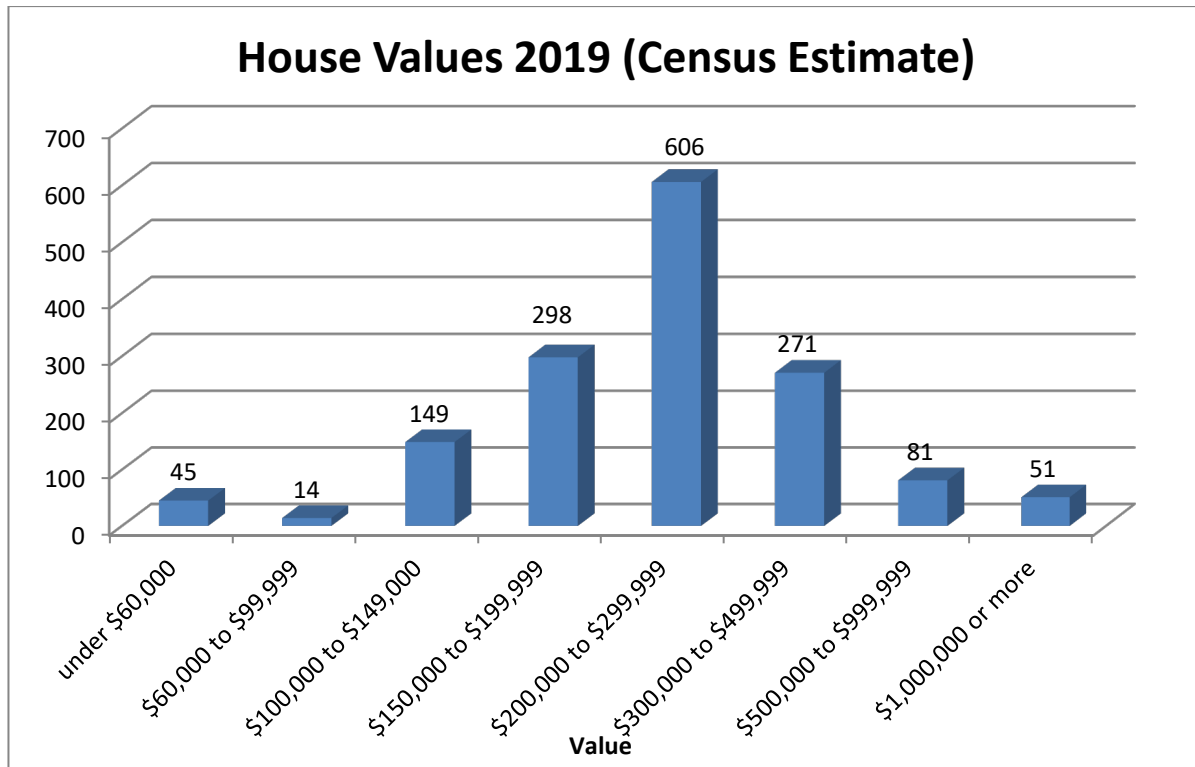
Figure 6 (Source U.S. Census Bureau)

Figure 6 displays the estimated housing values for the Borough in 2019. The housing value bracket that was represented the most in 2019 is the \$200,000-\$299,999 range. This bracket accounted for 40% of the total owner-occupied housing units within the Borough. The home values range from less than \$60,000.00 to \$2,000,000.00 or more in 2019.

The median value of housing units within the Borough in 2010 was \$181,000. In 2019 the median value of housing units increased to \$237,294, which is significantly higher than the 2010 median figure. The median household sale price in New Holland Borough in 2019 was \$215,400. Most financial institutions recommend that your total housing cost be no more than 30 percent of your total monthly income. In 2019 the median household monthly income was \$5,082 in the Borough and 30 percent of that income is \$1,525.

POPULATION PROJECTIONS

The population projection for the Borough will play a key role in determining community facility needs, future land use needs, transportation needs and housing needs. The Lancaster County Population Projection method, New Holland Borough will continue to increase in new residents over the next twenty years, projecting **5,592** in 2020, **6,124** in 2030 and **6,399** in 2040.

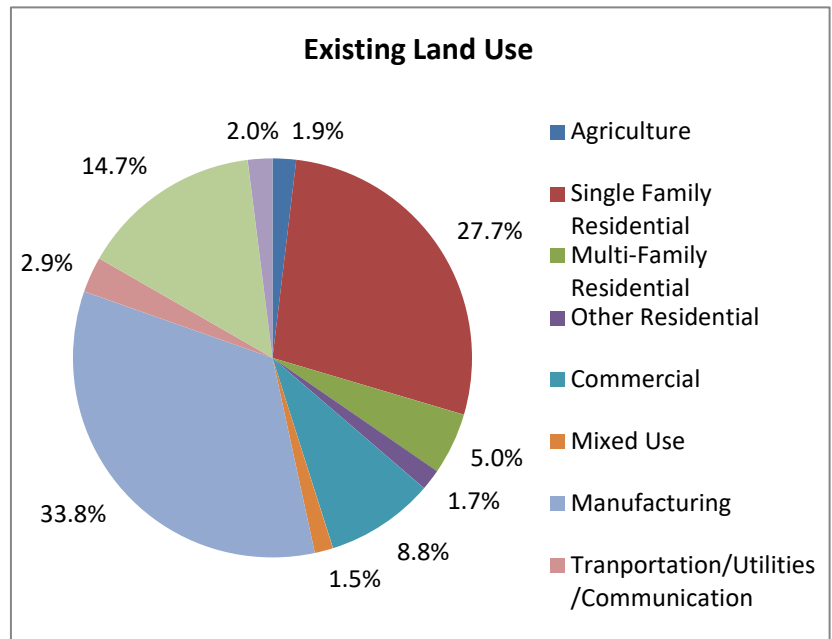
EXISTING LAND USE

Land use, historical, current and future, has an impact on every element of planning. It is very important that any planning effort analyze how land is currently being used in conjunction with population projections and current land use trends like building permits in order to effectively plan for all future needs. **Map 1** displays the existing land uses within New Holland Borough, which was derived from Lancaster County's Geographic Information System Land base.

Figure 7 provides the percentage of land within each land use category.

Figure 7 (Source Lancaster County GIS Land Base)

The largest percentage of land falls within the Residential land use categories. The second largest percentage of land falls within the Manufacturing land use category. This is due to the large amount of land that is owned by CNH LLC, formerly known as the New Holland Machine Shop and still the Borough's largest employer. There are also several other larger industries located within the Borough including Tyson Foods, Fleur de Lait Foods, the New Holland Sales Stables and Rutt Handcrafted Cabinetry. The Community Facilities category makes up the third largest percentage of land use within the Borough, followed by the Commercial land use category.



COMMUNITY FACILITIES

New Holland Borough is well served by a broad range of community facilities and services including the Borough Hall which serves as the headquarters for the Borough's administrative, streets, water and police operations. New Holland Borough has a separate wastewater treatment plant and operations building, as well as numerous other water or wastewater operation related structures.

The Borough also owns a 21 acre park named Community Memorial Park. The park facility includes a variety of amenities including an outdoor Olympic size competition pool, little league baseball field, a wading pool, pitch and putt golf course, horseshoe pits, tennis courts,

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basketball courts, street hockey court, central bandstand, picnic pavilions and various playground equipment. The Borough also owns a three acre passive area called Groff Memorial Park, which was donated to the Borough and established as a walk through arboretum and a half-acre passive area on Main Street known as Towne Centre Green.

Other park and recreational facilities within the Borough but not owned by the Borough include the various athletic fields and courts owned by Eastern Lancaster County School District and the local American Legion owns a three acre baseball field.

Local volunteer emergency services are provided by Garden Spot Fire Rescue, New Holland Ambulance and the Ephrata Hospital Medic Unit.

The Borough's water system has grown over the years to a high quality system in all phases, including supply, treatment, storage, distribution and operation. With a gradual and phased approach, the Borough has been able to provide water services to the designated New Holland growth areas, including residential and industrial areas in the surrounding townships.

The Borough's wastewater treatment plant, collection system and operations appear to be adequate for serving the Borough's residents as well as serving small areas in Earl Township and East Earl Township. The wastewater plant has undergone many modifications and improvements over the years. In 2015, the Borough performed treatment modifications and upgrades to the plant to comply with the mid-Atlantic, Chesapeake Bay Strategy Initiative.

TRANSPORTATION

As the Borough has developed and its planned street grid and connector pattern was enlarged, sidewalks with street lights were an important required element in maintaining a true sense of community as well as providing safe non-motorized movement throughout the Borough.

These linear public connections east and west are critical alternatives for traffic during an emergency on Main Street. These alternatives can be part of existing streets such as Spruce Street on the north; Philip Road and Orlon Road on the south side. This should be pursued by the municipalities involved so alternative connectors are provided from Ranck Road on the south, west to Shirk Road and possibly someday to Peters Road. Though not directly aligned these streets may become a major east-west future traffic option, particularly if the Route 23 Bypass stops at Diller Avenue. Spruce Street should also be extended to North Shirk Road, even though it is outside the Borough, this perspective provides additional logical community connectors as growth occurs in the surrounding areas and provides alternatives to traffic congestion.

Red Rose Transit Authority provides public transit to the Borough. A Bus Route travels to and from downtown Lancaster making stops along Route 23 throughout the Borough at this time.

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In 2006, the Lancaster County Planning Commission prepared the functional classification of roadways throughout the County. Route 23 through the Borough is classified as a minor arterial road which is defined by a high level of traffic mobility and a low to moderate level of land access, typically having fairly high traffic volumes and speeds, with two lane facilities and turning lanes at major intersections. Typically there is no access control and there exists a proliferation of driveways. The roadways in the Borough that fall into a classification are Brimmer Avenue and Railroad Avenue. Both are classified as minor collectors, which are defined by providing fairly equal traffic mobility and land access, with low speeds and typically contains two lane facilities. There is no access control and they also contain many driveways. Minor collectors serve the same population centers as the major collectors and tend to have close spacing of intersections.

NATURAL RESOURCES

Prime Agricultural Soils

New Holland Borough does not have any significant areas with prime agricultural soils, mainly due to the fact that the majority of the Borough is built.

High Quality Watersheds

The Mill Creek watershed includes the headwaters and tributaries to Mill Creek, the majority of the Welsh Mountains and the New Holland Reservoir are included within this watershed. Additional information regarding the watershed can be found in the Mill Creek Watershed Study.

Historic Landmarks

Currently New Holland Borough has 2 properties that are listed on the National Register of Historic Places and they are listed below:

New Holland Machine Company, 146 East Franklin Street; listed 08-09-2000

Rev. John Casper Stuever Log House, 200-202 West Main Street; listed 01-06-1987

Wetlands and Floodplains

According to the National Wetlands Inventory (NWI) maps, New Holland Borough does not have any significant wetland areas. There are also no floodplains within the Borough.

COMMUNITY DEVELOPMENT OBJECTIVES

INTRODUCTION

In order to plan for the future, the Borough must establish goals that it wishes to achieve. The following are goals that were formulated from analyzing the existing conditions of the Borough and objectives that will aid in achieving those goals.

HISTORICAL AND NATURAL RESOURCES

Goal: Maintain and protect the Borough's natural and historic resources.

OBJECTIVES

1. Sustain a safe and adequate water supply.
2. Continue with the implementation of the Chesapeake Bay Initiative improvement provisions to maintain water quality.
3. Provide provisions to preserve the Borough's historical assets and provide adaptive reuse standards.
4. Promote environmentally sustainable practices within the community by encouraging and educating residents on environmentally friendly ways of living, such as recycling, water conservation, use of renewable energies, renovation rather than demolish and build new and low-impact modes of transportation.
5. Continue to support the development of a local historical museum located within the Borough.
6. Work with adjacent municipalities to develop watershed management plans to restore and improve the quality of the region's watersheds.

HOUSING

Goal: Provide housing that meets the needs of residents of all age groups and income levels.

OBJECTIVES

1. Encourage mixed use commercial and residential developments that enable residents' easy, non-vehicular access to businesses that meet daily needs.
2. Retain and support existing areas of affordable housing with neighborhood maintenance and updating.
3. Encourage new development designs that maintain the historic character of the Borough.
4. Promote infill development and redevelopment of vacant properties.

COMMUNITY DEVELOPMENT OBJECTIVES

TRANSPORTATION

Goal: Provide safe and efficient flow of both people and goods.

OBJECTIVES

1. Encourage sidewalks and pedestrian connections throughout the community.
2. Encourage the use of public transit and work with RRTA to make public transit more accessible to residents.
3. Improve traffic flow to reduce congestion on the Borough's arterial and collector road ways.
4. Actively participate in intermunicipal transportation planning affecting traffic flow through the Borough.

COMMUNITY FACILITIES

Goal: Provide community facilities and services that adequately meet the needs of current residents while planning for future needs.

OBJECTIVES

1. Continue ongoing modifications and updates to the Borough's public sewer facilities in compliance with the Chesapeake Bay Initiative improvement provisions.
2. Continue to analyze the needs of the police department to ensure that service is properly allocated.
3. Continue supporting the regional volunteer services such as fire and ambulance services.
4. Continue to encourage the various private and public organizations that provide recreational facilities and programs to residents of the Borough.

LAND USE

Goal: Land is used effectively providing both the development and preservation needs of the Borough.

OBJECTIVES

1. Review and update the zoning regulations as needed especially in older historically significant areas of the Borough to ensure compatibility of infill development with surrounding properties.
2. Encourage land use policies that support a variety of mobility choices.
3. Make downtown a destination for residents and tourists and continue to support the New Holland Business Association's efforts to revitalize the downtown.

INTRODUCTION

The quality and affordability of the housing stock are some of the most important assets of a community and are extremely important to the continued growth and success of New Holland Borough and to the overall quality of life of the community.

HOUSING NEEDS

The Borough, as is with most other boroughs, is virtually built out and the possibility of any new large residential land developments occurring within the Borough is remote, there are a few small to medium sized lots of undeveloped or underdeveloped land within the Borough. As such, some additional housing units can reasonably be expected to be provided through new small infill residential and mixed use development projects in appropriate areas.

Regeneration of existing residential or non-residential structures will provide additional housing units. If regeneration occurs the Borough should ensure the new buildings are consistent with the adjacent neighborhoods.

REHABILITATION AND INFILL DEVELOPMENT

As previously stated much of the land within the Borough has been developed. The possibility of any new large residential land developments occurring within the Borough is remote; therefore the Borough will need to look at rehabilitation and infill development within the existing developments. The Borough has standards for infill development so that any infill development that takes place will be consistent with, what already exists. The Borough should also continue efforts to promote the rehabilitation of existing structures when feasible for housing needs.

PROPERTY MAINTENANCE/RENTAL INSPECTION

In order to ensure that the Borough maintains not only its aesthetic quality but maintains a healthy and safe environment as well, the Borough should consider property maintenance a high priority. With older housing there are more maintenance issues and safety concerns. In order to ensure a high quality housing stock the Borough should continue with its property maintenance standards as well as its rental inspection program to ensure that the rental property owners are complying with the building code minimum standards

INTRODUCTION

New Holland Borough's Comprehensive Plan Map (**Map 2**) is a policy map that *is* aimed at fulfilling the Borough's land use goals and objectives. The map is not intended to create significant changes in existing land use but to build upon appropriate existing forms of development.

FUTURE LAND USE CATEGORIES

Descriptions of the Future Land Use categories are as follows:

Low Density Residential

Few changes were made to the location of the low density residential areas within the Borough. All of the low density residential areas are located on the periphery of the Borough, particularly in the northern portion of New Holland Borough. This land use category would include no more than four (4) dwelling units per acre. It is comprised of 493 acres or 40 percent of the total land within the Borough.

Medium Density Residential

The medium density residential land use category includes four (4) or more dwelling units per acre. This land use category is intended to support pedestrian and transit oriented communities located near areas of neighborhood retail and community facilities. The medium density residential areas are located in the central portion of the Borough near the downtown revitalization and industrial land uses. It is comprised of approximately 145 acres or 11.5 percent of the land within the Borough.

Downtown Revitalization

The downtown revitalization land use area is intended to provide a pedestrian and transit-oriented community center with a variety of retail, professional offices and housing types and densities. The downtown revitalization land use area is located in the central portion of the Borough along Main Street/Route 23. This land use category makes up approximately 112 acres or 9 percent of the total land in New Holland Borough.

Mixed Use

The mixed use land use category provides a combination of residential and commercial land uses. This use is intended to provide a buffer between the intense industrial uses and the residential neighborhoods. The mixed use area is located along West Main Street in between the industrial land use to the south and the low density residential areas to the north. It is comprised of approximately 56 acres or 4.5 percent of the total land within the Borough.

Commercial

The commercial land use category includes uses that are most dependent on traffic generated by the Borough's thorough fare, these uses are grouped together to facilitate shopping via the automobile. The two general locations of this land use within the Borough include land along East Main Street at the eastern most portion of the Borough. The other designated area for commercial use is located along West Main Street in the mid-western portion of the Borough. This land use category is comprised of approximately 176 acres of land or 16 percent of the total land within New Holland Borough.

Manufacturing

Few changes were made to the location of the manufacturing land uses in the Borough. The locations of the manufacturing land use areas are primarily along Diller Avenue, which includes Sindall Transport, Rutt Handcrafted Cabinetry, and Case New Holland, the Borough's largest employer. The south central portion of the Borough along South Custer Avenue includes Tyson Foods, Fleur de Lait Foods, and the New Holland Sales Stables. This land use category is comprised of approximately 291 acres or 26 percent of the land within the Borough. The manufacturing areas that boarder the surrounding municipalities do not have any major conflicts with the existing land uses within those municipalities and in fact seem to fit well with the surrounding uses.

PROTECTION OF NATURAL AND HISTORIC RESOURCES

Protecting the natural and historic resources of the Borough is important to the well-being and quality of life of the community. The Borough should provide provisions to not only protect the identified historical resources, such as those listed on the National Historic Register but it should protect and preserve the historic feel of the community, possibly through infill and design standards. The Borough participates with the surrounding municipalities in order to protect the quality of the watershed and other surrounding natural resources.

CONSISTENCY WITH SURROUNDING MUNICIPALITIES EXISTING LAND USES

There does not appear to be any major conflicts between the proposed future land uses for New Holland Borough and that of the surrounding municipalities. The industrial land use and the residential land uses in the southern portion of the Borough match the land uses in Earl Township. The low density residential uses in the northern portion of the Borough are adjacent to agricultural uses in Earl Township. The Borough should continue to monitor the land use effects on adjacent municipalities to determine if potential impacts may occur.

CONSISTENCY WITH LANCASTER COUNTY'S COMPREHENSIVE PLAN

The Future Land Use Goals and Objectives and Future Land Use Map are consistent with the planning efforts of the County, specifically "Places 2040" a plan for Lancaster County, PA adopted by the Lancaster County Commissioners in October 2018. The Borough's plan incorporates the "5 Big Ideas" of places 2040 which include creating great places; connecting people, place and opportunity; taking care of what we have; growing responsibly; and thinking beyond boundaries. Collectively, these ideas create our identity.

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Providing a safe and efficient transportation network that suits not only automobiles, but transit, pedestrians, bicyclists and other methods of transportation, which greatly improves the quality of life of residents. As growth of the Borough continues it is imperative that the Borough take an active part in maintaining and upgrading the transportation network to effectively meet the needs of the community.

ROAD IMPROVEMENTS

The following is a list of the suggested road improvements for the Borough. While not all suggested improvements are located within the Borough, it is important to recognize the positive impact that the road improvements in the surrounding municipalities will have on the traffic congestion, within the Borough. The Borough should continue to work with the surrounding municipalities and landowners to ensure an adequate public road network is provided for not only New Holland Borough residents but also for the Regional community. All road improvements are also displayed on Map 2. With the suggested road improvements as well as the proposed Route 23 Bypass project to end at Diller Avenue, the Borough should continue to review the need for additional traffic calming strategies in order to maintain a safe road network.

- Extension of Orlon Road from Diller Avenue to South Shirk Road.
- Connection of East Conestoga Street, between North Kinzer Avenue and North Railroad Avenue.
- Extension of Spruce Street to North Shirk Road (includes sections in Earl Township).
- Extension of Hiester Avenue north to East Spruce Street.
- Extension of South Railroad Avenue south to Philip Road (includes Earl Township).
- Connection of South Kinzer Avenue to New Holland Road in Earl Township.

NON-MOTORIZED TRANSPORTATION IMPROVEMENTS

New Holland Borough continues to require sidewalks and street lights for any new development as well as continues to ensure proper maintenance of existing sidewalks throughout the Borough. The Borough should also consider working with the surrounding municipalities when an opportunity presents itself, to develop hiking/biking paths that link the municipalities together, thus providing better connectivity for the entire community.

PUBLIC TRANSIT

Red Rose Transit Authority (RRTA) provides transit to and from Lancaster City. A Route goes directly through the Borough along Route 23. The Borough should continue to encourage residents to utilize the transit service as it reduces the amount of traffic on the roadways. The Borough and RRTA should attempt to ensure that all the transit stops are located outside of through travel lanes. The Borough should cooperate with RRTA to extend hours and frequency of service where needed.

IMPLEMENTATION

INTRODUCTION

The following implementation matrix provides a plan for implementing some of the goals and objectives of this Comprehensive Plan update. This is a first step towards reaching the Borough's goals and objectives. Additional steps of implementation will be required. The Borough should review the implementation methods and the goals and objectives annually in order to assess what has been accomplished and what remains to be accomplished. Most of the recommendations for the short term involve zoning ordinance changes. Long term and ongoing recommendations include more complex actions that will take time and often multiple partnerships to develop.

Goal	Objective	Action	Implementation Steps	Funding Sources	Timeframe
Maintain and protect the Borough's natural and historic resources.	Provide provisions to preserve the Borough's historical assets and provide adaptive reuse standards.	Modify zoning and development ordinances to protect the historic resources, consider adaptive reuse standards.	<ul style="list-style-type: none"> • Inventory historic and cultural resources. • Review and amend as determined. 	General fund.	0-5 years
Provide housing that meets the needs of residents of all age groups and income levels.	Encourage mixed use commercial and residential developments, incorporating infill development and redevelopment of vacant properties where appropriate, that enable residents' easy, non-vehicular access to businesses that meet daily needs.	Consider modifying the zoning ordinance to include a mixed use district/ downtown revitalization district.	<ul style="list-style-type: none"> • Review and amend as determined. 	General fund.	Ongoing

IMPLEMENTATION

Goal	Objective	Action	Implementation Steps	Funding Sources	Timeframe
Provide safe and efficient flow of both people and goods.	Improve traffic flow to reduce congestion on the Borough's arterial and collector roadways.	Make street connections designated in the community objectives map. (Map 2)	<ul style="list-style-type: none"> • Develop process for reserving right-of-way necessary to complete connections, including updating zoning regulations, official street map and arranging for purchase when necessary. • Work with surrounding municipalities and landowners to complete connections that are outside of the Borough but that affect congestion within the Borough. 	General fund, developer contributions, PENNDOT , DCED grants, programmed regional federal transportation funding.	Ongoing
Provide community facilities and services that adequately meet the needs of current residents while planning for future needs.	Continue ongoing modifications and updates to the Borough's public sewer facilities in compliance with the Chesapeake Bay Tributary Strategy Initiative improvement provisions.	Ensure that appropriate updates are made. Review service levels and make any necessary improvements. Continue to meet the standards of the Chesapeake Bay Tributary Strategy Initiative.	<ul style="list-style-type: none"> • Review service levels annually to ensure needs of the community are being met. • Continue to update the Borough's sewer and water facilities. • Comply with all standards of the Chesapeake Bay Tributary Strategy Initiative. 	General fund and existing customer base.	Ongoing

IMPLEMENTATION

Goal	Objective	Action	Implementation Steps	Funding Sources	Timeframe
Land is used effectively providing both the development and preservation needs of the Borough and neighboring Townships	Make downtown a destination for residents and tourists and continue to support the New Holland Business Association's efforts to revitalize the downtown. The current focus for downtown revitalization is Roberts Avenue to Railroad Avenue with an expansion possible at a later date.	Revise the Comprehensive Plan and Zoning Ordinance periodically.	<ul style="list-style-type: none"> • Continue cooperating with the New Holland Business Association's efforts to revitalize the downtown. • Master Plan Steps: <ol style="list-style-type: none"> 1. Research and apply for various funding opportunities 2. Incorporate a housing study and a building inventory 3. Develop design standards that reflect the vision for downtown. 4. Assess safety hazards for non-motorized and vehicular transportation 5. Assess parking conditions. 6. Provide an implementation plan for proposed revitalization effort 	General funding, DCED Grants, and business community.	<ul style="list-style-type: none"> • Short term • Ongoing