

Northampton Borough Specific Plan for Held Drive - Cherryville Road Area

PROGRAM OVERVIEW & INTRODUCTION

The County of Northampton awarded a Community Investment Partnership Program (CIPP) grant to the Borough of Northampton for a “Community Planning ” type of project. Consistent with County guidelines, Northampton Borough intends to utilize the CIPP grant to prepare a Specific Plan for the Held Drive - Cherryville Road Area. The Held Drive -Cherryville Road Area is a major industrial, retail, and service providing cluster of businesses in the Northwest section of Northampton Borough.

This proposed Specific Plan will be prepared during 2020. The Specific Plan will also be consistent with the 2005 to 2030 Northampton Borough Comprehensive Plan and the multi-municipal plan initiated in 2020.

In general, CIPP projects should be designed to support the County’s aging communities that lack access to resources to improve the quality of life for their citizens. CIPP projects should also be designed to create opportunities to stimulate, attract and sustain economic development.

The Northampton County Department of Community and Economic Development (NC-DCED) administers all CIPP grant programs. The NC-DCED strongly encourages community-based organizations and public agencies to work in partnerships to address community and economic development needs. These partnerships (including public/private) will create a more attractive place to live as well as encourage business retention, expansion, and job-creation in the County.

LEGISLATIVE - PENNSYLVANIA PLANNING CODE AUTHORITY FOR SPECIFIC PLANS

Section 1106. Specific Plans.--(a) Participating municipalities shall have authority to adopt a specific plan for the systematic implementation of a county or multi-municipal comprehensive plan for any nonresidential part of the area covered by the plan. Such specific plan shall include a text and a diagram or diagrams and implementing ordinances which specify all of the following in detail:

(1) The distribution, location, extent of area and standards for land uses and facilities, including design of sewage, water, drainage and other essential facilities needed to support the land uses.

(2) The location, classification and design of all transportation facilities, including, but not limited to, streets and roads needed to serve the land uses described in the specific plan.

(3) Standards for population density, land coverage, building intensity and supporting services, including utilities.

(4) Standards for the preservation, conservation, development and use of natural resources, including the protection of significant open spaces, resource lands and agricultural lands within or adjacent to the area covered by the specific plan.

(5) A program of implementation including regulations, financing of the capital improvements and provisions for repealing or amending the specific plan. Regulations may include zoning, storm water, subdivision and land development, highway access and any other provisions for which municipalities are authorized by law to enact. The regulations may be amended into the county or municipal ordinances or adopted as separate ordinances. If enacted as separate ordinances for the area covered by the specific plan, the ordinances shall repeal and replace any county or municipal ordinances in effect within the area covered by the specific plan, and ordinances shall conform to the provisions of the specific plan.

(b) (1) No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with an adopted county or multimunicipal comprehensive plan.

(2) No capital project by any municipal authority or municipality shall be approved or undertaken and no final plan, development plan or plat for any subdivision or development of land shall be approved unless such projects, plans or plats are consistent with the adopted specific plan.

(c) In adopting or amending a specific plan, a county and participating municipalities shall use the same procedures as provided in this article for adopting comprehensive plans and ordinances.

(d) Whenever a specific plan has been adopted, applicants for subdivision or land development approval shall be required to submit only a final plan as provided in Article V, provided that such final plan is consistent with and implements the adopted specific plan.

(e) A county or counties and participating municipalities are prohibited from assessing subdivision and land development

applicants for the cost of the specific plan.

(1106 amended June 22, 2000, P.L.483, No.67)

Section 1107. Saving Clause.--(a) The passage of this act and the repeal by it of any prior enabling laws relating to regional planning shall not invalidate any regional planning commission created under such other laws. This act, in such respect, shall be deemed a continuation and codification of such prior enabling laws.

(b) The amendment of this article shall not invalidate any joint municipal planning commission established under the former provisions of this article. A joint municipal planning commission shall continue to function under the amended provisions of this article.

EXAMPLE OF A SPECIFIC PLAN

The City of Brentwood envisions Priority Area One (PA-1) emerging as one of the city's primary future employment centers, offering individuals and businesses access and opportunities to create high-quality jobs across a diverse array of industries. The establishment of the employment center will assist the City towards achieving its goal of a healthy jobs-to-housing balance, reducing commute times for residents, and establishing new opportunities for economic growth and employment within the city. In addition, the City foresees PA-1's development as a vibrant, compact, mixed-use district, focused around a transit station that will provide linkages to other eastern Contra Costa County communities and the wider Bay Area region beyond. The Priority Area One Specific Plan (Specific Plan) provides the vision and strategy to facilitate PA-1's emergence as the city's transit-oriented employment center.

The purpose of this Specific Plan is to enable the development of Priority Area 1 as a vibrant, compact, transit-oriented development – focused around a future multi-modal transit station, e.g., Tri Delta Transit/eBART station - and as an employment center within the City. This will be accomplished through goals, policies, regulations, and guidelines that address land use, architectural and urban design, circulation and parking, infrastructure, public services, and economic development in the Specific Plan area. The Specific Plan addresses the needs of the various users who frequent the Specific Plan area, including residents, workers, and visitors. The Specific Plan is intended

to guide private development and public investment within the Specific Plan area for the next 20-25 years.

STATUS OF NORTHAMPTON BOROUGH HELD DRIVE-CHERRYVILLE ROAD SPECIFIC PLAN

- A. **Procurement of Engineering Services to support Specific Planning Process** - As of March 23, 2020 the Northampton Borough Manager received three proposals for engineering services to support the Specific Plan.
- B. **Outreach Letter to Specific Plan Property owners and businesses, industries, and residence land uses** - Approximately 30 Letters were mailed on March 24, 2020. These letters request the recipients to contact the Northampton CommunityPlanner in order to participate in a interview survey.

PROPOSED SPECIFIC PLANNING GOAL

This Specific Planning Project will seek to help existing businesses survive the impact of COVID-19, to grow in place and to identify additional land use activities that will benefit the private sector land owners while introducing minimal impact upon the existing residential land uses and infrastructure environment. The Specific Plan will also seek to benefit senior citizen shoppers and customers who will visit this Area. Tourism and recreational activities will be considered as possible land use activity.