



Milford Borough Council

- Frank Tarquinio President
- Rob Ciervo President Pro Tem
- · Adriane Wendell Vice President
- Peter Cooney Council Member
- Joseph Dooley Council Member
- Susan Lyddon Council Member
- · Luke Turano Council Member
- Sean Strub Mayor of Milford

Milford Planning Commission

- Barbara Tarquinio
- Susanne Smith
- Megan Strub
- Bonnie Crellin
- George Lutfy
- Janice Halsted

Community Advisory Committee

- Bonnie Crellin Milford Planning Commission
- Laurie DiGeso Milford Borough Secretary
- Maureen Dooley Resident
- Janice Halsted Milford Planning Commission
- George Lutfy Milford Planning Commission
- Doug Manion CEO, Kleo Pharmaceuticals
- Susanne Smith Milford Planning Commission
- Brian Snyder Pike County Office of Community Planning
- Sean Strub Milford Borough Mayor
- Megan Strub Milford Planning Commission
- Barbara Tarquinio Milford Planning Commission
- Frank Tarquinio Milford Borough Council President
- Luke Turano Milford Borough Council
- Adriane Wendell Milford Borough Council





 2a. Data Collection & Methodology
 16

 2b. Site Reconnaissance
 17

 2c. Public Participation
 18

 2d Public Opinion Survey
 20

 2e Relevant Planning Documents
 24

 2.1 Transportation
 28

 2.2 Ecological
 42

 2.3 Cultural & Historic
 52

 2.4 Open Space & Recreation
 60

 2.5 Housing
 64

 2.6 Community Facilities
 68

 2.7 Economic Development
 76

2.8 Land Use

INVENTORY & ANALYSIS

3.1 Transportation 84 3.2 Ecological 98 3.3 Cultural & Historic 100 3.4 Open Space & Recreation 102 3.5 Housing 108 3.6 Community Facilities 112 3.7 Economic Development 116 3.8 Land Use 122

APPENDIX

Meeting Minutes

Public Opinion Survey Results

Pike County Assessment of Emergency Medical Services, 2018

Geohydrology of the Glacial Aquifer, Milford-Matamoras Area, 1994

Glacial Deposits in Pennsylvania, 2000

Surficial Geologic Map of the Milford Quadrangle, 2012

Geological and Water Survey, 1996

Edgewood Village Architectural Design Guide, Yardley, Bucks County PA, 2003

Urban Center Landscapes Design Guide, Chester County, PA, 2020

Model Historic District Ordinance, Pennsylvania Historical and Museum Commission, 2005

The Source Water Protection Plan for Milford Springs, 2006

Draft Plan Comments



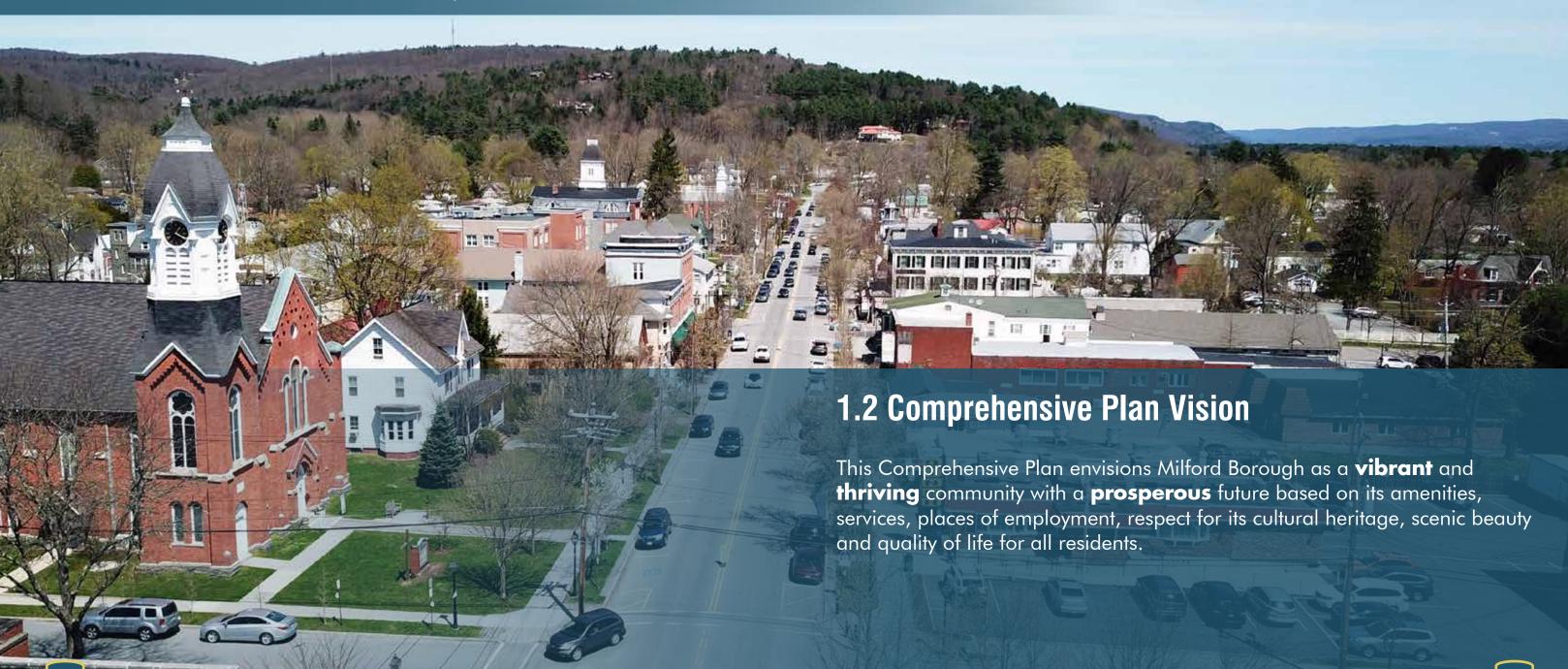


1.1 Comprehensive Plan Purpose

This Comprehensive Plan is to guide future development and growth in Milford Borough.

The plan contains the following elements as stipulated by the Pennsylvania Municipalities Planning Code (Act 247, as amended):

- Objectives for future development
- Plan for future land use
- Plan to meet housing needs
- Plan for the movement of people and goods
- Plan for community facilities
- Interrelationships of plan components
- Implementation strategies
- Relationship between Borough and adjacent municipalities and regions







LAND USE

Responsibly manage redevelopment and growth to benefit the Borough's economy while preserving its cultural character and beauty.

70000



TRANSPORTATION

Plan for the efficient movement of people, goods, and materials. Promote and implement multimodal transportation alternatives.



OPEN SPACE & RECREATION

Establish recreational opportunities to serve residents and Borough visitors of all ages and abilities.



COMMUNITY FACILITIES

Provide community and municipal services which will improve the quality of life for Borough residents.



RESOURCES

Protect and conserve the Borough's historical, cultural, and environmental resources.



Promote a diverse and affordable mix of housing that meets the needs of the Borough.



ECONOMIC DEVELOPMENT

Promote economic development that keeps Milford Borough competitive within the regional marketplace while simultaneously limiting negative effects on the environment and community.

1.4 Borough Profile

Milford Borough is located at the upper end of the Middle Delaware River which divides the Pocono region in Pennsylvania from the Catskill Mountains in New York.

As the seat of Pike County, Pennsylvania, Milford Borough is one of only two Boroughs in the County and has a population of 1,179, within just over 0.5 square miles.

Milford Borough is bordered by Milford Township to the west and north, the Delaware River to the east, and Dingman Township to the south.

The Borough is connected to the region via U.S. Route 6 and U.S. Route 209, both of which run through the downtown commercial & historic district. Milford is part of the New York Metropolitan Area, the largest metropolitan area in the world by urban landmass.

Milford Borough is the northern "gateway" host community to the Delaware Water Gap National Recreation Area along the US 209 corridor.



Milford Borough

Delande River

1.5 National Park Service & the Delaware River Gap National Recreation Area (DEWA)

The Delaware River Gap National Recreation Area (DEWA) is a significant presence in Pike County and a portion of the national recreation area is located within the Borough limits. The National Park Service operates within the US Department of the Interior to manage DEWA.

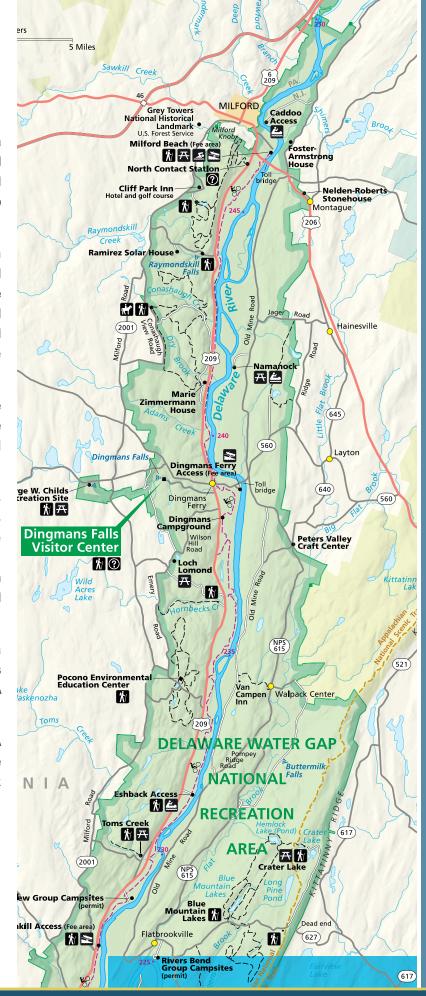
DEWA was set aside by Congress for public use and the preservation of scenic, scientific, and historic resources, originally established to provide for public outdoor recreation use and enjoyment of the proposed Tocks Island Reservoir and lands adjacent. The original legislation assumed that the U.S. Army Corps of Engineers would build and manage the reservoir and that the National Park Service would administer the surrounding recreation area.

However, issues and massive public opposition halted the construction of the dam project, and in 1978 questions about the environmental and economic feasibility of the Reservoir postponed the project indefinitely.

In 1978 all federal lands that had been acquired for the Tocks Island Reservoir were transferred from the Army Corps of Engineers to the National Park Service, and planning began to re-imagine a different approach for managing a free-flowing river national recreation resource. That same year the Delaware River (within the recreation area) was designated as a scenic and recreational river under the Wild and Scenic Rivers Act.

Today the Delaware Water Gap National Recreation Area is a nearly 70,000-acre unit of the national park system with park lands equally divided between Pennsylvania and New Jersey. DEWA hosts approximately 3.8 million visitors annually.

Pike County hosts two US Route 209 gateway communities to DEWA on the Pennsylvania side of the Delaware River - Bushkill Village in Lehman Township at the southern portal near Bushkill Creek and Milford Borough at the northern portal near Sawmill Creek.



1.6 Birthplace of the American Conservation Movement

Milford Borough is widely regarded as the birthplace of the conservation movement in the United States, as envisioned, articulated, and stewarded by the Pinchot family from their home at Grey Towers.

A family of French heritage, the Pinchots settled in Milford in 1818. James Pinchot, disturbed by the destructive logging practices prevalent throughout the country, encouraged his son Gifford to consider a career in forestry.

Gifford Pinchot attended the Yale School of Forestry; was elected as a 2-term governor of Pennsylvania; was the first Chief of the Forestry Service under President Theodore Roosevelt. Gifford popularized the term "Conservation", borrowed from the British East India company's use of forest managers as conservators. James Pinchot was a proponent of modern scientific forestry, and endowed the Yale Forest School and the Milford Experimental Forest (the Country's first experimental forest within the Pinchot family property at Grey Towers) in 1900. The Yale School of Forestry held its summer program in Milford from 1901 to 1926 and provided leadership for many of America's conservationists.

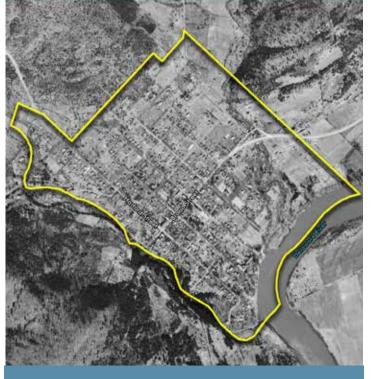
Gifford Pinchot noted that the earliest forest principles of conservation were:

- **Development:** "the use of the natural resources now existing on this continent for the benefit of the people who live here now. There may be just as much waste in neglecting the development and use of certain natural resources as there is in their destruction. ... The development of our natural resources and the fullest use of them for the present generation is the first duty of this generation."
- Conservation: "...the prevention of waste in all other directions is a simple matter of good business. The first duty of the human race is to control the earth it lives upon."
- **Protection** of the public interests: "The natural resources must be developed and preserved for the benefit of the many, and not merely for the profit of a few."

In 1963 the Pinchot family donated Grey Towers and 102 acres to the US Forest Service which has since served as their historic headquarters. The USFS hosts conferences and seminars at the estate to gather and promote leading conservation and environmental action



Milford Borough Comprehensive Plan 2020



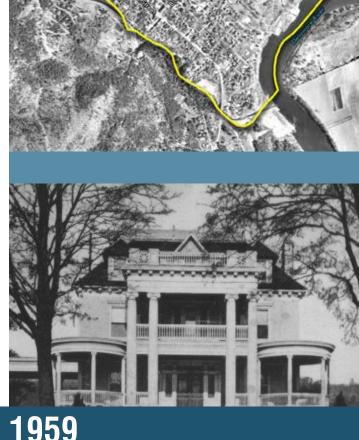




1.7 History of Milford Borough

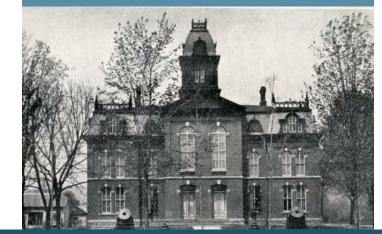
The Milford area was originally settled by Lenni-Lenape native Americans, an Algonquian-speaking indigenous nation that lived in mid-Atlantic coastal areas. The Lenape encountered European settlers in the 17th and 18th centuries. Conflicts with Native Americans, common throughout early America, forced the Lenape from their ancestral home along the Delaware River and further west.

John Biddis, one of Pennsylvania's first four circuit judges, bought land and founded Milford (originally known as Wells Ferry) in 1796 as a settlement on the Delaware River named after his ancestral home in Wales.

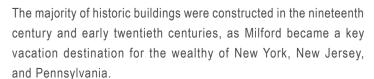


By Biddis's design, the town plan for Milford generally followed the urban grid plan of Philadelphia. High Street was laid out running to the Delaware River as the equivalent of Market Street in Philadelphia. Broad Street was aligned perpendicular to High as the axis of the street. Similar to Philadelphia, a public square and the Borough's official buildings were located at the intersection of Broad and High Streets. East-west streets are numbered, while north-south streets are named after Judge Biddis' children: Ann, Catherine, George, John, Sarah and Elizabeth. The alleys between are named after berries and fruit.









From its early days Milford was more oriented to New York than Pennsylvania, as travel was difficult between Philadelphia and Milford. Prior to the transcontinental railroad, three railroad spurs went inland from New York. One spur went to Saratoga Springs, one to the Delaware Water Gap, and one to Port Jervis - from which visitors reached Milford. By the time of the American Civil War there were approximately 1,000 hotel rooms in Milford. The Borough was a popular destination for travelers on route to New York.





2018

Many of these historic buildings are recognized in the Milford Historic District, which was listed on the National Register of Historic Places in 1998, and is located in the commercial heart of the Borough along Broad & Harford Streets.

Milford's historic architecture, downtown shopping, and scenic river environment make the Borough a modern-day destination for regional visitors. Milford Borough hosts multiple annual cultural events such as the The Black Bear Film Festival ,The Milford Music Festival, and The Milford Readers and Writers Festival.

1.8 Milford Borough Demographics

By the 2018 US Census Update, 1179 people resided within 586 households - equaling a population density of 2514 people per square mile - within the 0.5+ square mile Borough of Milford.

Demographics on the following pages provide a snapshots of the Milford population. Current demographics and anticipated growth are critical data for the Borough to plan for housing, commercial development, community services, transportation systems, and park / recreation improvements over the coming years.

Information was sourced from the American Community Survey (ACS) 2019 5-year estimate.

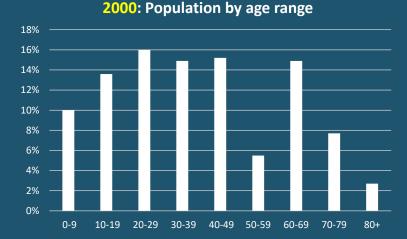
Milford Borough Population

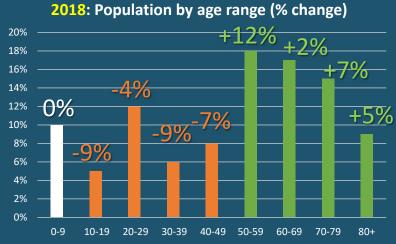
1990: 1,064 (-6.9% from 1980)

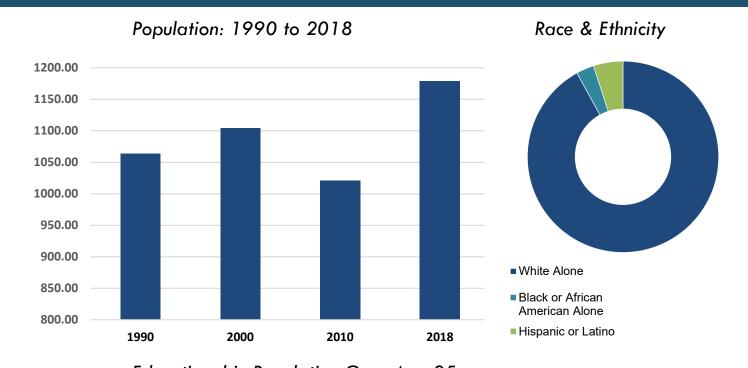
2000: 1,104 (+3.8%)

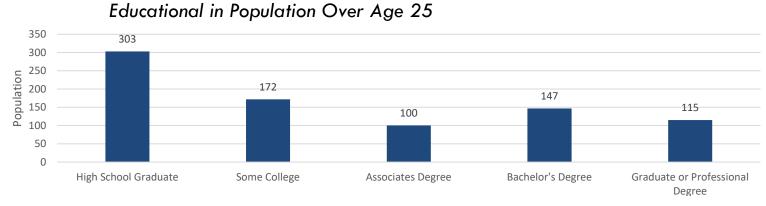
2010: 1,021 (-7.5%)

2018: 1,179 (+15%)

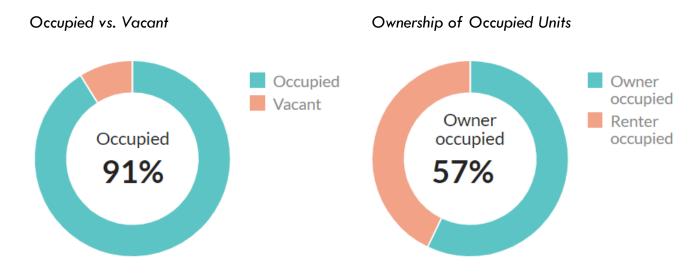




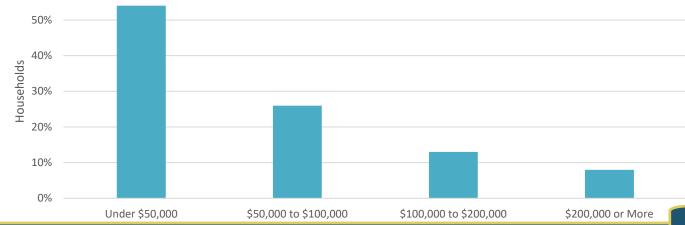




Housing & Housing Units (643 Total Housing Units)







1.9 Milford Borough Population Projections 2020-2040

The projections below are a mathematical model based on past Borough population growth. However, the limiting factors that will prevent such population growth are:

- Zoning
- Architectural Review Board
- Available developable land

Wastewater infrastructure improvements cannot supersede the above limiting factors. Projected population growth may be accommodated within the fabric of existing residential structures without the need for new structures.

Milford Borough population projections were developed by the consultant team and were based on US Census population growth trends over the past ten to twenty years.

Two models were used to project alternate estimates for Milford Borough populations to 2040 – the "linear" model and the "exponential" model.

The linear model assumes that the population will change the exact same amount year after year. The exponential model assumes that the population will change at the same rate annually – which results in expanding the total population by a greater amount each year.

The two population projections were also used to assess demands for potential future housing – based on U.S. Census-determined 2018 average household size in Milford Borough.

While the private properties in Milford Borough are largely "built out" according to municipal zoning, these projection models for future housing demands illustrate potentially real future demands.

This Comprehensive Plan suggests ways that future population growth may be met within the existing building infrastructure in the Borough – especially considering the changing demographics profiles of average family sizes.

	2000	2010	2020	2030	2040
Linear Model	1104	1021	1219	1416	1614
Exponential Model	1104	1021	1219	1455	1738

^{*}Maximum projected growth equates to 20-25 additional residents per year over 20 years

1.10 Projected Housing and Acreage Requirements 2020-2040

Using the Linear Model Any Lot Served by Publi	Projected Pop. Increase (2020-2040)	HH Size	Projected HH Increase	Residential District Acreage Requirements (min)	Limited Commercial / Commercial District Requirements (min)
	c water and/or	Sewei			
Single-Family Dwelling	395	1.95	203	45 acres (9,600 sf lots)	45 acres (9,600 sf lots)
Two-Family Dwellings	395	1.95	203	48 acres (10,400 sf lots)	48 acres (10,400 sf lots)
Any Other Lot					
Single-Family Dwelling	395	1.95	203	93 acres (20,000 sf lots)	93 acres (20,000 sf lots)
Two-Family Dwellings	395	1.95	203	117 acres (25,000 sf lots)	117 acres (25,000 sf lots)
Multi-Family Dwellings	395	1.95	203		11 acres (2,400 sf per DU)

Using the

Using me					
Exponential Model	Projected Pop. Increase	Average	Projected HH	Residential District Acreage Requirements	Limited Commercial / Commercial District
7710001	(2020-2040)	HH Size	Increase	(min)	Requirements (min)
Any Lot Served by Publ	lic Water and/or	Sewer			
Single-Family Dwelling	519	1.95	266	59 acres (9,600 sf lots)	59 acres (9,600 sf lots)
Two-Family Dwellings	519	1.95	266	64 acres (10,400 sf lots)	64 acres (10,400 sf lots)
Any Other Lot					
Single-Family Dwelling	519	1.95	266	122 acres (20,000 sf lots)	122 acres (20,000 sf lots)
Two-Family Dwellings	519	1.95	266	153 acres (25,000 sf lots)	153 acres (25,000 sf lots)
Multi-Family Dwellings	519	1.95	266		15 acres (2,400 sf per DU)









2a. Data Collection & Methodology

The data for this report was compiled from various sources including:

- Milford Borough,
- Pike County,
- Previous planning studies,
- Field reconnaissance data obtained by the consultant.

Field maps and planning documents were created using Geographic Information System (GIS) base mapping. This information was combined with base aerial photography, Municipal boundaries, roadways, parcels, and other identifying land use features.

2b. Site Reconnaissance

The consultant team visited Milford Borough on June 12, 2020 and September 8, 2020. During these visits the consultant team walked the Borough with members of the 2020 Comprehensive plan Community Advisory Council, which included elected officials, members of the Borough Planning Commission, local stakeholders and Borough and County staff. On both occasions the consultant team noted important existing conditions related

- Borough architectural and cultural history
- Borough alleys
- · Downtown business district
- Parking
- Open space and recreation
- Traffic patterns & circulation
- · Residential areas

The photographs, notes, and recordings made during these site visits were referenced throughout the comprehensive plan process.







I 6 Milford Borough Comprehensive Plan 2020

2c. Public Participation

Community input is a critical component of a successful comprehensive plan.

In compliance with state and local health protocols in response to the 2020 Covid-19 pandemic, the consultant team conducted all public and committee meetings virtually during the comprehensive plan update. Due to Covid-19 the Borough and consultant team continued to conduct virtual meetings with the public in 2021 as the draft plan was presented and final plan presented to Milford Borough Council.

The public identified important existing conditions and provided critical feedback on desired comprehensive plan elements and proposed solutions.

The consultant team worked with Milford Borough and Pike County to ensure that the public had adequate opportunity to voice their opinions and incorporated ideas generated through public discussion wherever appropriate.

Public meetings served as critical benchmarks during the project process; they informed the public on project progress and provided an opportunity for feedback and discussion. Attendance lists and meeting minutes can be found in the appendix of this report.

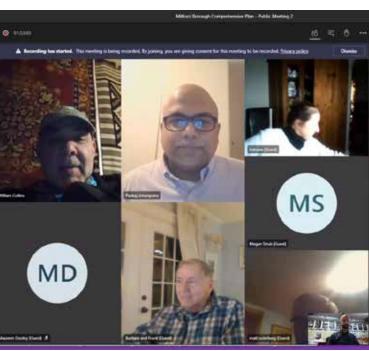
Committee Meeting 1 – July 13, 2020

The consultant focused on collecting background information for the site and discussing preliminary goals for the comprehensive plan. The consultants led a brainstorming session to gather goals, facts, and concepts for Milford Borough.

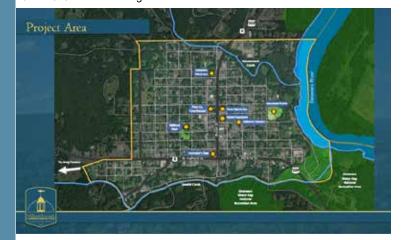
Public Meeting 1 – July 23, 2020

The consultant introduced the project to the community and provided an overview of the comprehensive plan process. Site inventory and analysis were presented that highlighted Borough characteristics. The consultant team led a brainstorming activity session, gathering the public goals, facts, concepts, and ideas for potential partners.





10.21.2020 Public Meeting 2



Committee Meeting 2 – September 22, 2020

At this meeting the consultant presented to the committee additional site inventory data and preliminary analysis and concepts, as well as early results from the online public opinion survey.

Public Meeting 2 – October 21, 2020

At this meeting the consultant presented to the public additional preliminary analysis and concepts, as well as early results from the online public opinion survey.

Committee Meeting 3 - November 12, 2020

At this meeting the consultant presented the committee with refined and updated preliminary analysis concepts.

Public Meeting 3 - December 16, 2020

At this meeting the consultant presented the refined comprehensive plan recommendations and additional elements of the draft Milford Borough comprehensive plan.

Presentation to Borough Council – March 16, 2021

At this meeting the consultant presented the final comprehensive plan to the Milford Borough Council.

Brainstorming Session:

(Examples of facts, concept ideas, and potential partners that were generated through public meetings)





12.16.2020 Public Meeting 3

FACTS	CON	PARTNERS	
		Expand Pike County Transit	
Historic character	Expand riverfront park & trails	programs	Pike County
		Dedicate funding to increase	
Cultural festivals & events	Create a 'Town Square'	staffing at Grey Towers	National Park Service
Regional highway access	Revitalize Tom Quick Inn	Outdoor performance venue	Local Businesses
	Revitalize empty commercial		
Residents depend on medical	properties (i.e. gas station on		Pocono Mountains Visitors
resources outside Borough	Harford)	Riverfront access project	Bureau
Garnet Health Medical Center	Look to Lehigh Medical Center	Consider partnerships with	
has been looking for regional	or Garnet Health (NY) for	corporate entities (ex. Bushkill	
opportunities	opportunities in Milford	Falls & Aramark)	Delaware Valley School District
Pike Co. is the only	Coordinate Broad / Harford		
Pennsylvania County that does	improvements to bury utility		
not have a hosptial	lines	ADA Improvements	
	Improvements to Blackberry		
Milford not in position to	Alley - connect to larger trail	Accessibility improvements for	
support mass transit	system & Matamoras	seniors	

Virtual Brainstorming Session and Card Technique - Public Meeting 1 - 9.3.2020

2d. Public Opinion Survey

A 66-question public opinion survey was created by the consultant team with Project Committee and Pike County input to gather important user information related to Milford Borough.

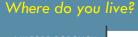
This survey solicited background data from respondents, including:

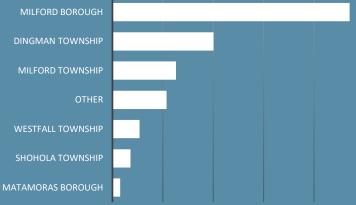
- Age, location, and length of respondent residency
- Commuting patterns
- Desired Borough improvements
- Priorities for future growth

A total of 323 responses were received during the comprehensive plan process, this included 152 responses from Borough residents, 169 responses from residents outside the Borough, and 2 responses which did not identify their place of residence.

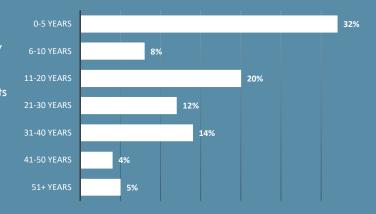
The 152 survey responses from Borough residents represents 13% of all Borough residents. Response rates by residents in similar community surveys is between 5-10%. Moreover, 10% of a population is normally considered a sample size that would be an adequate representation of the population as a whole.

A sample of survey results are presented in this chapter. Complete survey results can be found in the report Appendix.





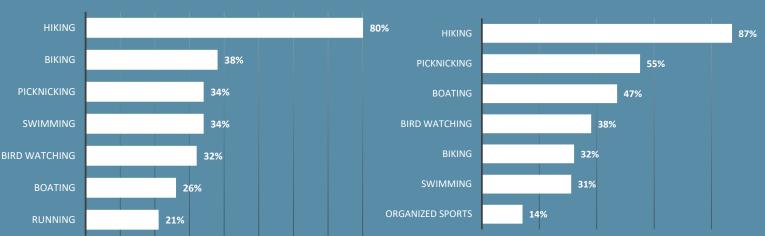
If you live in Milford Borough, how long have you lived there?



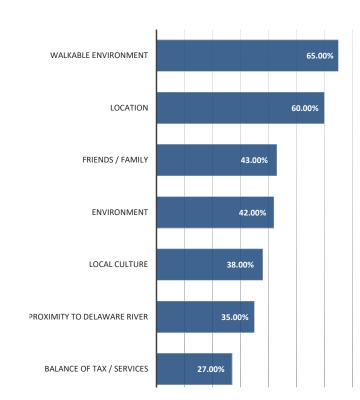
Residents Outside Borough

What activities do you enjoy when using local open space & recreation facilities?

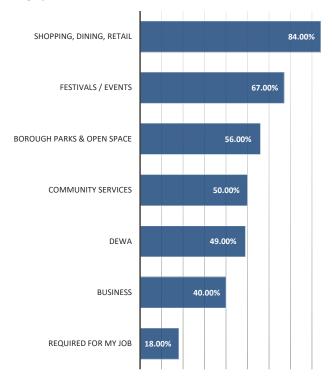
Borough Residents



If you live in the Borough, why did you move here?

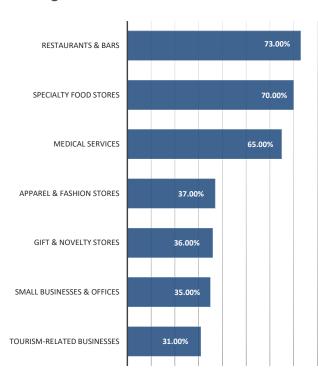


If you live outside the Borough, why do you visit?

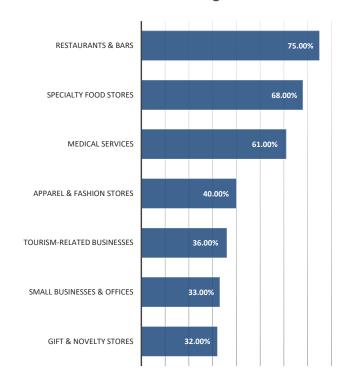


What types of new businesses should Milford Borough seek to attract?

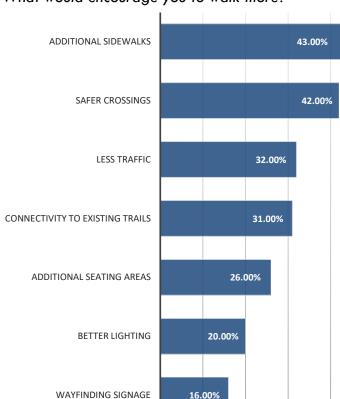
Borough Residents



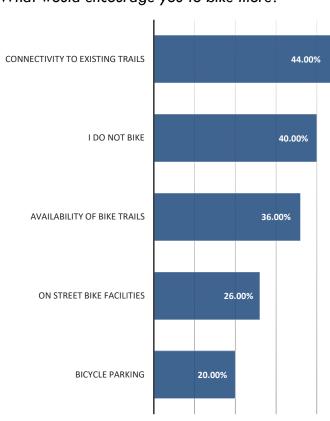
Residents Outside Borough



What would encourage you to walk more?

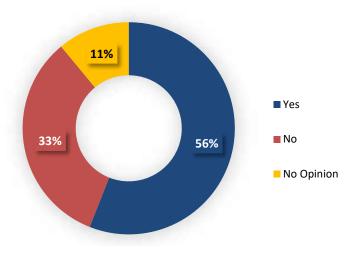


What would encourage you to bike more?

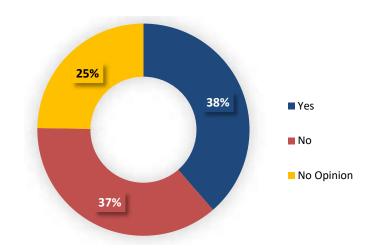


Should the Borough provide central sewage collection and treatment in the Commercial District of the Borough?

Borough Residents



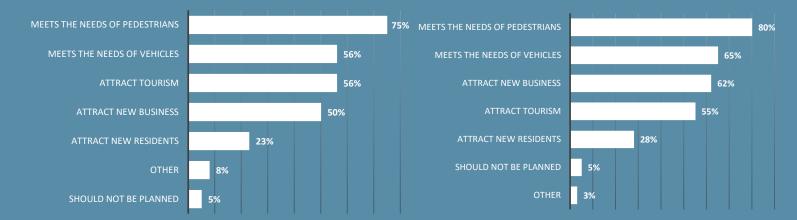
Residents Outside Borough



The Broad St. / Harford Street Corridors (historic business district) in Milford Borough should be planned in a manner that will:

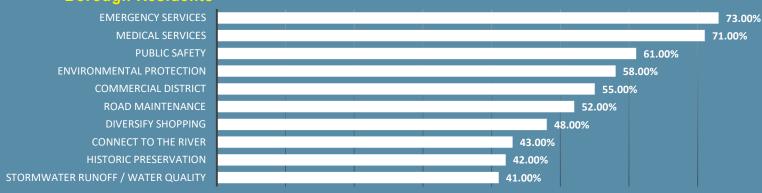
Borough Residents

Residents Outside Borough

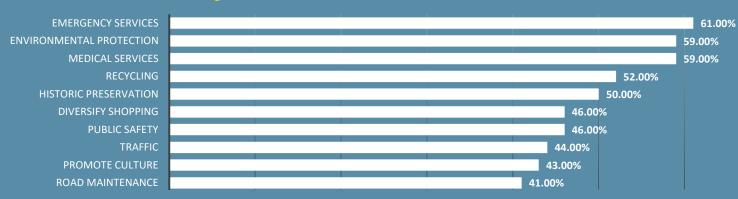


Rank you priorities for Milford Borough

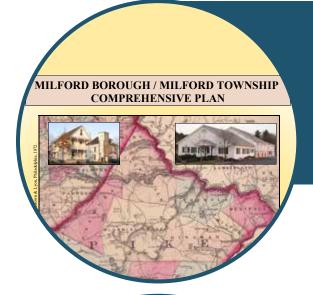
Borough Residents



Residents Outside Borough



2e. Relevant Planning Documents



Milford Comprehensive Plan, 2006

The joint Milford Borough and Milford Township Comprehensive Plan delineated demographic data, existing conditions, and joint municipal planning goals.



Pike County Comprehensive Plan, 2006

Pike County's Comprehensive Plan outlines transportation, land use, economic development, open space, community facility, and resource goals and objectives. The consultant team reviewed this document to coordinate Milford Borough's efforts with those of the County.



A GUIDE FOR
MAINTAINING AND REHABILITATING
BUILDINGS IN
THE COMMERCIAL AND LIMITED
COMMERCIAL DISTRICTS OF
MILFORD BOROUGH



Milford Design Guide, 2015

The Milford architectural design guide provides information and practical suggestions regarding architectural maintenance and rehabilitation projects in Milford Borough.



Pike County's Open Space, Greenways, and Recreation Plan, 2008

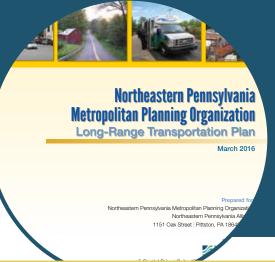
This document was referenced to ensure that proposed open space, greenways, and recreation were in-line with recommendations and future plans made by Pike County.



Assessment of Emergency Medical Services

Assessment of Emergency Medical Services, 2018

This plan reviewed existing emergency medical services in Pike County and presented a series of recommendations to improve / enhance these services for Pike County Residents.



Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO), Long-Range Transportation Plan (LRTP), 2016

The NEPA MPO Region includes Carbon, Monroe, Pike and Schuylkill Counties. The NEPA MPO was formed in 2013 and this is the first LRTP for the region. The LRTP identifies existing and potential future transportation improvement needs and helps ensure the region's transportation network grows in a manner that complements federal and state strategies.

2e. Relevant Planning Documents



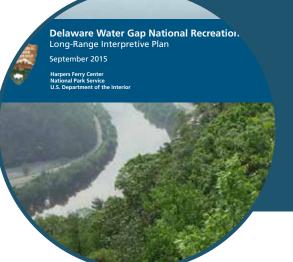
Delaware Water Gap National Recreation Area (DEWA) Visitor Use Management Plan, (VUMP) - 2020

The plan describes existing conditions and related issues (including associated impacts to natural and cultural resources and visitor experience), outlines general visitor use management direction for the recreation area, short, mid, and long term strategies and actions, visitor capacities, and implementation, monitoring, and adaptive management strategies.



DEWA General Management Plan, 1987

This General Management Plan guides the overall management and use of the area's resources, and it ensures the perpetuation of the area's natural and cultural resources and the scenic setting for present and future public enjoyment.



DEWA Long-Range Interpretive Plan, 2015

The core components of this document include a brief description of the National Recreation Area purpose, significance statements, fundamental resources and values, other important resources and values, and interpretive themes. Core components are expected to be used in future planning and management efforts.



Route 6 Management Action Plan, 2016

This management plan for U.S. Route 6 identifies existing economic, natural, and cultural resources along this important Pennsylvania corridor and identifies opportunities to connect and enhance individual resources.



DEWA Historic Properties Management Plan, 2018 Draft

The purpose of this draft is to develop and adopt a strategy for the long-term management of all the historic buildings at DEWA. The number and condition of the buildings exceeds the reaction area's funding and maintenance capabilities. A Historic Properties Management Plan is needed to guide NPS in making strategic, prioritized maintenance and preservation decisions for the approximately 350 historic or potentially historic buildings remaining in the recreation area.

RCE WATER PROTECTION PLAN FOR THE MILFORD SPRINGS MILFORD TOWNSHIP PIKE COUNTY PENNSYLVANIA June, 2006 Prepared for: The Municipal Authority of the Borough of Milford 120 Pear Alley, Box 459 Milford, PA 18337 570-296-6556 Public Water Supply ID # 2520046 Prepared by: Todd Giddings and Associates, In 3049 Enterprise Drive State College, PA 16801 814-238-5927

Source Water Protection Plan, 2006

The Source Water Protection Plan for Milford Springs is a reference and educational document that describes the sources and vulnerability of the Milford Springs and summarizes the actions taken by the Milford Water Authority to develop a comprehensive program to protect the quality of the springs. Its future use is to support and guide educational and protection activities.





2.1.1 Roads & Bridges

Milford Borough has a network of state and local roads which form the historic grid street pattern, as described in Chapter One. Road ownership is shared by the Borough and PennDOT (Pennsylvania Department of Transportation).

Public Road Mileage				
Milford Borough				
Local Roads	6.74	miles		
State Roads	2.16	miles		
Total	8.9	miles		

Milford Borough roadways are organized by the following Highway Functional Classification designations:

- Arterial highway
- Collector road
- Local / Municipal road





2.1.1a Arterial Highways

Arterial highways provide connections between regional commercial and population centers, as well as connections between Milford and adjoining communities, counties and states. These roads support and serve a mix of local and through traffic and generally support larger volumes of traffic at higher speeds.

Arterial highways located within Milford Borough:

U.S. Route 6 - This major east/west corridor in the Commonwealth travels west through Pennsylvania to Ohio and east to New York. U.S. Route 6 passes through the Borough along East Broad Street and West Harford Street, and connects the Borough to Matamoras and Port Jervis.

<u>U.S. Route 209</u> - This important north/south route carries traffic through the Delaware Water Gap National Recreation Area and from the New Jersey Route 206 connection at the Milford/Montague Toll Bridge. The Route joins Route 6 at the Broad and Harford intersection and follows the same corridor to New York.

2.1.1b Collector Roads

These roads collect traffic from local streets and connect residential areas to commercial centers and arterial highways. Collector roads serve moderate levels of traffic at reduced speeds, and are more locally-oriented.

State Route collector roads in the Borough are:

SR 2001: (Mill Street) connects residential traffic from Dingman Township and Delaware Township to the Milford Borough.

SR 2017 - (Seventh Street and Foster Hill Road) provides a connection for traffic from residential development in Milford Township and Westfall Township through the Borough to Route 6.

2.1.1c Local Roads

All other public roads in the Borough not classified as arterial or collector roads are considered local / municipal roads.

These roadways provide connections between residential areas and collector roads, and serve the lowest levels of traffic at the slowest speeds. Local roads provide high level of access from smaller residential parcels and are primarily suited for local trips. Local roads are generally not preferred by Borough residents for uses a regional short cuts or commercial delivery routes.

2.1.1d Local Alleys

Alleys are more narrow than local municipal roads and in residential areas are located at the back of residential properties near carriage houses. Alleys are used by Borough residents as informal walking routes, as they have lower traffic volume. Pear, Blackberry, and Gooseberry Alleys are located at the edge of the National Historic District, and run parallel to Broad and Harford Streets.

Milford Borough designates all alleys in the Borough for local traffic only. "Local traffic" means access to and egress from properties and business which includes any commercial vehicle necessary to pick up or deliver any goods or merchandise. All other through traffic is prohibited.

2.1.1e Bridges

All bridges in Milford Borough are the responsibility of Pike County or PennDOT.

PennDOT (State) owned bridges:

- North Broad Street Bridge (U.S. 6 & 209 Vandermark Bridge): The North Broad St Bridge is scheduled for replacement by PennDOT in 2023. Milford Borough should work with PennDOT and the County for a separate future multi-modal bridge crossing of the Vandermark Creek.
- Water Street Bridge (Sawkill Bridge)
- East Harford Street Bridge (U.S. 209 Sawkill Bridge): The Route 209 bridge over the Sawkill Creek is scheduled for deck replacement in 2022. The preliminary PennDOT design map below shows PennDOT's plans for a temporary bridge. This project is a coordinated effort between PennDOT, the National Park Service, Milford Borough, and Pike County.

East Harford Street (State Route 0209) over Sawkill Creek Borough of Milford and Dingman Township, Pike County, Pennsylvania



Pike County owned bridges:

- County Bridge #20 Klares Mill Bridge
- County Bridge #21 Mott Street Bridge
- County Bridge #22 Constitution Avenue Bridge





2.1.2 Traffic Volume

The following page represents 2019 Annual Average Daily Traffic counts (AADT). AADT is the typical daily traffic on a road segment for all the days in a week, over a one-year period, and is measured in both directions. Traffic volumes provide an overview of traffic flow in the Borough. Traffic counts are completed by PennDOT.

A comprehensive traffic study was scheduled by Pike County for Milford Borough in summer 2020, and has been delayed due to the Covid-19 pandemic. The upcoming Milford Borough Traffic Study will analyze parking, crosswalks, pedestrian safety, and the high volume of truck traffic at main intersections.

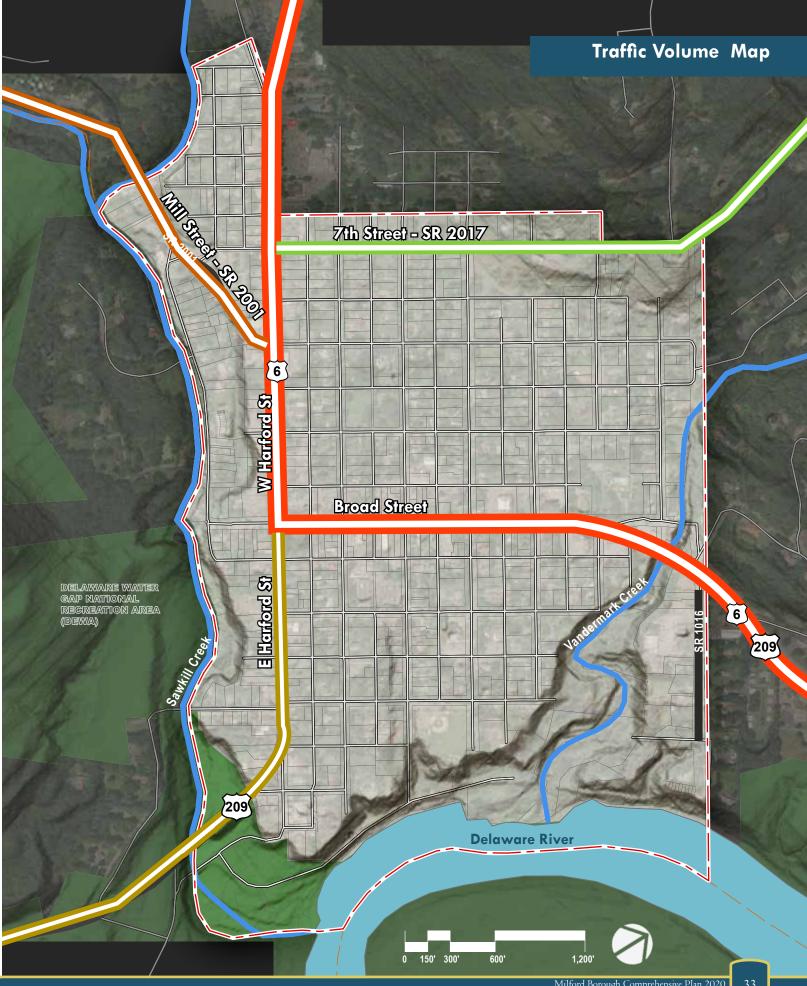
AADT Route

West Harford & Broad Streets 16,000 (U.S. Route 6 & 209)

Mill Street (State Route 9,400 2001)

East Harford Street (U.S. 8,800 **Route 209)**

7th Street (State Route 1,300 2017)





2.1.3 Parking

Existing parking in Milford Borough is organized by the following categories:

- Commercial corridor on-street parking
- Residential area on-street parking
- Public parking lots
- Private parking lots

Commercial Corridor

East Harford Street: 63 Spaces

West Harford Street: 108 Spaces

Broad Street: 108 Spaces

Total Residential Area On-Street Parking

Estimated: 400 Spaces

Public Parking Lots

Cherry Alley Lot: 16 Spaces

Kennedy Triangle: 10 Spaces

Future Pike County Trailhead (Parking To Be Determined)

Private Parking Lots

Estimated: 720 Spaces





2.1.4 Multi-Modal: Sidewalks & Trails

2.1.4a Sidewalks

Sidewalks are the backbone of a walkable community. They can provide safe pedestrian access between residential areas, downtown commercial core, parks and open space, and other Borough amenities.

In the public opinion survey the top reason residents moved to Milford Borough was for its dense <u>walkable character</u>.

Sidewalks are concentrated on or near the downtown commercial district (Harford and Broad Streets). The quantity, quality, and continuity of sidewalks decrease in the residential areas of the Borough. In the public opinion survey Borough residents noted specific areas where sidewalk conditions are poor. The Borough should identify areas where sidewalks are to be replaced as it considers locations for new sidewalk.

Creating a comprehensively-connected system of sidewalks emanating outward from the commercial core on select streets to connect major destinations is a primary goal for Milford Borough in its immediate future. The walkway system does not need to be every side of every street. This comprehensive plan identifies priority corridors and the details will be negotiated in public forums during subsequent design phases.

In 2021 Milford Borough will begin enhancements to West Harford Street, which will include additional sidewalks and lighting. This project is funded by PennDOT through the Multimodal Transportation Fund.

2.1.4b Pedestrian Crossings & Intersections

Intersections are potential conflict crossing areas for pedestrians, cyclists, and motorists. Milford Borough has several intersections that are problematic for these user groups.

Due to high traffic volumes, these problematic intersections are concentrated along Harford and Broad Streets.





2.1.4c Trails

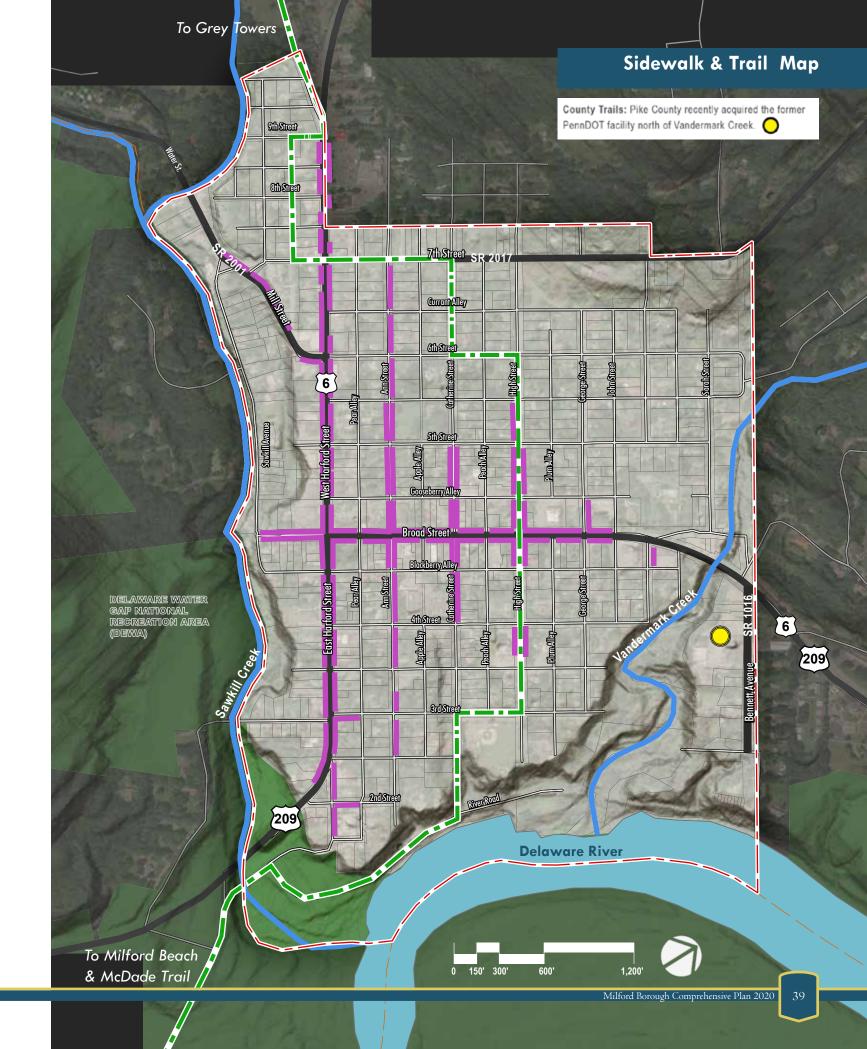
Pinchot Greenway: The only trail in Milford Borough is the Pinchot Greenway, which is actually a "paper alignment" with some directional signage that directs people on existing sidewalks and alleys along more of a cultural journey, rather than purposeful route. The Pinchot Greenway concept may be possible to effectively re-align with new sidewalk and alley priorities in the Borough.

Ultimately connecting a dedicated walk/trail route as originally conceived to traverse the Borough from Milford Beach to Grey Towers will also require multi-partner efforts with NPS, USFS, and Milford Township to create the final segments on the north and south ends - all outside Borough jurisdiction.

McDade Recreational Trail: The McDade Trail within DEWA is a 32 mile packed gravel path that parallels the Delaware River on the Pennsylvania side of the National Recreation Area. This trail is used by hikers, runners, and cyclists. The northern terminus of this trail is at Milford Beach inside DEWA, less than half a mile from Milford Borough. There is currently no formal pedestrian connection between Milford Beach and the Borough public walkway system.

There is an opportunity for this location to have trailhead facilities and amenities (restroom, bike racks, seating, etc.) and connect to other recommended trail improvements discussed in Chapter 3.

Pike County has also acquired an 88 acre riverside parcel north of Milford Borough. Future trail connections to this property along the Delaware River should be considered.



2.1.5 STRAVA Heat Maps

Strava is a GPS-enabled mobile application used by runners and cyclists to track and map exercise routes. This volunteered user data is available to the public.

Running and cycling data is used to determine common routes used by both groups. Popular Strava routes can indicate preferred routes for further analysis.

2.1.5a Pennsylvania Bike Route Y:

PennDOT bike routes are a guide for cyclists traveling the state. PA Bike Route Y, which has been incorporated into US Bike Route 36, is a 385-mile route which connects New York in the east and Ohio in the west.

PA Bike Route Y generally follows U.S. Route 6 and travels through Milford Borough on West Harford and Broad Streets. STRAVA data shows this route is popular.

STRAVA Running Data



Popular running routes:

 Ann Street, 6th Street, 5th Street, 3rd Street, Milford Beach Road, Broad Street, Harford Street

STRAVA Bicycle Data



Popular cycling routes:

 Broad Street & Harford Street (PA Bike Route Y), Milford Beach Road, E. Ann Street, Mill Street

2.1.6 Public Transportation

2.1.6a Pike County Transportation Department

The Pike County Transportation Department, located in Milford, is responsible for the transportation of Pike County residents under four programs. These programs are: Shared Ride, Medical Assistance Transportation Program, People with Disabilities, and General Public.

Shared Ride Program

This program helps seniors of Pike County access to medical, financial, and social services and visits the three County senior centers at Blooming Grove, Lackawaxen, and Bushkill. This service provides grocery shopping, banking, and post office access on scheduled days. There is a reduced fare required for Seniors, and age verification is required. All Seniors who are 65+ with proof of age are eligible to use this program.

Medical Assistance Transportation Program

This program provides medical assistance recipients, regardless of age, access to medical and pharmacy locations. Reservations are required. The Transportation Department assesses the mode of transportation to be provided. Destinations must be to medical assistance providers only. Verification is required, and eligibility is verified on a regular basis.

People With Disabilities

This program serves individuals 18-64 with mental and physical disabilities. This service provides access to social, employment, medical, and other services in Pike County.

General Public

All other transportation needs are considered general public and follow the same schedules listed in the other programs.

All inquiries regarding scheduling, applications, and eligibility must be made to the Transportation Office - all transportation is shared and coordinated with others accessing the same areas.

2.1.6b The Pocono Pony - River Runner

The Monroe County Transit Authority, in partnership with DEWA, offers a free summertime transit service along the Delaware River. Called the River Runner, this program operates through the existing Pocono Pony transit service which serves Monroe County- service runs spring to fall each season.

The River Runner has designated stops at the following locations:

- Kittatinny Point
- Delaware Water Gap
- Shawnee Inn
- Smithfield Beach
- Bushkill Access
- Dingmans Access
- Milford Beach (Closest to Milford Borough)

2.1.6c Coach USA

The Coach USA ShortLine offers daily bus service to New York City. Bus pickup is at 611 Broad Street in Milford Borough.

2.1.6d Metro Transit Authority (MTA)

The closest regional rail service is available in Port Jervis, New York (7 miles north of Milford). The Metro Transit Authority offers daily rail service from Port Jervis to New York City.



2.2.1 Geology & Soils

Milford Borough's unique geology and soils are a product of the last glacial period, which occurred approximately 22,000 years ago.

Milford Borough is within the Glaciated Low Plateau section of the Appalachian Plateaus Province. This geological area is defined by its rounded hills and narrow valleys which have been modified by glacial erosion and deposition.

Often referred to as 'rivers of ice', glaciers are large masses of ice which move slowly over land and slowly dislodge soil and rock. As they retreat glaciers deposit till comprised gravel, small rocks, sand, and mud which have been ground up beneath the moving glacier. These glacial deposits are highly-permeable, and water moves through them easily.

22,000 years ago glaciers moved into northeastern Pennsylvania from the northeast and occupied the Delaware River Valley. Glaciers carved downward into the shale, siltstone, and sandstone bedrock. Upon their retreat, glaciers left behind sand and gravel deposits.

The soils of present-day Milford Borough are comprised of this highly-permeable glacial and alluvial till.

See Borough Map on the following page - Nearly the entire Borough area (except the corner northern corner where the topography is steep slopes) is underlain by unconsolidated glacial till that was outwashed down from adjacent uplands after the last glacier retreated. Gentle in slope, and highly permeable, this rare geologic land formation enabled Milford to grow without the typical strict impermeability constraints of bedrock or clay soils that pose immediate limits to typical village developments across Pennsylvania.



Bedrock below the glacial till is composed of shale, claystone, siltstone, sandstone and conglomerates of the Middle Devonian age. This type of bedrock is known as the Catskill Formation, which covers approximately 75 percent of Pike County.

The narrow 7-mile glacial aquifer that is beneath the Route 209 and Route 6 corridor (between Milford and Matamoras Boroughs) is highly permeable. The majority of businesses and residences along this corridor rely on individual wells for water supply and septic systems for waste-water disposal. The high permeability of Borough soils have allowed residential and commercial areas to utilize on-lot septic disposal systems.

The wastewater treatment plant in Westfall Township was built to service areas in this glacial deposit who were forced to stop using the formation to both discharge wastewater into and draw potable water from.

The upland central water supply from bedrock that serves Milford has enabled the Borough to never have relied on lowland wells in the glacial till formation that has always been used historically to discharge almost the entire volume of Milford's residential and commercial wastewater.

The illustrative graphic on the opposite page depicts the relative depth of glacial till beneath the Borough, and graphically shows how water may move vertically and laterally through permeable soils.

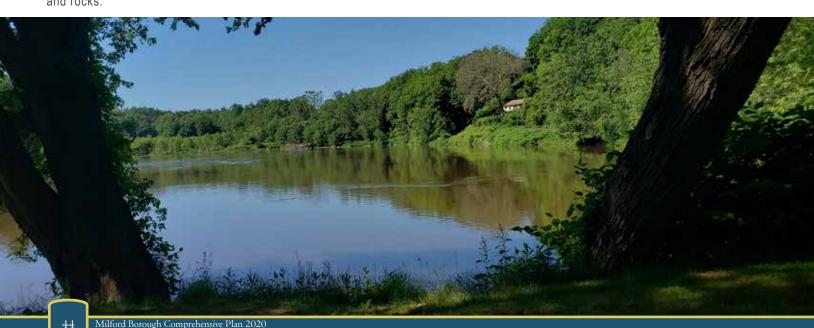
Milford Borough remains dependent upon the upland bedrock aquifer for its drinking water needs. This groundwater comes from both consolidated bedrock, such as sandstone or shale, and unconsolidated glacial sediments, consisting of silt, sand, and rocks.

Similar glacial till deposits formations can be seen as the historic flat floodplain lands along the 209/206 corridor that runs between the foot of the glacier-cut escarpments above and the edge of the Delaware River - between Milford Borough to and including the Borough of Matamoras.

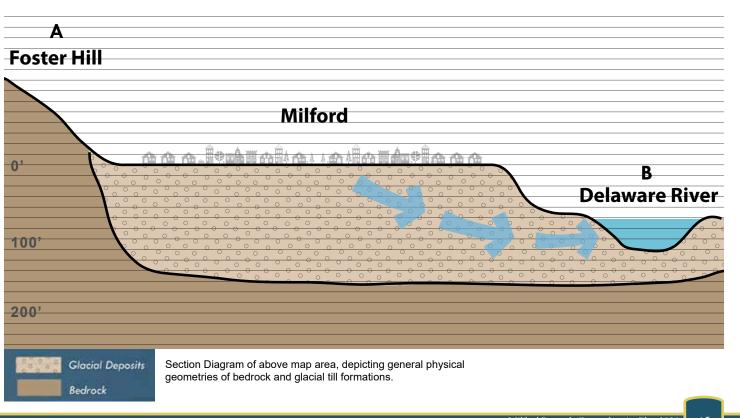
The plan and section views through Milford Borough were derived from previous area subsurface investigations and depict the general physical geometries of the bedrock and glacial till formations. The confluence of the Vandermark with the Delaware can be seen clearly as stream erosion cutting down through the geologic glacial till outwash.

Note - in the section view, how nearly the entire Borough of Milford is built on the glacial till formation that was lain over valley bedrock that was scoured so deeply by the glacier that the bottom of the Delaware Riverbed today runs above the bottom of the glacial till deposit across the entire valley.

This condition means that any water discharged into the glacial formation below Milford Borough - including both stormwater and wastewater will percolate down as a type of subsurface stream "base" flow, and eventually merge with the surface waters of the Delaware, somewhere downriver of Milford. The same basic groundwater migration process occurs for groundwater infiltration in Pike County lands along the 209/206 corridor between Milford and Matamoras Boroughs.







Milford Borough Comprehensive Plan 2020 4



2.2.2 Steep Slopes & Ridges

Steep slopes are categorized as land of a 15 percent incline or greater. Soils on steep slopes can be less stable, and if disturbed may lead to erosion, increased stormwater runoff, and increased flooding. Slope stability is increased by limiting site disturbance and protecting surrounding vegetation.

The following soil types are within Milford Borough:

- Soil 5B: Suncook loamy sand, 5-8% slopes
- Soil 14: Braceville fine sandy loam, 0-3% slopes
- Soil 27: Barbour fine sandy loam, 0-3% slopes
- Soil 89B: Chenango gravelly fine sandy loam, 0-8% slopes
- Soil 89D: Chenango gravelly fine sandy loam, 15-25% slopes [Steep Slope]
- Soil 121D: Manlius-Arnot-Rock outcrop complex, 15-30 % slopes [Steep Slope]
- Soil 143: Wyalusing fine sandy loam, 0-3% slopes

The majority of steep slopes in Milford Borough occur along the Delaware River and the Vandermark Creek.

Along the elevated bluff, created by the Delaware River scouring the edge of the glacial till deposit beneath Milford, are dramatic views up and down this picturesque river bend. This areas brings tourists to the region each year and contains some of the Borough's most unique plant species.





2.2.3 Hydrology

Milford Borough is a steward of the Delaware River, a native bond shared by all the riparian communities of the region formed by the primary waterway the Delaware River. The Delaware River and its tributaries provide a variety of habitats which host fish species and various aquatic organisms. The tributaries in Milford Borough include Vandermark Creek in the north and the Sawkill Creek in the south.

2.2.3a Wetlands

Wetlands are valuable for protecting water quality and controlling stormwater runoff. Typically, wetlands are composed of hydric soils. These anaerobic soils are able to process organic pollutants, reduce suspended solids, and host bacteria that remove inorganic pollutants. Vegetation adapted to saturated soils grow in wetland areas and support insect, bird, and mammal species.

Wetlands contribute significantly to biological diversity. With the capacity to slow and absorb stormwater runoff, properly protected wetland areas can be an important asset in flood reduction.

There are three wetlands within and adjacent to the Borough:

- Wetland 1: Along the Vantine Brook as water moves towards the Sawkill Creek
- Wetland 2: Where the Sawkill Creek meets the Delaware River
- Wetland 3: Where the Vandermark Creek meets the Delaware River



2.2.3b Watersheds

A watershed is an area that drains all rainfall to a common outlet, stream or conveyance channel. Surface water moves across the Milford Borough via the following watersheds:

- Vantine Brook Watershed
- Sawkill Creek Watershed
- · Delaware River Watershed
- · Vandermark Creek Watershed

Stormwater water may run onto and off of impervious surfaces such as parking lots, roads, buildings, and other structures during periods of heavy rain and snowfall. Impervious surfaces are paved surfaces through which water cannot infiltrate ie: sidewalks, driveways, roadways, parking lots, buildings/rooftops, etc.

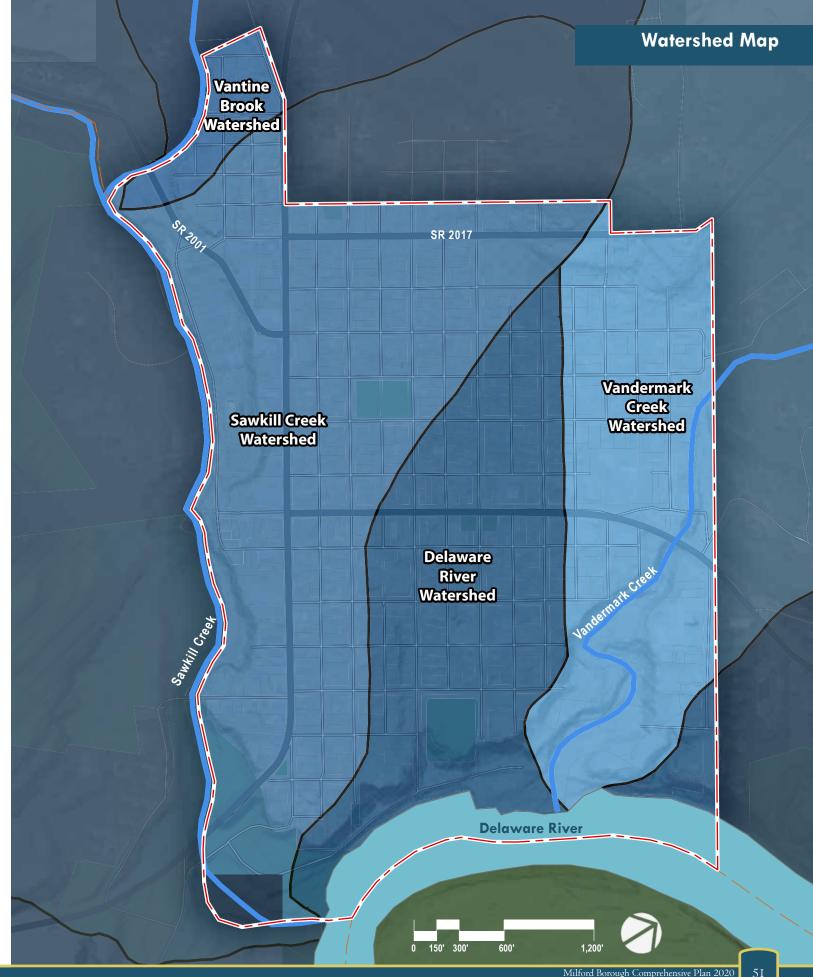
These surfaces usually convey rainwater into storm drains, but can also discharge overland across lands that may be classified as pervious - that can infiltrate water. This excess water volume can overwhelm streams and rivers and can lead to flooding.

Even the generally porous glacial till structure that lies beneath Milford Borough have the potential to become supersaturated under extreme rainfall events - and limit a total percolation of surface waters. Under such conditions, normal percolation rates from shallow individual wastewater systems can be limited or stop functioning until surface waters subside.

Milford Borough and all the communities along the glacial till formation on the western side of the Delaware must remain aware that under such conditions, it may be possible that wastewater discharges from on-site systems cannot percolate down as usual, and may become mixed with the super-saturated surface stormwater drainage systems.

Under such scenarios, it may be possible for wastewater to combine with stormwater and enter the Delaware River directly, without the benefit of being treated naturally by passing through the glacial till substrate.

Efforts by the Borough with County and PennDOT assistance to segregate surface stormwater from on-site wastewater percolation areas should be investigated to prevent and limit opportunities for co-mingling and to segregate best management practice (BMP) improvements for each - such as interceptor rainwater swales, stormwater infiltration structures, etc.





dente and the second

The historic resources in Milford Borough are important to the community's sense of place and should be protected, preserved, and maintained for present and future generations.

The largest concentration of historically-significant elements are within the Milford Borough Historic District, a 22-acre district listed on the National Register of Historic Places in 1998.

Located in the commercial center of the Borough, the historic district encompasses the following thoroughfares:

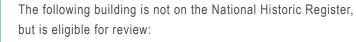
- Broad Street
- · Harford Street
- Ann Street
- · Catharine Street
- · High Street,
- Fourth Street

There are seventy-six historic resources within the district. This includes the following listed on the National Historic Register:

- Pike County Court House (412-414 Broad St),
- Forester Hall aka Forest Hall
- Hotel Fauchere and Annex (401 and 403 Broad St).
- Gordon Grist Mill (150 Water St)
- Metz Ice Plant (400-598 E Harford St)

The remaining seventy one resources (sixty seven buildings and four objects) while not on the historic register, are of historic and cultural significance.





• McLaughlin House (608 Broad St)

The following buildings are not currently on the National Historic Register, but can be evaluated for eligibility:

- Cyrille Pinchot House (201 Broad St)
- Milford High School (201 W. Harford St)

Largely constructed of wood, the buildings in the district are two to three stories in height. The architectural styles represented in the historic district include:

- · Greek Revival
- Romanesque Revival
- Chateauesque
- · French Norman Revival
- Tudor Revival
- Italianate
- · Neo-Classical Revival
- Bungalow
- · French Second Empire.

The historic district represents a variety of architectural styles and themes indicative of the mid-to-late nineteenth century.

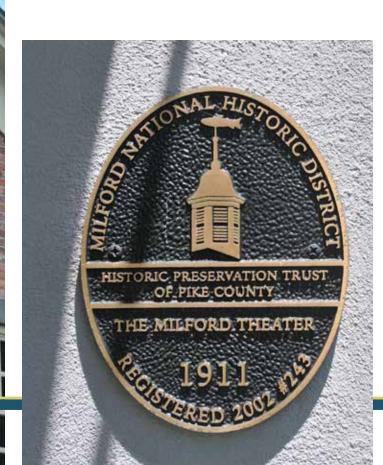
The tone and style of the Milford Historic District streetscape is set by the following character-defining features:

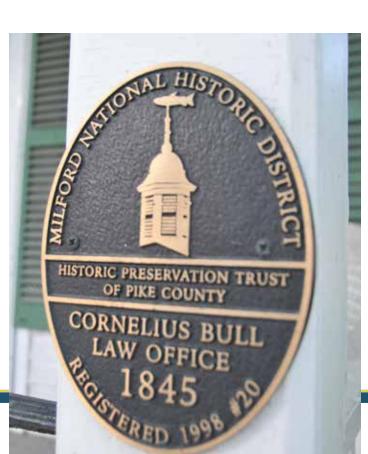
- Mature shade tree canopy
- · Front setbacks and side lots with lawns
- Two story architecture
- · Wood and masonry construction
- Hipped and gabled roofs

The Historic Preservation Trust of Pike County was founded in 1995 and preserves sites and structures throughout Pike County and helped establish the Milford National Historic District.

The Historic Preservation Trust completes preservation projects throughout the County and is an advocate for historic preservation through promotion and education.

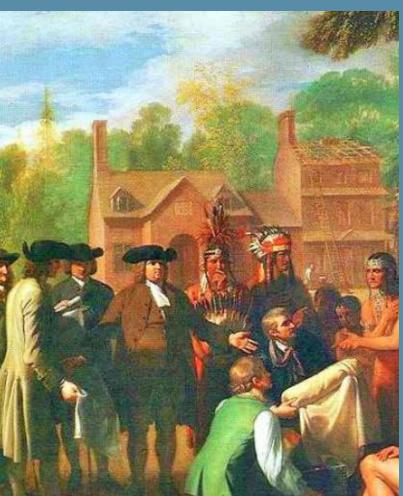
The Historic Preservation Trust has helped identify over 400 historic resources in Milford Borough, and has installed commemorative plaques on over half of them.











William Penn meeting with the Lenape Nation



Depiction of the Delaware River during the 18th century.

2.3.2 Cultural Inventory

In additional to Milford Borough's historic architectural resources, the community and region has a significant cultural history. This cultural history starts prior to the European colonization of North America, includes conflicts with the Lenni-Lenape Nation, the birth of the U.S. Conservation Movement, and the environmental battle against the Tocks Island Dam.

Lënape

For 12,000 years prior to European settlement, the Indigenous people of Lënapehòkink (literally, "the land of the Lënape or Delaware Indians"), lived in the valleys and estuaries of the Delaware and Hudson rivers (see map to the right, Milford Borough's location noted).

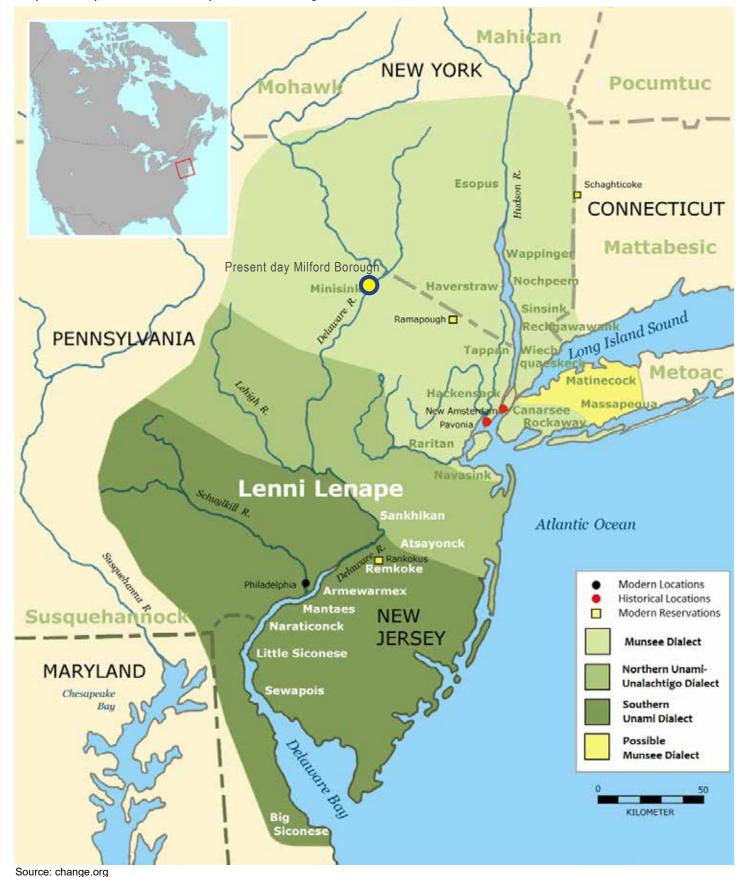
They thrived on the shad, sturgeon, shellfish, deer, and elk; and became expert agronomists, cultivating varieties of maize (corn) and squash on the fertile land adjacent to the rivers and streams.

Generations of native American life along the Delaware River were disrupted by European settlement in the 17th and 18th centuries. The initially peaceful relationship that was established by William Penn, disintegrated after his death in 1718. In ensuing years, the Lënape were pushed westward until 1866 when the Federal government forced relocation of all remaining Lënape to Oklahoma.

A particularly ugly chapter of the conflicted history between the Lënape and European settlers involved Tom Quick, Jr., one of the first children of European descent born in the region. In 1756 Quick witnessed his father's death at the hands of Lënape. He swore revenge and over the course of his life, he claimed to have murdered 99 Lënape Indians.

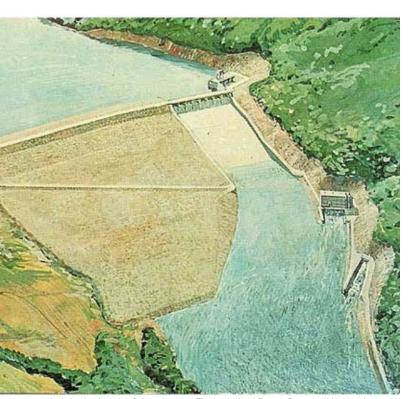
In recent years representatives from Milford Borough and the three federally-recognized Lënape tribes have worked together to address this history, reconciling the difficult and painful facts of the past with an effort to educate future generations.

Map of the pre-colonial Lënape Nation & regional dialects.





The Pinchot family at Grey Towers. Source: greytowers.org



Artists depiction of the planned Tocks Island Dam. Source: National Park Service

Grey Towers & the Pinchot Family

Milford Borough is widely regarded as the birthplace of the conservation movement in the United States, as envisioned, articulated, and stewarded by the Pinchot family from their home at Grey Towers, just beyond the borders of modern-day Milford Borough.

The Pinchots exerted significant cultural influence over the region after settling in Milford in 1818. Gifford Pinchot

- Attended the Yale School of Forestry
- · Was elected as a 2-term governor of Pennsylvania
- Was the first Chief of the Forestry Service under President Theodore Roosevelt.
- Popularized the term "Conservation", and along with his family ushered in the American Conservation Movement.
- Founded the U.S. Forest Service

These cultural influences of the Gifford Pinchot and family all emanate from Grey Towers legacy.

Tocks Island Dam

As early as the 1920's, the City of Philadelphia studied plans to construct a dam for water supply across the Delaware River at the Walpack Bend. The Walpack Bend is 18 miles south of Milford Bough and is located between Lehman Township in Pike County, and Walpack Township, New Jersey.

Over the decades the Walpack Bend plan evolved into a Federal project in the 1960s to construct the Tocks Island Dam. This dam would establish a national recreation area and the dam could be used to generate hydroelectric power. Water stored in the lake would be pumped to supply water to the cities of New York and Philadelphia.

The United States government and Army Corps of Engineers began acquiring land, removing residents and upending communities that lay within the boundaries approved for the recreation area.

However, issues and massive public opposition halted the construction of the dam project, and in 1978 questions about the environmental and economic feasibility of the Reservoir postponed the project indefinitely. The environmental battle against damming the Delaware River at Tocks Island - affected the society and the subsequent land and community development in Milford Borough and all other Delaware Rivertouching communities ever since. This legacy is still being actively negotiated with the National Park Service and the Delaware Water Gap National Recreation Area - more than a century since the lands were taken by the US government.

Present-Day Cultural Collaborations

The latest multi-organization effort to restore a cultural and historic site is the 2020 structural rehabilitation of the historic Mott Street Bridge. Opened in 1881, the original Mott Street Bridge was on the primary route that connected Milford Borough to Stroudsburg, Pa.

Milford Borough, Dingman Township, Pike County, and the National Park Service worked together to secure funding for the adaptive reuse and structural rehabilitation of this bridge for pedestrian and bicycle use.

The Mott Street Bridge is an important trail gateway to DEWA for Milford Borough, and is a an example of successful cooperation between Borough, County and National Park partners to accomplish a common trail improvement priority.

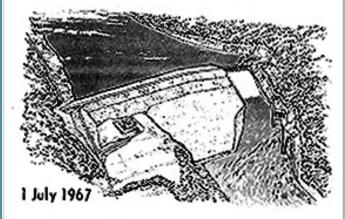
Annual Cultural Events

Milford Borough hosts multiple annual cultural events such as:

- The Black Bear Film Festival
- The Milford Music Festival
- The Milford Readers and Writers Festival
- Winter Lights Festival
- Festival of Wood (Grey Towers)
- DanceFest Milford
- Milford "Artwalks" which celebrate area artists.

The Borough should consider new ways to bring visitors of these festivals to the downtown commercial district.

TOCKS ISLAND DAM AND RESERVOIR and DELAWARE WATER GAP NATIONAL RECREATION AREA





U.S.ARMY ENGINEER DISTRICT, PHILADELPHIA CORPS OF ENGINEERS

Pamphlet advertising land acquisition for the Tocks Island Dam. Source: National Park Service



Mott Street Bridge - reopened 2020

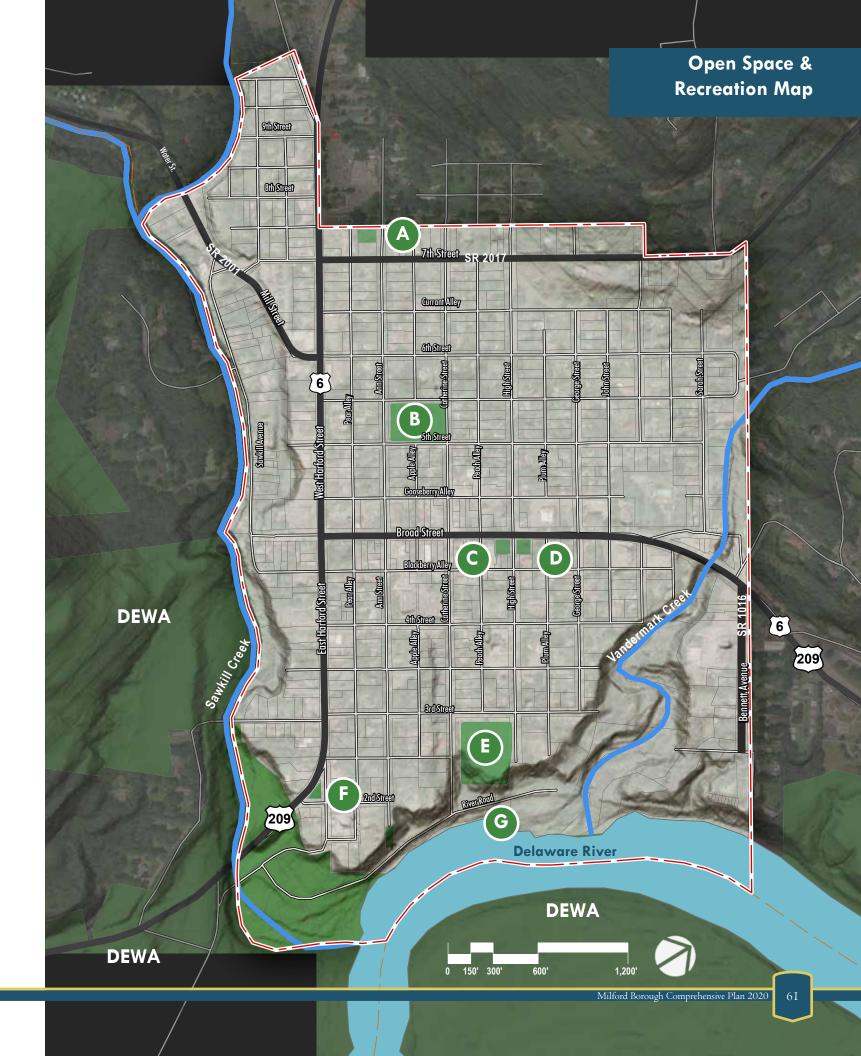
2.4 Open Space & Recreation



Milford Borough has a network of open space and recreation facilities which serve both local residents and visitors.

2.4.1 Borough Facilities

- A Remembrance Place Park (0.2 acres)
 - · Gazebo, walkways, and benches
- B Ann Street Park (2 acres)
 - Gazebo, walkways, benches, basketball court, children's playground
- Biddis Park (0.15 acres)
 - Walkways, benches
- D War Memorial Park (0.15 acres)
 - Walkways, benches
- Milford Baseball Field (3 acres)
 - · Ball field, benches
- F Ethel Barckley Park (0.3 acres)
 - Walkways, benches
- G River Access Parcel (0.35 acres)
 - No facilities at present





2.4.2 DEWA Facilities

The Delaware Water Gap National Recreation Area (DEWA) is part of the National Park Service system and spans the Delaware River from Pennsylvania to New Jersey.

Within its 70,000 acres there are 200 miles of scenic roadways, 40 miles of river, historic villages, 27 miles of the Appalachian Trail in addition to a series of other trails to explore. Millions recreate in the National Recreation Area each year, and resident and visitor recreation and tourism economy is linked to the attractions and resources within DEWA.

Specific DEWA facilities in proximity to Milford Borough:

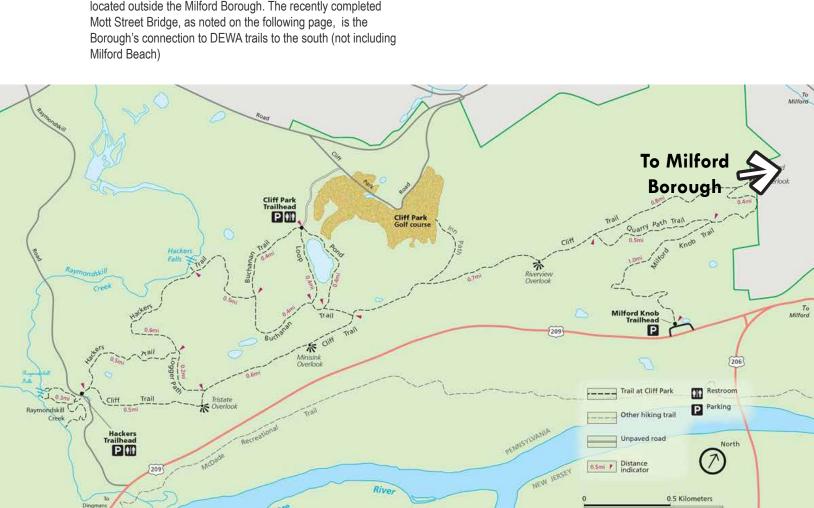
- Milford Beach: The northern terminus of the 32-mile McDade trail is at Milford Beach inside DEWA, less than half a mile from Milford Borough. There is currently no formal pedestrian connection between Milford Beach and the Borough public walkway system.
- Local Trail System: (map on below) all DEWA trail elements are located outside the Milford Borough. The recently completed Mott Street Bridge, as noted on the following page, is the Borough's connection to DEWA trails to the south (not including Milford Beach)

DEWA trails in proximity to Milford Borough

Trail Name	Distance
Buchanan	1.1mi / 1.8km
Cliff	2.8mi / 4.5km
Hackers	1.4mi / 2.3km
Milford Knob	1.3mi / 2.0km
Pond Loop	0.7mi / 1.1km
Quarry Path	0.5 mi / 0.8km
Raymondskill Creek	0.3mi / 0.4km

DEWA-Wide Trail

Trail Name	Distance
McDade Recreational	32mi / 51.5km





Mott Street Bridge connection to DEWA trails to the south



Mott Street Bridge connection to DEWA trails to the south



Milford Borough's diverse housing stock has been built over the last two centuries, and is broken down by approximate construction date below:

	Year Built
6	1999-2000
5	1995-1998
12	1990-1994
42	1980-1989
19	1970-1979
29	1960-1969
93	1940-1959
354	1939 or Earlier

The data above provides a measure of the relative age of housing units in the Borough. In Pike County approximately 16% of the housing units existing in 2000 were constructed prior to 1940. In Milford Borough, the proportion of pre-1940 homes is almost 80%. Despite a large proportion of older homes in Milford Borough, housing deterioration and residential blight are not issues. The relatively high median home value is likely a reflection of municipal revitalization efforts.



2.5.2 Home Ownership

Home Ownership Rate	1990	57.50%
Home Ownership Rate	2000	57.10%
Home Ownership Rate	2019	57.00%
Renters (Renter-Occupied Units)	1990	42.50%
Renters (Renter-Occupied Units)	2000	42.90%
Renters (Renter-Occupied Units)	2019	43.00%

2.5.3 Housing Units

Total Housing Units 1990:	564
Total Housing Units 2000:	560
Total Housing Units 2010:	580
Total Housing Units 2019:	574

Owner-Occupied housing unit rate: 91% Median value of owner-occupied housing units (2013-2019): \$288,172 (compared to \$156,000 in 2000)

While high median property values are positive in terms of housing condition and real estate tax revenue, it may indicate the need for affordable housing for young couples and seniors.

Median monthly mortgage (2013-2019): \$778 Median Rent (2013-2019): \$1,040

*Data from 2019 Census of Population and Housing

2.5.4 Future Housing Growth

Milford Borough is largely built-out, with limited availability to build new units to accommodate future population growth.

As such, the adaptive reuse of existing residential units is the preferred alternative to meet future housing demands.

For example, as some aging seniors decide to move from their single-family dwellings to assisted living or age-restricted communities, families of three or four individuals can then move into these dwellings, minimizing the need for additional impervious coverage in the Borough and reusing structures that already contribute to the community character.





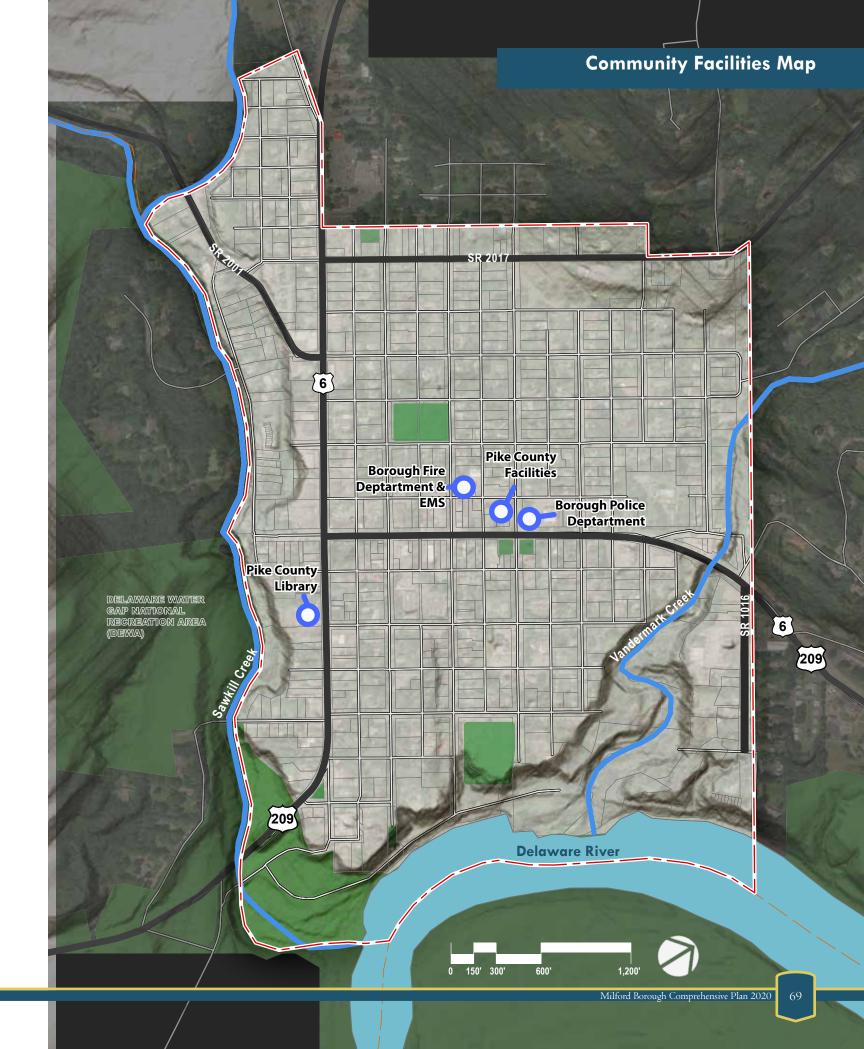
Community facilities enhance health, safety and general welfare for local residents and improve the overall quality of life in Milford Borough. The following community facilities and services are described this section:

- Water Supply
- Stormwater Infrastructure
- · Wastewater Infrastructure
- Police
- Fire and Ambulance
- Medical Facilities
- Education

2.6.1 Water Supply

Located on the Owega Turnpike in Milford Township, the Milford Water Authority serves Milford Borough, Milford Township, Dingman Township, and Westfall Township and was authorized by the Commonwealth as a Wastewater Authority in 2002. The springs onsite have been the source of water for the Borough since 1875. The modern water treatment plant, built in 1999, provides water to over 800 connected users. Prior to 1999, the Authority delivered water to the Borough via two reservoirs fed by a total of sixteen springs.

The Authority operates 365 days a year and continually monitors its network to detect and repair leaks in the distribution system.



68 Milford Borough Comprehensive Plan 2020

1

Milford Water Authority tasks include:

- Analyze water to meet Pennsylvania Department of Environmental Protection ("DEP") regulations.
- · Inspect water facilities, motors and pumps.
- · Repair and replace defective or broken curb boxes.
- Maintain 81 fire hydrants.
- Maintain 238 valves and the 11-mile water main network
- Excavate and make new connections to existing network
- Handling emergencies 24/7 which can include: water main breaks, frozen and broken pipes, leaky pipes, power failures.
- Complete approximately 50 underground surveys per year that mark out the position of below ground utilities (water, electric, gas, lines, etc.).

In 2006 the "Source Water Protection Plan for Milford Springs" was created. The Source Water Protection Plan for Milford Springs is a reference and educational document that describes the sources and vulnerability of the Milford Springs and summarizes the actions taken by the Milford Water Authority to develop a comprehensive program to protect the quality of the springs. Its future use is to support and guide educational and protection activities. Milford Borough supports the data, conclusions, and actions outline in this 2006 document.

In 2013, the Authority joined in the Pike County Source Water collaborative, in an effort to jointly protect the waters of Pike County. The Authority purchased 14 additional acres of land which adjoins its land at it's treatment plant facility. In 2018, the Authority joined with Dingman Township and updated the Sawkill Creek Watershed Ordinance to ensure that the springs that supply the drinking water for 2,400 residents remains protected.

2.6.2 Stormwater Infrastructure

Surface stormwater is collected and conveyed by the stormwater infrastructure noted on the opposite page. A network of 177 storm drains capture surface water runoff, and through a system of concrete, plastic, and galvanized pipes convey this stormwater runoff to the Sawkill Creek, Vandermark Creek, and Delaware River. This stormwater system does not service the entire Milford Borough area. In the sections of Milford that are not serviced by this infrastructure, stormwater will sheet flow along roadways and overland to outlet into the river and creeks.

Milford Borough owns this stormwater system and it is maintained and managed by the Municipal Authority of the Milford Borough.

The existing stormwater system services may be supplemented by multiple types of stormwater BMPs, including stormwater capture, conveyance, detention, infiltration improvements that can be coupled to roadway infrastructure improvements - as "multi-modal" transportation best practices.

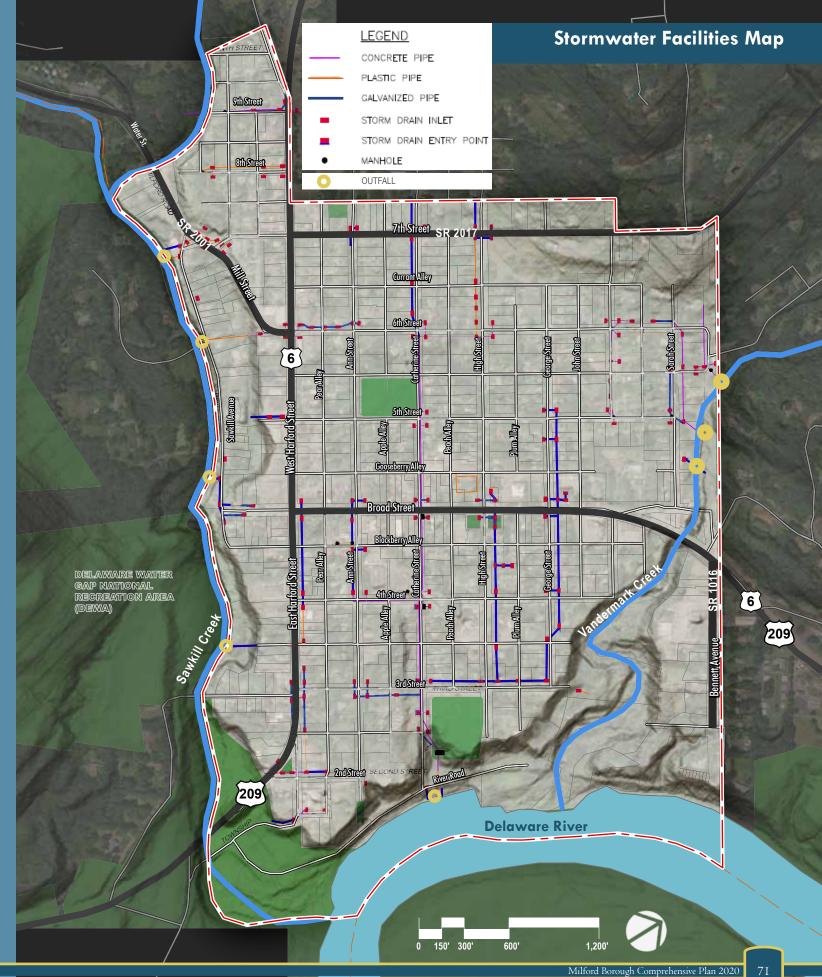
2.6.3 Wastewater Infrastructure

As noted, glacial till deposits are underlain along the Western side of the Delaware River in Pike County between Matamoras and Milford Borough. Milford Borough is built atop a layer of highly permeable alluvial soil. The high permeability of Milford's soils have allowed the Borough to treat wastewater primarily by on-lot waste disposal systems.

Adequate sewage disposal is an important factor in the environmental health of the Milford community and regional resources.

During the term of this public Comprehensive Plan development, Milford Borough was in the process of advancing an Act 537 plan to create a limited centralized wastewater treatment system that would collect water from properties (almost entirely commercial parcels) along Broad and Harford Streets and convey effluent via new main, aligned beneath Route 209 to be treated within the current capacity of the wastewater treatment facility in Westfall Township.

This Act 537 strategy targets the most densely developed and potentially the most intensively-used parcels in the Borough as a means to limit a Borough-wide system and maintain the status quo for individual on-site waste water treatment systems on residential properties.



2.6.4 Police

The Milford Police Department

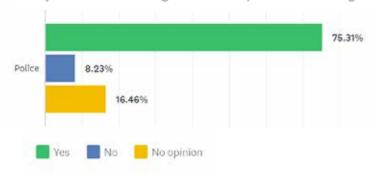
Milford Borough operates its own police department comprised of a full-time Chief, a full-time Corporal and nine part-time patrol persons. Coverage is provided twenty-four hours per day, seven days each week with back-up on-call as needed. The department responds to more than 200 calls each month, with area checks and burglar alarms topping the list, and also issues almost 100 traffic citations each month.

A locally-funded police department can be a costly service for local government. Due to employee salaries, equipment requirements, continuing benefits and pensions, and insurance this is a major consideration for public expenditures for every Council.

Some municipalities in Pennsylvania have collaborated to form joint area or regional police forces as a way of cooperatively managing costs through merger efficiencies and cooperatively maintaining the important public services.

In the public opinion survey, when respondents were asked to rank the elements most liked / appreciated in Milford Borough on a scale of one to five (1 = High Priority, 5 = Low Priority) 54% ranked the Borough-owned Police Department as a 1, and 18% noted as a 2.

Do you find the following services adequate in the Borough?



2.6.5 Fire

The Milford Volunteer Fire Department

A shared service with Milford Township, the response area covered by the all-volunteer Milford Fire Department is from Interstate 84 from the Westfall Township line to the Blooming Grove Township line, Rt 209 from Westfall Township line to the Delaware Township line and Rt 6 from Milford Borough to Shohola Township.

This department serves half of the population of Dingman Township and the populations of Milford Township and Milford Borough. Running area consists of many small and large developments and many bodies of water, including the Delaware River. The department will respond to calls within DEWA, as well as river water rescue.

There are 40 fire department volunteers, and fire department leadership includes one Chief, 1st Assistant Chief, 2nd Assistant Chief, one Captain, Lieutenant, and Engineer.

The department operates an engine, rescue engine, heavy rescue, brush truck, support truck, and ambulance. Members respond to approximately 500 fire, and 900 medical calls on average per year.

2.6.6 Medical Facilities & Services

2.6.6a The Milford Ambulance Corps

The Milford Ambulance Corps is an all-volunteer company that is part of the Milford Fire Department and maintains one fully equipped ambulance.

There are 20 EMS volunteers and leadership includes one EMS Captain and EMS Lieutenant.

Milford Fire Department Ambulance has down sized to one ambulance in 2017 with the purchase of a new ambulance.

The Milford Fire Department Ambulance is normally out of service 60 hours per week due to staffing deficiencies. This out of service is generally Monday through Friday 5:00 am to 5:00 pm. The Borough is pursuing additional funding for these daytime hours, as of January 2021.

The foundation of the Milford Borough emergency medical service (EMS) is the all-volunteer base, composed of men and women who donate their time, energy, and skills to benefit their community.

Increased call volume, long transport times, and economic difficulties have forced volunteers to take second jobs and many have either stopped or reduced volunteering. Over the last decade, Pike County and communities across the state have faced this same decline in members.

Municipalities in Pennsylvania have collaborated to form joint area or regional fire and EMS services as a way of cooperatively managing costs through merger efficiencies and cooperatively maintaining these essential public health and safety services.

As a result of a 2020 tax Referendum, daytime weekday EMS service staffing is funded by Milford Borough, Milford Township and Dingman Township. Nighttime staffing remains fully volunteer. In summer months weekend daytime EMS is staffed by paid EMS service.

2.6.6b Medical Facilities

Pike County is the only County in the Commonwealth that does not have a hospital or urgent care clinic, and there are few medical service facilities in close proximity to the Borough.

Pike County has completed its own study to determine the preferred location for a new medical facility. The County has identified Route 739 for potential future facility. This location can potentially serve the greatest number of County residents, and can be serviced by a county-owned wastewater treatment facility in this area.

The impact of the current gap in medical facility coverage was more apparent during the Covid-19 pandemic of 2020, when medical facilities were in higher demand.

Medical facilities closest to Milford Borough:

- Bon Secours Community Hospital, NY (8.5 Miles Away)
- Newton Medical Center, NJ (21 Miles Away)
- Garnet Health Medical Center, NY (30 Miles Away)
- St. Luke's Hospital, Monroe County, PA (35 Miles Away)
- Regional Hospital of Scranton, Lackawanna County, PA (55 Miles Away)

2.6.6c Temporary Beds & Emergency Planning

The high rate of hospitalizations and demand for hospital beds during the 2020 Covid-19 pandemic has demonstrated the need for municipalities to critically think about ideas for their preparedness to increase for temporary public health responses.

Milford Borough can work proactively to coordinate with multiple partners - including Pike County and the Delaware Valley School District to utilize nearby school facilities for temporary medical services (vaccine distribution, emergency medical care, emergency shelters, and other necessary crisis response functions.)

Regional Medical Facilities - Distances as per on road driving distances from Milford Borough



Milford Borough Comprehensive Plan 2020

Milford Borough Comprehensive Plan 2020



2.6.7 Education

Delaware Valley School District

Delaware Valley School District is a state and nationally recognized school district which serves approximately 4,500 students across seven schools. There are no DVSD schools within the Milford Borough. There are four elementary schools, two middle schools and one comprehensive high school:

- Delaware Valley Elementary School
- Delaware Valley High School
- Delaware Valley Middle School
- Dingman Delaware Elementary School
- Dingman Delaware Middle School
- Dingman Delaware Primary School
- Shohola Elementary School

Delaware Valley School District Enrollment (2012-2019)



Enrollment
5,062
4,881
4,742
4,705
4,658
4,579
4,502

2.6.8 Library

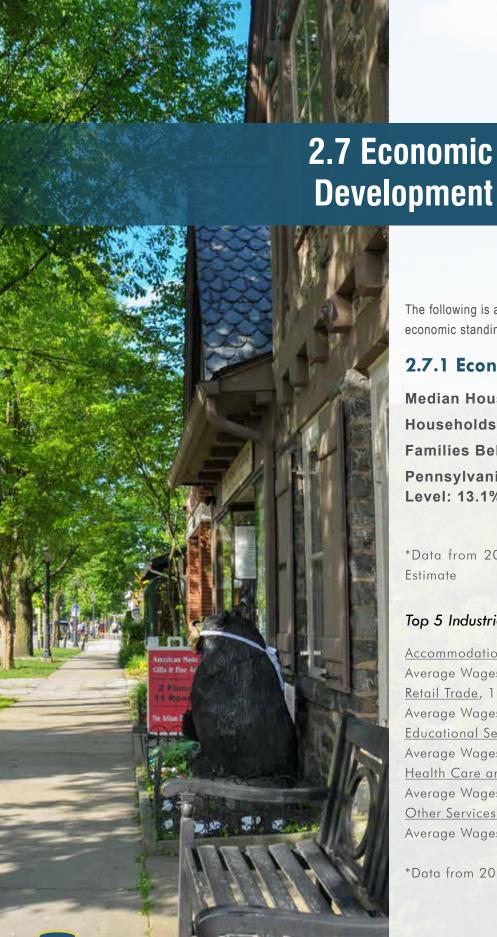
Located on East Harford Street, services at the Pike County Public Library include:

- Extensive book, audiobook, and dvd collection
- Meeting rooms
- Computers and printing
- Interlibrary loan (ILL) requests
- Passport services
- Virtual programs for adults like a Netflix Movie Club, Crochet Club, and Book Club





^{*}Data from the Pennsylvania Department of Education



Top 5 Industries (by resident) in Milford Borough

Educational services, and health care and social assistance

Retail Trade, 15.6%

· Professional, scientific, and management, and administrative and waste management services, 14.3%

Construction, 11.8%

· Arts, entertainment, and recreation, and accommodation and food services, 9.5%

*Data from 2019 American Community Survey 5-Year

Top 5 Occupations (by resident) in Milford Borough

· Management, business, science, and arts occupations, 29%

• Service occupations, 23%

• Sales and office occupations, 22.7%

· Production, transportation, and material moving occupations,

Natural resources, construction, and maintenance occupations.

*Data from 2019 American Community Survey 5-Year Estimate

Top 50 Employers in Pike County, located within Milford Borough

4. Pike County

11. Progressive Health of PA Inc

29. CareGivers America LLC

30. Patisserie Fauchere

47. Independence Home Center of Dingman

48. Key Food

*Data from 2018 PA Department of Labor & Industry

vance their careers, as well as employers who need to fill vacancies with skilled workers or to train their workforce.

Workforce Development Area (WDA)

The Pocono Counties WDA is composed of Wayne, Pike, Monroe and Carbon Counties

A WDA is a countywide or regional area established by the federal government through which it provides funding

to assist all individuals looking for a new job or to ad-

Pocono Counties Workforce Development Area 2016-2026 Long-term Industry Employment Projections:

Healthcare Support Occupations, 15.5% Healthcare Practitioners & Technical Occupations, 9.9% Food Preparation & Serving Related Occupations, 9.2% Construction & Extraction Occupations, 8.4% Personal Care & Service Occupations, 8.2%

2.7.2 Architectural Review Board (ARB)

Milford Borough's Architectural Review Board (ARB) is a panel of professionals and residents who advise Borough Council on any requests for authorization to erect, alter, reconstruct, repair, restore, demolish, all or part of any building within the Borough's designated historic district, which includes the commercial and limited commercial districts of the Borough of Milford.

The ARB created a comprehensive Design Guide for maintaining and rehabilitating all structures in the commercial and limited commercial districts. This document is based on the U.S. Department of the Interior's historic preservation guidelines, and is reviewed for potential recommendations in Chapter Three

As the Historic District overlaps the Borough's commercially zoned district, property owners can take advantage of programs like the Historic Preservation Tax Credit (HPTC), administered by the Department of Community and Economic Development, which provides tax credits to qualified taxpayers who complete the restoration of qualified historic structures into incomeproducing properties.

The application of the HPTC could work in tandem with an update of the design guidelines as a streamlined document to help to ease the burden of financial investment in these historic structures by property owners and help introduce new businesses in the Borough while still adhering to Historic District aesthetics and styles.

economic standing and its relationship to greater Pike County.

The following is an inventory of Milford Borough's current

2.7.1 Economic Profile

Median Household Income: \$46,581 Households With Food Stamp/SNAP: 6.5% Families Below the Poverty Level: 9.7% Pennsylvania Families Below the Poverty Level: 13.1%

*Data from 2019 American Community Survey 5-Year Estimate

Top 5 Industries in Pike County

Accommodation and Food Services, 21.8%

Average Wages: County-\$21,644; State-\$18,745

Retail Trade, 16.1%

Average Wages: County-\$24,972; State-\$29,152

Educational Services, 14.2%

Average Wages: County-\$51,648; State-\$57,065

Health Care and Social Assistance, 11.2%

Average Wages: County-\$32,868; State-\$50,742 Other Services (Except Public Administration), 8.5% Average Wages: County-\$26,318; State-\$34,094

*Data from 2018 PA Department of Labor & Industry

2.8 Land Use





2.8.1 Zoning

Zoning ordinances are local laws that define how properties in specific geographic zones can be used. Zoning ordinances delineate which areas are acceptable for residential or commercial purposes. For instance, zoning ordinances regulate lot size, placement, density, and the height of structures. Milford Borough has three distinct zoning areas. They are noted below along with specific regulations relating to residential units.

Commercial

- Two-family dwellings are a principal permitted use
- Dwelling units shall be permitted on the upper floors of nonresidential buildings
- As conditional use, Council may authorize the conversion of any building or dwelling in the Commercial District into a dwelling for not more than four families
- Merchants in the Commercial District may, as a conditional use display merchandise for sale or rent in connection with retail sales, equipment rental, roadside stands

Limited Commercial

- Two-family dwellings are a principal permitted use
- Dwelling units shall be permitted on the upper floors of nonresidential buildings

Residential

• Two-family dwellings and conversions from nonresidential to residential are a conditional use





2.8.2 Existing Land Use

Milford Borough has three dominant uses in the municipality.

A. Residential

Residential land use refers to areas where the current uses are primarily, but may include other past uses which include, but are not limited to, housing (single and multiple dwellings). The areas outside of the downtown commercial core (Broad and Harford Streets) are predominantly single family residences. Current zoning supports this land use. Single family and two-family dwellings allowed with conditional use.

B. Commercial

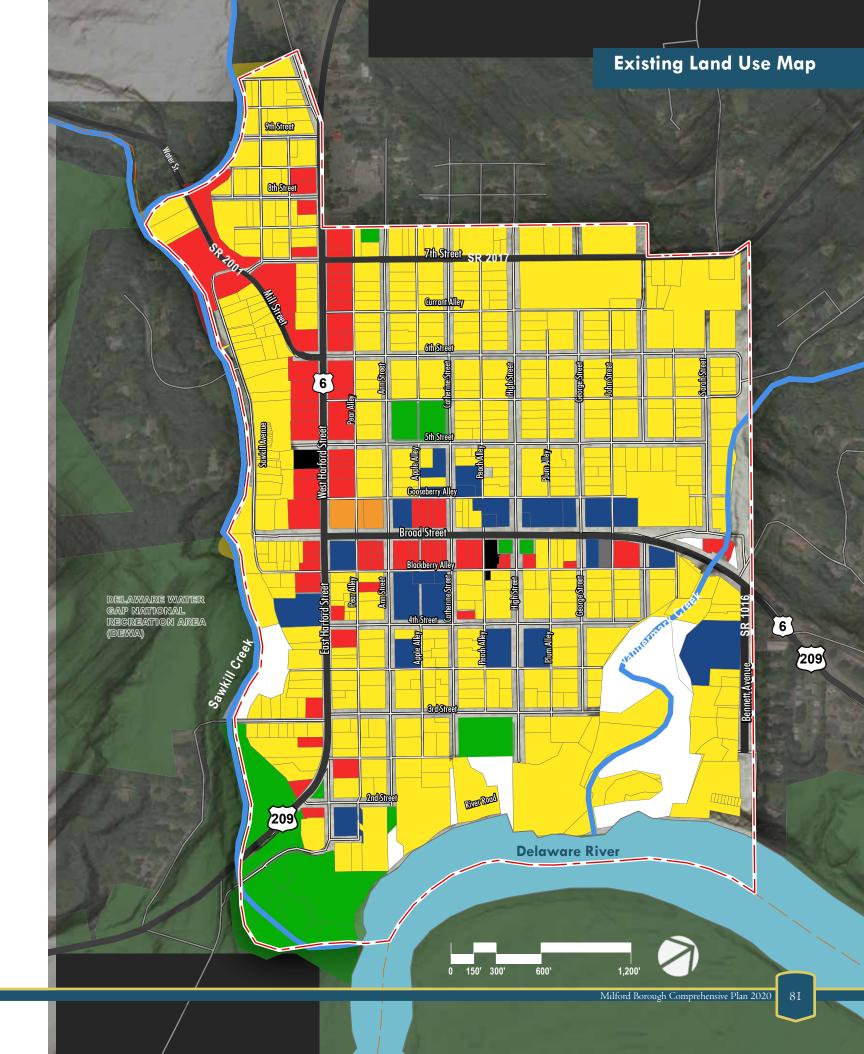
Commercial land use refers to areas where current use includes retail establishments, restaurants, and other service industries. The highest concentration of commercial land uses are along the Broad and Harford downtown commercial core.

C. Institutional

Institutional land uses are associated with land that is occupied by public buildings such as schools, government office buildings, museums, libraries, firehalls, churches, private clubs and assembly halls. In Milford Borough the majority of institutional land uses are government buildings (Pike County & Municipal), and churches.



Undeveloped









3.1.1 Traffic Analysis & Planning

A comprehensive traffic study was scheduled by Pike County for Milford Borough in summer 2020, and has been delayed due to the Covid-19 pandemic. Milford Borough Comprehensive Plan should inform any scope modifications needed to the County traffic study - before it is restarted. The upcoming 'Milford Borough Traffic Study, Parking Analysis and Complete Streets Evaluation' is currently scoped to critically review & evaluate:

- Traffic calming along entrance highways
- Truck traffic through the intersection of US Route 6 and US Route 209 – specifically, intersection geometry and oversized loads
- Tourism-pedestrian activity:
- · Crosswalks: number of, locations, and visibility
- Festivals: Milford Music Festival; Black Bear Film Festival Winter Lights Festival
- Mott Street Pedestrian Bridge
- Parking
- Accommodating adequate parking in the downtown area for residents, workers, visitors, and private retail shops

The study will include an implementation plan that outlines a recommended plan of action. Outcomes of the study will influence County's long range transportation plan as well as the 2021 Transportation Improvement Program (TIP) in collaboration with NEPA.

3.1.2 Road Condition & Realignments

Milford Borough should continue to focus on road maintenance and improvements to existing local municipal roads.

Roadway and turning geometry should be reviewed at the intersection of state highways at Broad and Harford Streets.

Trucks southbound on Broad Street that turn right on Harford Street have caused damage to the sidewalk and historic features in front of Forest Hall.

The Borough should continue to negotiate with PennDOT for multiple roadway improvements, including:

- Harford and Broad Street intersection
- Route 209 Bridge over the Vandermark Creek to include a trail facility on the downstream side
- Traffic calming / pedestrian improvements on both sides of Route 209 as it enters the Borough from the north.
- State highway stormwater improvements integrated with the Borough system
- New and upgraded pedestrian facilities at state highway crossings



Milford Borough Comprehensive Plan 2020



Forest Hall, at intersection of Broad & Harford Streets

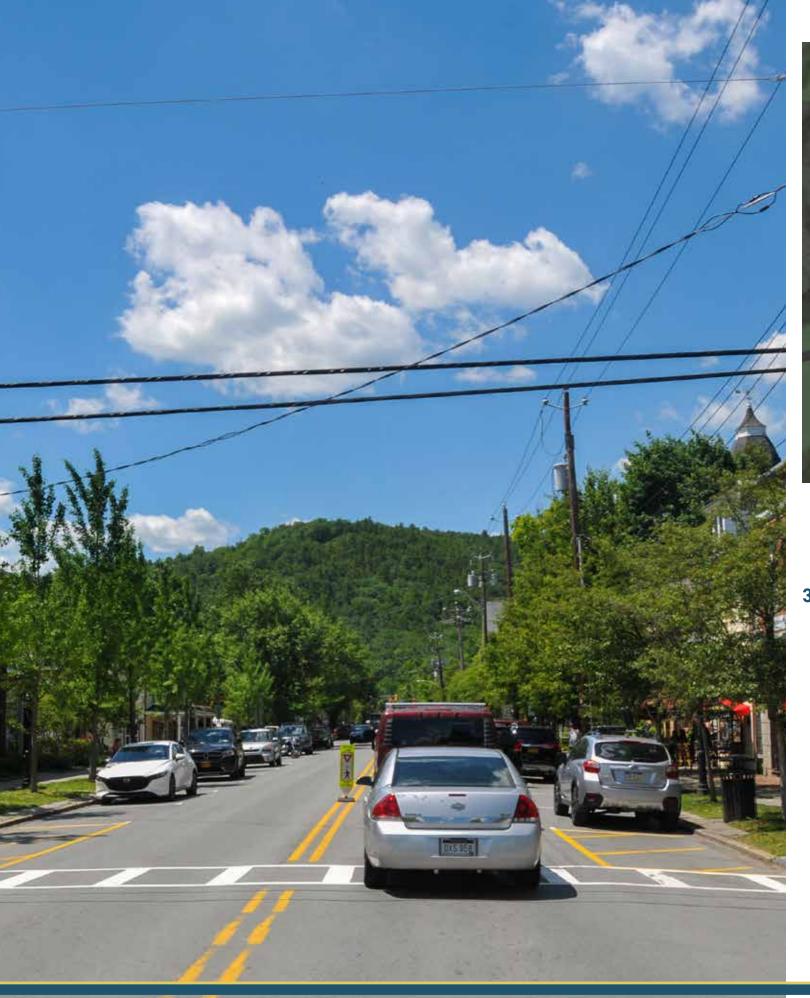
3.1.3 Bridges

The Route 209 bridge over the Sawkill Creek is scheduled for deck replacement in 2022. The preliminary PennDOT design map below shows PennDOT's plans for a temporary bridge.

It is recommended that longterm improvements to the Route 209 alignment & Metz Road alignments accommodate multimodal pedestrian / bicycle crossing improvements (improved crosswalk, rapid flashing beacon) at the intersection of these roads. The new bridge should include a Route 209 pedestrian crossing south of the southern bridge portal (near Metz Road intersection.)

East Harford Street (State Route 0209) over Sawkill Creek Borough of Milford and Dingman Township, Pike County, Pennsylvania







A. Route 209 bridge over Sawkill Creek

B. Future roadway alignments should support a perpendicular multimodal crossing with enhanced safety features (crosswalk, rapid flashing beacon, etc.)

3.1.4 Additional Transportation Actions

- Continue to participate in the PennDOT Customer Advisory Board.
- Continue to discuss highway improvement needs and discuss specific improvement projects through the Pike County Road Task Force and PennDOT.
- Work with local legislators, the County and PennDOT to schedule studies to identify improvements to correct identified road and intersection deficiencies.
- Complete and update annually a detailed Borough road inventory and evaluation to identify needs and develop an improvements schedule within normal budgetary process, and to identify potential capital projects.
- Maintain an up-to-date inventory of road maintenance equipment as a means of planning for replacement and inclusion in the capital improvements program.
- Advance multi-modal, and multi-municipal transportation initiatives that the Borough has initiated.



3.1.5 Pedestrian and Bicycle Improvements

In the public opinion survey, 73% of Borough residents noted that walkability is a 'very important' land use planning issue.

Advance Milford Borough pedestrian and bicycle infrastructure improvements that:

- Improve safety for all user groups (pedestrians, bicyclists, motorists).
- Connect regional destinations (Grey Towers, DEWA) & local destinations (Borough Parks, County facilities, downtown business district) via a comprehensive multimodal network.
- Provide improved space for Borough residents and visitors to recreate outdoors.

The map (opposite page) delineates conceptual locations for the pedestrian and bicycle improvements, including, as described:

Broad & Harford Street on-road bicycle infrastructure

Pear & Blackberry Alley improvements

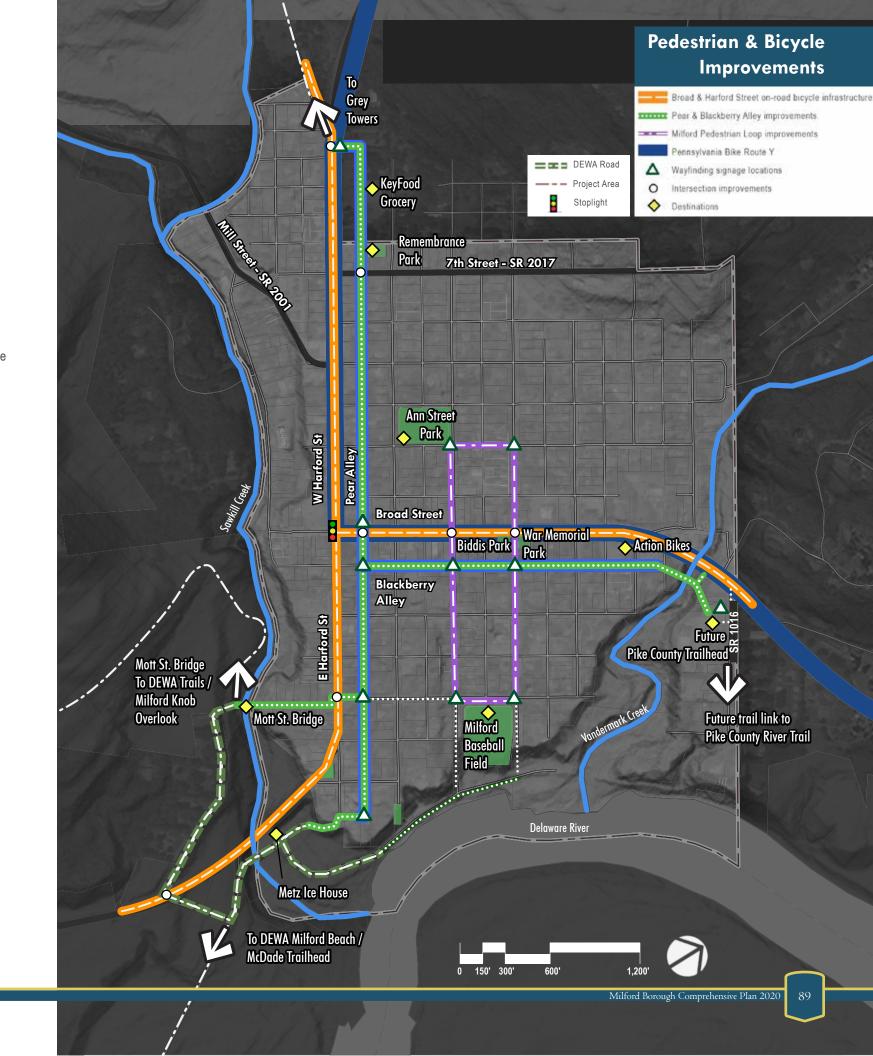
Milford Pedestrian Loop improvements

Pennsylvania Bike Route Y

Wayfinding signage locations

Intersection improvements

Destinations



3.1.5a Broad & Harford Street On-Road Bicycle Infrastructure

STRAVA data indicates cyclists regularly use Broad and Harford Streets (Pennsylvania Bike Route Y). While on-street parking and cartway widths limit the use of bicycle lanes, acceptable onroad bicycle infrastructure improvements can include:

Sharrows: Sharrows are pavement markings designed to alert motorists to the presence of cyclists in the roadway. A sharrow is a combination of an arrow and a cyclist. This includes the concept of "share the road", thus the "sharrow."

Sharrows are typically appropriate for roadways with posted speeds no higher than 25 MPH. Broad & Harford Streets fall into this category and are the most appropriate location for

Signage - Signage can be provided along the road with no cartway (pavement) improvements. Signage informs motorists to watch out for bicyclists on the roadway.

Manual on Uniform Traffic Control Devices (MUTCD) standards: Share the Road (W11- and W16-1P) signs and Bicyclist May Use Full Lane (R4-11)signs; Place signs at the beginning of the bike route, roadway intersections, and throughout the segment where deemed required, and at the end of the bike route.



Examples of appropriate signage to accompany sharrows. Image Source: NACTO

Below is an example of what sharrows can look like once completed. Image Source: National Association of City Transportation Officials (NACTO)





3.1.5b Pear & Blackberry Alley Improvements

Improvements to Milford Borough's alley network may create safer, and multi-functional routes for pedestrians and cyclists of varying ages and abilities.

Through signage and infrastructure improvements, Pear and Blackberry Alley is conceptualized as a 1.5 mile share-the-road bicycle and pedestrian route which parallels U.S. Routes 209 and 6 (Broad & Harford Streets).

These improvements focus alternative transportation uses through under-utilized Borough alleys that may create desirable alternative routes to competing parallel state highway corridors through town. Pear and Blackberry improvements are conceived to safely and attractively connect Pike County and DEWA trails with termini on the north and south ends of the

Borough, respectively. Such as system of Alley improvements can potentially direct visitors through the Borough using these low-volume corridors that can also convey multiple civic infrastructure elements - including stormwater BMPs and new sanitary sewer mains (described later in this chapter).

Borough alley improvements are conceived to provide safer multimodal connections to regional destinations (Grey Towers, DEWA and the McDade Trail) & local destinations (Borough Parks, County facilities, downtown business district).

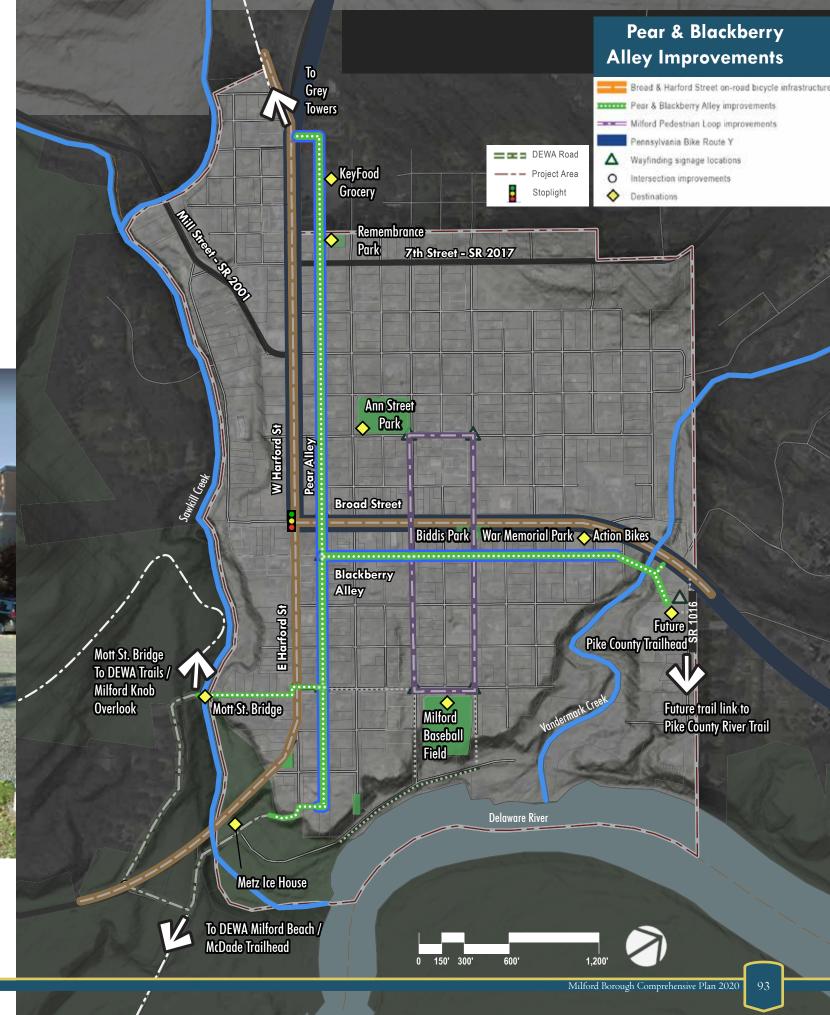
The Borough will coordinate with DEWA, PennDOT, County and Borough stakeholders during the planning and design process, regarding routes/connections, local and state road jurisdictions for HOP intersections, ADA curb cuts and crosswalks, and wayfinding signage improvements.



Conceptual Corridor - Blackberry Alley, looking north



Conceptual Corridor - Pear Alley, looking west



3.1.5c Milford Pedestrian Loop =====

The proposed Milford pedestrian loop is a 1.0 mile linear system of sidewalk improvements within Borough street rights-of-way, and three state highway pedestrian crossings to create a safe and accessible walking route. The pedestrian loop can enable residents and visitors to travel without vehicles safely between the County government center / Borough commercial core – and the National Recreation Area destination of Milford Beach and the McDade Trailhead northern terminus within DEWA.

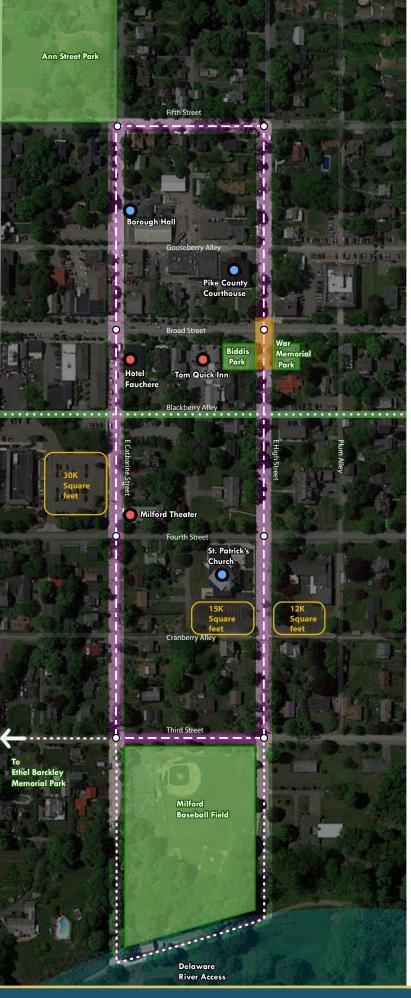
The Milford pedestrian loop is aligned east to west from 3rd to 5th Street, and north to south from High to Catharine Street. This loop is conceived to direct and connect residents and visitors to the commercial, civic, and open space & recreation resources within the Borough. Additionally, three parking areas adjacent to the loop have been identified as potential temporary outdoor civic areas which may support local businesses, local food establishments, food trucks, festivals, outdoor film viewings, etc.

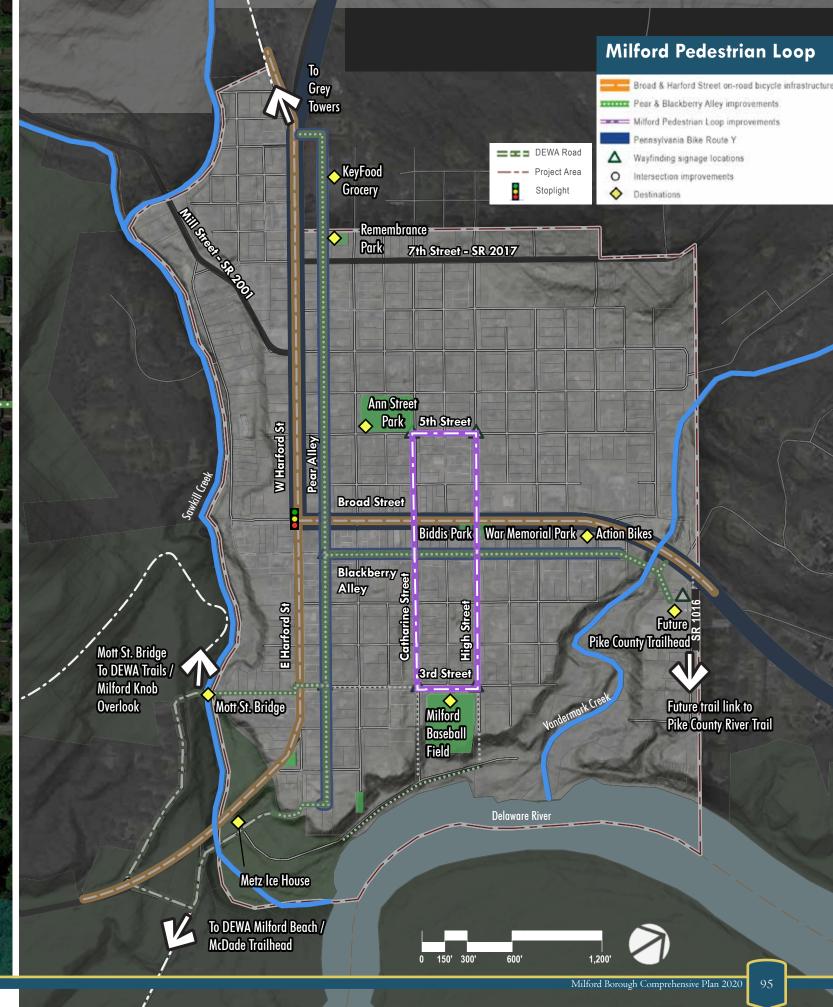
Connections from 3rd Street to the Delaware River will be less formal than the Milford pedestrian loop, and will be dictated by the steep topography at the Milford Baseball Field approaching the river.

Legend

Existing Parks & Open Space Existing Location Milford Pedestrian Loop Secondary Walking Route Alley Improvement Areas O Intersection Improvements

Potential Temporary Outdoor Civic Areas





The pedestrian loop can include formal infrastructure elements such as:

- Sidewalks
- Sharrows
- Bike lanes
- Crosswalks
- ADA curb cuts
- Signage

3.1.5d Wayfinding Signage

Wayfinding signage is important to direct Borough residents and visitors to appropriate local and regional destinations within the Borough.A successful wayfinding signage plan will function at all modes/scales to accommodate pedestrians, bicyclists, transit and automobiles.

The Borough should develop a coherent signage location strategyto address multiple missing "gaps" in those systems that are needed by visitors to navigate locally and needed by local partners to direct/serve visitors.

Any comprehensive signage plan must acknowledge relevant jurisdictional signage regulations / guidelines including visual vocabularies already in use by DEWA, PennDOT and Pike County.

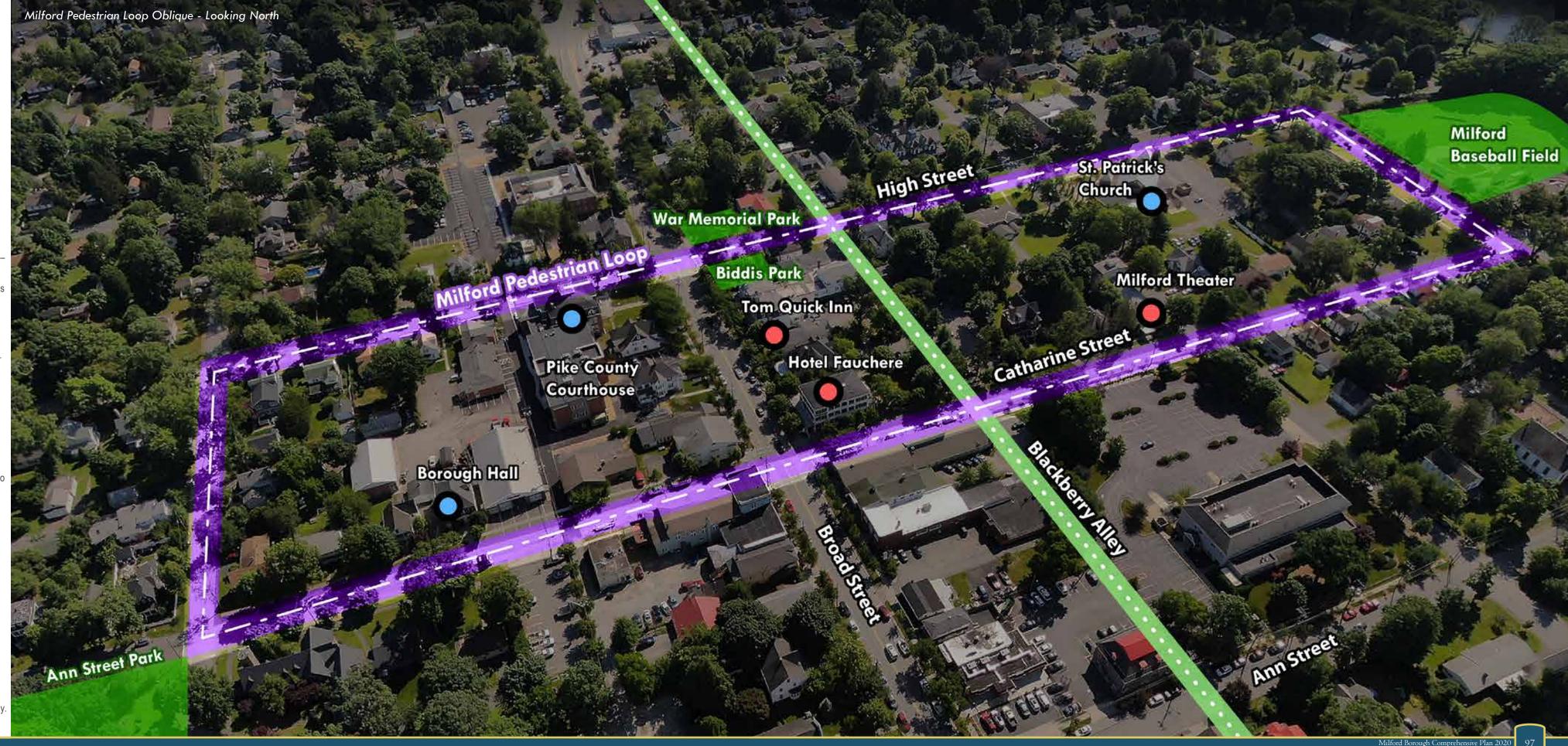
3.1.5.e Repair Existing Sidewalk

Creating and maintaining an interconnected and well-maintained walkway system within the Borough is a clear priority for Milford residents. Sidewalks are an essential part of an interconnected pedestrian system, that also includes trails, walkable alleys, pedestrian bridges and ADA accessible crosswalks. The concept to make improvements to the existing segments of sidewalks within a Milford Pedestrian "Loop" alignment brings a focus on making a continuous walkable circuit along High, Catherine, 5th and 3rd Streets.

This "loop" strategy focuses Borough efforts on connecting existing segments of sidewalk with new sidewalk and crosswalk improvements to create a thoroughfare circuit that can safely and accessibly deliver residents and visitors to multiple key destinations within Milford.

Repairing, upgrading, and maintaining the existing sidewalk and crosswalk facilities in the commercial core should be the other Borough priority.

In the public survey, 70% of Borough residents noted that maintaining / improving existing sidewalks should be a high priority.





3.2 Ecological



3.2.1 Stormwater Runoff & Hydrologic Resources

As noted in Chapter Two, the Borough has several important surface hydrologic resources, including: Sawkill Creek, Vandermark Creek, and the Delaware River. It is critical to protect these resources from the damaging impacts of stormwater runoff.

Impervious surfaces allow little or no stormwater infiltration into the ground, and are the largest contributor to excess stormwater runoff. In natural areas, rainwater may be detained locally, and where possible infiltrated through the soil. In developed areas impervious surfaces, including, streets, rooftops, parking lots, patios, and walkways are all designed to immediately shed stormwater which can convey trash, animal waste, chemicals, automotive oils and sediment directly to local streams and water bodies.

Public alleys and public open spaces in Milford offer the best opportunities to re-conceive modern, green stormwater BMPs within the densely developed, historic Borough fabric and infrastructure systems.

3.2.2 Multi-Functional Transportation Corridor

The Pear & Blackberry Alley improvements can potentially incorporate green/gray stormwater best management practices (BMPs) to treat stormwater runoff from local and PennDOT roads.

Alleys that are to be developed as a Borough bike route system also may function as a stormwater BMP collection / conveyance system to manage runoff from Borough streets and PennDOT rights of way on Broad and Harford Streets.

The stormwater element of such transportation improvements

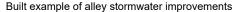
within the Borough is critical to contribute to municipal goals to alleviate local flooding that occurs in Blackberry Alley, and to help segregate infiltrative stormwater and wastewater management practices within Milford.

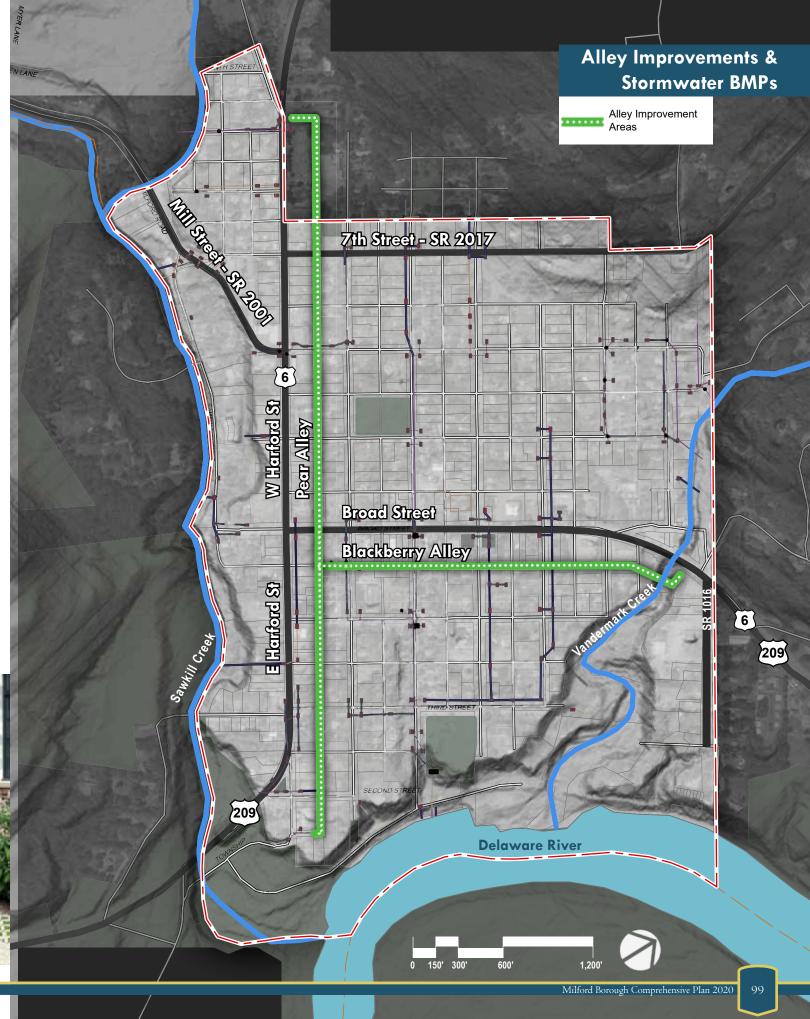
BMPs within the improved alley system will need to advance preliminary tasks, including:

- Calculate sub-watersheds within the Milford area by roadway segments – including PennDOT ROWs;
- Assess BMP intercepts, detention, infiltration, buffer, and conveyance BMP alternatives for alleys;
- Prepare stormwater BMP schematic plan and details to be integrated with Borough plans to for new sanitary sewer mains, bike routes and wayfinding signage within the alleys.

The alleys identified for pedestrian and bicycle improvements may include stormwater BMP features that intercept, detain, infiltrate and treat stormwater runoff from contributing local and PennDOT rights of way. These combined measures hold the potential to deliver a multi-functional transportation corridor design that will serve as a linear surface transportation route; and a surface/subsurface stormwater BMP system.









The Borough should continue efforts to preserve and restore historic and architectural resources.

The Milford Borough historic district (depicted on the opposite page) is the central defining element of this historic community and residents should continue as its stewards for future generations.

The Borough and historic preservation partners should consider pursuing listings on the National Historic Register for the Milford High School and the Cyrille Pinchot house.

3.3.2 Architectural Design Guide

The Milford Design Guide was developed by the Architectural Review Board (ARB) to provide property owners in the historic district with information and guidelines regarding architectural maintenance and rehabilitation. Based on the U.S. Department of the Interior's stringent historic preservation guidelines, the Milford Design Guide been a helpful resource for some property owners. However, the prohibitive costs incurred when following the design guidelines can be a financial disincentive to rehabilitate a property.

The Borough should pursue alternatives to fund a critical review and update of the Guide - as a strategy to streamline volunteer adherence by property owners to conserve the architectural and aesthetic values extant within Milford.

Any update to the design guide should focus on aesthetic preservation of character-defining features and aesthetic intent with appropriate alternatives to a rigid narrow scope of materials and practices for all improvements. As the Borough revisits Milford design guide, it should consult other model regional architectural guides recommended by PHMC and Conservation Tools. PHMC recommends periodic review and update of the ARB architectural design guide.

Relevant and recommended regional architectural design guides (included in the appendix of this report):

- Edgewood Village Architectural Design Guide, Yardley, Bucks
- Urban Center Landscapes Design Guide, Chester County, PA. Chester County Planning Commission
- "Model historic district ordinance for local governments in Pennsylvania" PHMC

Revised design guidelines can also follow the recommendations set forth in the 2016 Route 6 Management Action Plan / Historic Conservation Strategy and Corridor Management Plan. This plan divides the Route 6 corridor which runs along the Northern Tier of Pennsylvania into eight Character Areas, which is an approach that helps embrace diversity within a common identity. The Character Area for Milford is the Conservation Character Area and one of the recommendations is using "green" and eco-friendly practices like recycled materials and innovative stormwater management practices when designing new elements.



Cyrille Pinchot House on East Harford Street



Milford High School (Milford School House) on West Harford Street





3.4.1 Borough-wide open space & recreation recommendations:

- Develop a combined master site development plan for all Borough facilities.
- Connect Borough and regional partner recreation areas via multi-modal transportation network.
- Maintain ADA accessibility standards within Borough recreation
- Coordinate with civic associations and local organizations to host events, sporting activities, and festivals as approved by Borough Council. Coordinate and plan activities that will encourage use by community youth.
- Pursue grants to fund park and recreation improvements.
- Provide cultural activities in Borough park and recreation facilities for all age groups such as field trips, music festivals, and art shows.
- Provide outdoor classroom and educational opportunities in response to 2020 Covid-19 pandemic restrictions.

In the public opinion survey, on a scale of 1 to 5 (one being high priority, 5 low priority) 64% of Borough residents ranked improving parks, trails and recreation either a 1 or 2.

3.4.2 Site-specific recommendations

Recommendations are made for the following facilities:

- A. Ann Street Park
- B. Biddis, War Memorial & Courthouse Parks
- C. Milford Riverfront Parcel & Milford Baseball Field
- D. Northern Gateway





3.4.2a Ann Street Park

- Replace perimeter chain-link perimeter fence with architecturally appropriate fence (for park security and aesthetic of residential neighborhood)
- · Improve walking paths, adjacent crosswalks, curb cuts (especially at intersections connecting to the Milford Pedestrian Loop improvements).
- Ensure park features meet ADA accessibility standards
- · Update and improve socially-distant
- Add spaces for an outdoor classroom or outdoor performance space
- · Consider play features which accommodate children of all ages & abilities







3.4.2b Biddis, War Memorial & Courthouse Parks

- Reinforce a cohesive visual aesthetic in all four quadrants of the 'town square' at the intersection of Broad and High Streets
- Use Milford Pedestrian Loop improvements to help visually integrate the four quadrants through all legs of the intersection. Collaborate with PennDOT.
- Improve safety of pedestrian crossing locations using: improved crosswalks, signage, bump outs, or other safety devices





3.4.2c Milford Riverfront Parcel & Milford Baseball Field

This parcel is the only riverfront property owned by the Borough and it shares a common property line, near the edge of the riverside bluff, with the Borough-owned Baseball Park passive recreation elements should be explored for this unique environmental resource, that also incorporate user safety and experience in this location, and provide Borough residents with recreational access to the River:

- · Interpretive / educational signage
- Walking paths
- · Seating areas and benches
- Local artwork

Care in the planning phase for this park should be taken to limit overuse by non-residents, specifically in terms of parking, erosion from overuse, security and privacy along the privately-owned riverside lane.

The Borough should advance the planning to connect the two parks as a task within its upcoming comprehensive Park Master Site Planning strategy.

The Milford riverfront park parcel partially located within the Delaware River floodway and any recreational improvements withing the low topographic or steep slope areas will require careful ecological planning and facilities improvements. In the public opinion survey, 78% of Borough residents noted that connection to the Delaware River is an important priority.

3rd Street **Delaware River**



Open Space & Recreation Recommendations

Broad & Harford Street on-road bicycle infrastructure Pear & Blackberry Alley improvements

Milford Pedestrian Loop improvements Pennsylvania Bike Route Y

▲ Wayfinding signage locations

Intersection improvements

Destinations



3.4.2d Northern Gateway

D

A small section of North Broad Street opposite John Street might potentially be closed to vehicular traffic, and be modified to become part of highway corridor treatments for a northern gateway public green space. This location should be planned integral to decisions for walkway / bike route facilities on the opposite side of Route 209 from this site. The potential impacts of a permanent closure of the small section of Broad Street will need to be assessed in terms of traffic flows within the Borough. The upcoming Pike County traffic study for Milford Borough will help inform decision-making on this streetscape option. Elements that may be within this northern gateway include:

- Benches and seating areas
 Public art
- Sidewalks
- Tree canopy

In the public opinion survey 38% of Borough residents rated this improvement as a high or moderately high priority.

AppleAlley D DELAWARE WATER GAP NATIONAL **Delaware River**

Current Alley

6th Street

CA

9th Street

8th Street

3.5 Housing



3.5.1 Mixed-Use Development

Mixed-use development is generally defined as structures with commercial uses on the ground floor, and residential and / or office uses above. There are several examples of traditional mixed-use development within the Milford Historic District.

Potential benefits of mixed use development:

- Promote a mix of retail, restaurants, offices, civic uses, and multi-family housing
- Provide more diverse housing opportunities
- Ensure the housing needs of low-income and elderly households continue to be met
- Enhance an area's unique identity and development potential (e.g., village centers, locations near bike paths, or "gateway" areas)

Mixed-use residential units within the commercial corridor may help serve future senior, workforce, and affordable housing populations.

W. Harford gas station: can potentially accommodate mixed use commercial and residential development. This use is the highest and best use for the site.

It is important that any new mixed use or residential development reinforce and support Milford architectural and streetscape aesthetic goals including: materials, proportions, landscape elements, lighting, colors, etc.

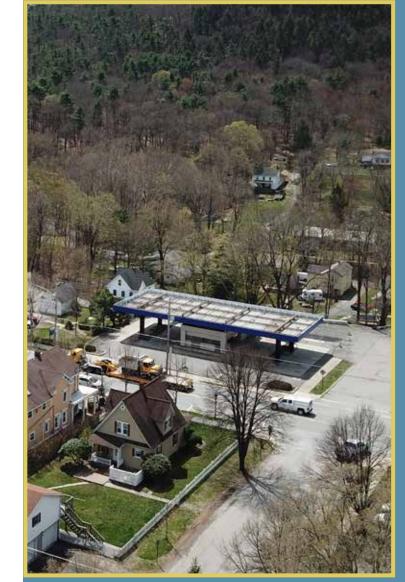
In the public opinion survey,

- 28% of Borough residents considered rental housing / apartments 'important' or 'very important' future housing type.
- 80% of Borough residents considered owner-occupied housing 'important' or 'very important' future housing type.





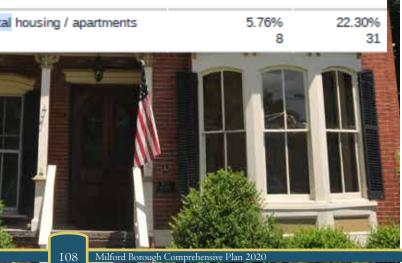
Examples of mixed-use infill development











Milford Borough Comprehensive Plan 2020

3.5.2 Accommodating Residential **Growth Within Existing Structures**

Residential growth over the next decade can potentially be accommodated within existing building stock through adaptive reuses and population turnovers. The public opinion survey and conversations with the public indicate the desire to keep Borough residential areas (noted on the following page) as primarily detached single-family residential units.

As noted in chapter 1, the population of Milford Borough over the last two decades has declined in the 10-49 age group and increased in 50-80+ age group.

If these trends continue, shifting demographics could potentially provide an opportunity for existing housing stock to accommodate new younger and larger family households. As seniors move from single family dwellings to senior / retirement communities, younger families may move in. If a senior family of two leave their Borough home and a young family of four move in, that property has experienced 200% growth within the footprint of the existing structure.

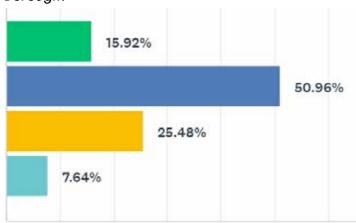
3.5.3 Pursue Additional Affordable & **Senior Housing**

It is recommended that Milford Borough work with the Wayne County Housing Authority and other affordable housing organizations to ensure the housing needs of low-income and elderly households continue to be met.

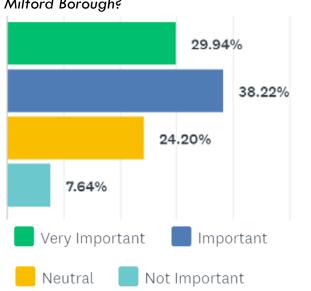
As the County seat, Milford Borough should encourage the County to establish a Pike County Housing Authority which can address County housing needs.

As noted below in the results from the public opinion survey, respondents noted a desire to see both affordable and senior housing options in the Borough.

How important is to have senior housing in Milford Borough?



How important is to have affordable housing in Milford Borough?





3.6 Community Facilities

3.6.1 Evaluate Joining a Regional Police Force

In 2020, Milford Borough committed \$400,000 to fund the local police department and \$65,000 to fund the Milford Fire Department. These are substantial costs for the municipality, and it may be appropriate to coordinate with neighboring communities to evaluate joining a regional police force.

A regional force may potentially provide police and emergency services at a reduced cost for each participating municipality. While savings in manpower, administration, space and equipment costs can potentially be realized by inter-municipal cooperative efforts - further analysis is need. Milford Borough can look to two successful regional police forces in Monroe County:

- Pocono Mountain Regional Police Force: Coverage area includes Mount Pocono Borough, Tobyhanna Township, Tunkhannock Township, Coolbaugh Township.
- Stroud Areas Regional Police: Coverage area is 39 square miles and includes Stroudsburg Boroughs, East Stroudsburg Township, and Stroud Township.

In 2004, the Governor's Center of Local Government Services, (part of the Pennsylvania Department of Community and Economic Development), completed the "Regional Police Feasibility Study for the Northeastern Pike County Regional Police Department."

The study concluded that the consolidation of the Matamoras, Milford Borough, and Westfall Township police departments into one regional police department was highly feasible and workable.

As well as regional police, Milford Borough should consider a multi-municipal approach to shared emergency medical services. A regional EMS department could potentially improve services for Pike County residents and reduce the individual financial burden for participating municipalities. Milford Township should remain an important partner in this effort.

3.6.2 Medical Facilities

Pike County is the only County in Pennsylvania that does not have a hospital or urgent care facility. Milford Borough residents travel longer distances for both routine medical services and emergency care.

Pike County has completed its own study to determine the preferred location for a new medical facility. The County has identified Route 739 for a potential future facility. This location can potentially serve the greatest number of County residents, and can be serviced by a county-owned wastewater treatment facility in this area.

Potential future facilities at this location can include:

- Micro-hospital
- Diagnostic Facilities
- Urgent Care

In Pennsylvania new medical facilities have been constructed near highway interchanges. Penn State Health is under construction in East Hempfield Township in Lancaster County, near Route 283. It is recommended that the I-84 Interchange be analyzed for future medical facility / micro hospital / urgent care opportunities.

While this report cannot recommend specific locations for future medical facilities, it is clear that any successful development in this area will require coordination between Pike County, Milford Borough, and other neighboring municipalities. (map on opposite page).

3.6.3 Support Water Protection Plan

The 2006 Source Water Protection Plan for Milford Springs is a reference and educational document that describes the sources and vulnerability of the Milford Springs and summarizes the actions taken by the Milford Water Authority to develop a comprehensive program to protect the quality of the springs.

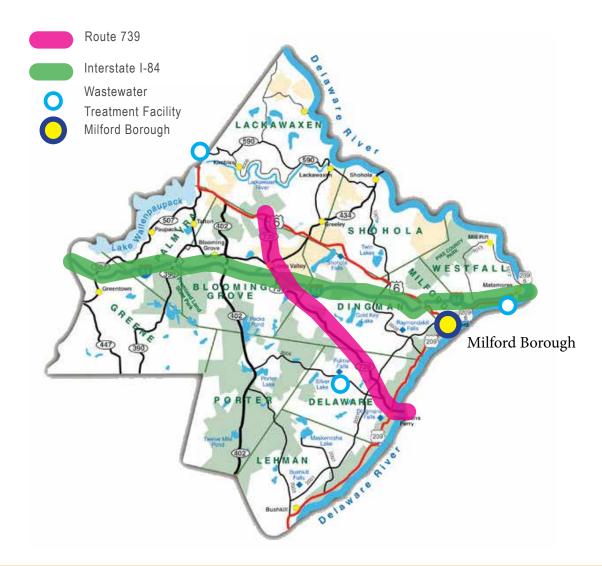
Milford Borough should continue to support and advance the recommendations set forth in this 2006 water source protection document.

The 2006 Plan recommends specific source water protection actions:

- Acquisition of key land parcels in fee or via conservation easement
- Working with existing commercial operations and the two sewage treatment plants in the watershed to minimize contamination threats and develop contamination notification check.

- Working with Dingman Township and MilfordTownship to ensure development in the watershed is managed with appropriate protective measures.
- Continuing the annual fifth grade source water protection program.
- Work with the Milford Authority to improve the public water system and protect water quality considering the Source Water Protection Plan in meeting Borough goals.
- Incorporate the most current and effective water conservation devices in building code requirements.

The complete 2006 planning document is available in the appendix of this report.



Milford Borough Comprehensive Plan 2020
Milford Borough Comprehensive Plan 2020

3.6.4 Wastewater Treatment & Disposal

As described in Chapter Two, Milford Borough's unique geologic history and alluvial and glacial soil characteristics permit water to infiltrate at high rates. Water moves through Milford Borough's alluvium downward and laterally until it merges with the surface water of the Delaware River. As a result Milford Borough has historically treated its wastewater exclusively through on-lot waste disposal systems. Select businesses and residents currently pump their wastewater, which is trucked to and treated at a private facility in Matamoras Borough and released into the Delaware River.

In the summer of 2020 Milford Beach in DEWA was closed to swimming due to high bacteria levels in the Delaware River. While no specific source is known, Milford Borough should partner with the National Park Service and other river communities to identify the potential sources and design systems to prevent re-occurrences that meet untied goals of protecting Delaware River quality.

3.6.4a Act 537 Plan

In August 2020 the engineering firm Herbert, Rowland & Grubic, Inc. prepared the draft "Regional Act 537 Plan; Eastern Pike County, Sewage Facilities Planning For Matamoras Borough, Milford Borough, Westfall Township, and Milford Township." This document noted the following:

"The purpose of this Act 537 Plan is to address the wastewater disposal needs of Matamoras Borough, Milford Borough, and portions of Westfall Township and Milford Township."

"An evaluation of existing on-lot disposal systems (OLDS) throughout the Study Area indicated that there is a need for improved wastewater disposal in Matamoras Borough, Westfall Township Southwest, Milford Township East, and Milford Borough."

"The needs areas were identified based on needs derived from the number of on-lot malfunctions, soil suitability, and commercial needs and growth. Structural alternatives for providing improved sewage facilities to these study areas were evaluated on the basis of environmental soundness, cost-effectiveness and structural feasibility."

"The structural alternatives evaluated in this Act 537 Plan to provide public sewer service to Matamoras Borough, Route 6/209 in Westfall, and Harford and Broad Street in Milford Borough represent technically feasible solutions for wastewater management in these areas, but not all of the solutions are cost effective as presented. Of the alternatives evaluated for these areas, it is recommended that Matamoras Borough pursue Alternative No. 2B, and Milford Borough pursue Alternative No. 6F."

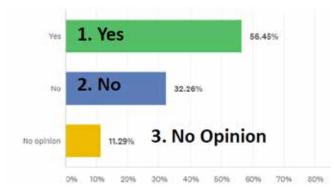
As noted above, the conceptual alternative 6F (depicted on the opposite page), would create a new wastewater transmission system designed to only serve the commercial district along Harford and Broads Streets within Milford Borough. The wastewater system would be routed beneath the following roadways: East Harford Street, West Harford Street, Gooseberry Alley, Blackberry Alley.

If approved, any Act 537 wastewater infrastructure improvements would take several years to fund, plan, permit, and construct.

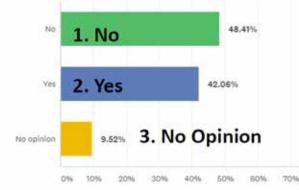
Federal funding is available for these public infrastructure projects.

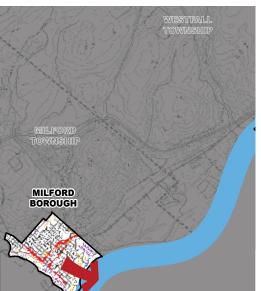
In the public opinion survey, Milford Borough residents offered the following opinions on Borough wastewater treatment:

Do you think it should be a priority for the Borough to provide central sewage collection and treatment in the Commercial District of the Borough?

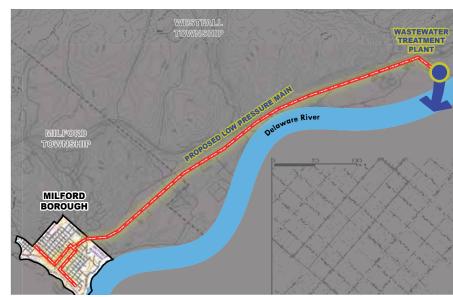


Do you think it should be a priority for the Borough to provide central sewage collection and treatment in the residential area of the Borough?





Existing Conditions: Borough wastewater treated by on-lot waste disposal systems



<u>Conceptual Improvement:</u> wastewater disposal as conceived in proposed Act 537 improvements, alternative 6F. Wastewater would be treated through Westfall Township wastewater treatment facility.

3.6.4b Wastewater Improvements per the Milford Borough Act 537 plan (Draft August, 2020)

Facts / Important takeaways:

- 1. Wastewater connections would not serve residential-zoned areas.
- 2. No cost to property owners in the zoned residential district.
- 3.Improvements would be beneficial for Delaware River health.
- 4. Coordination of wastewater and stormwater improvement in the alley alignments might be possible with smart funding applications.

Legend

Proposed Low-Pressure Main



Residential Area



Milford Borough Comprehensive Plan 2020
Milford Borough Comprehensive Plan 2020

3.7 Economic Development





3.7.1 Rethinking Outdoor Commercial Space During Covid-19.

State and local restrictions on indoor gatherings due to the 2020 Covid-19 pandemic continue to present unique challenges for businesses in Milford Borough.

The following case studies examine economic responses to Covid-19 in four Pennsylvania municipalities of similar density to Milford Borough, which has a density of 2,514 people per square mile.

Actions taken in these Pennsylvania communities might be adapted for use in Milford Borough, and may help support local establishments during the Covid-19 pandemic and future public health emergencies:

- Outdoor movie viewings on portable screens in parking areas or public parks.
- Temporarily convert public and private parking areas for civic and commercial use.
- Temporarily close targeted segments of municipal or state roadways (PennDOT), for civic and commercial use.
- Tents and other temporary structures can accommodate four season dining and commercial opportunities.

Case Study A: Doylestown, PA - Bucks County

- Density: 3,800 people per square mile
- County Seat

Doylestown has successfully hosted outdoor movie viewings in local parks and parking areas to support the local independent movie theater. Portions of Main Street (PennDOT roadway) and municipal roadways, temporarily closed on weekends to provide retail stores and restaurants additional outdoor space.



Case Study C: Wayne, PA - Delaware County

• Density: 2,200 people per square mile

Public and private parking areas converted to outdoor civic and commercial spaces to support brick and mortar businesses.

Tents and other enclosures have been installed with heaters and barriers to provide four-season recreation, commercial, and dining opportunities.



- Density: 4,700 people per square mile
- · Located along Schuylkill River

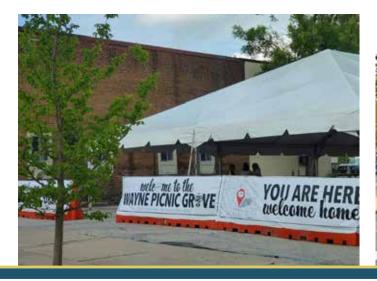
Targeted segments of main commercial corridor temporarily closed to vehicular traffic for civic and commercial uses. Alleys leading to Main Street re-purposed for commercial use – local businesses utilize as second frontage.



Case Study D: Easton, PA - Northampton County

- Density: 6,426 people per square mile
- · Located along Delaware River

Portions of Easton's Center Square and main streets (under PennDOT jurisdiction) have been temporarily closed for civic, dining, and recreation uses.





Milford Borough Comprehensive Plan 2020





Temporary locations for gourmet food trucks



Outdoor food court & temporary pop-up business space in Cape May, New Jersey

3.7.2 Alternate Uses Within Parking Areas

As noted in Chapter Two, Milford Borough has significant onstreet and private parking resources.

The Borough should critically consider options for alternative outdoor commercial uses of existing parking spaces. These parking areas can potentially support:

- Local business food trucks: While not allowed under current Borough regulation, food trucks may be advantageous for the Borough's commercial district. Food trucks should compliment existing brick and mortar businesses.
- Temporary vendor space: Parking areas can be used for temporary vendor space, and can be used by existing Borough establishments or new businesses. Local artisans and craftsmen can sell their products in these locations.

Approximate Borough Parking Spaces

Commercial Corridor

East Harford Street: 63 Spaces

West Harford Street: 108 Spaces

Broad Street: 108 Spaces

Total Residential Area On-Street Parking

Estimated: 400 Spaces

Public Parking Lots

Cherry Alley Lot: 16 Spaces

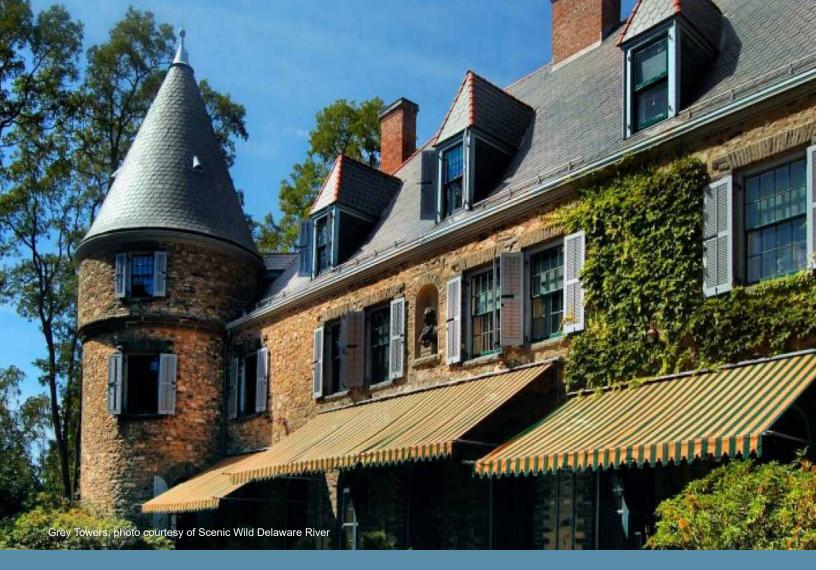
Kennedy Triangle: 10 Spaces

Future County Trailhead, Parking TBD

Private Parking Lots

Estimated: 720 Spaces





3.7.3 Borough Tourism & Wayfinding

3.7.3a Grey Towers

Owned and operated by the U.S. Forest Service, Grey Towers, the former home of the Pinchot family and birthplace of the American Conservation Movement, is a regional and national attraction. Located just outside the Borough, Grey Towers can host to tour groups, school visits, conferences, and other recreation activities.

The Borough should encourage Grey Towers visitors to spend time in town where they can:

- Support local merchants
- Dine at local restaurants
- Support the hospitality industry

The Forest Service has limited funding to support staffing hours. This limits the number of tourists who will visit Grey Towers and subsequently Milford Borough.

Milford Borough should work with elected Federal officials to earmark funds for additional staffing to serve visitors to Grey Towers.

Funding for Grey Towers to increase staff and visitation hours, in combination with a comprehensive wayfinding signage plan, can help bring visitors to the Borough and direct them to important local destinations.

3.7.3b Wayfinding Signage

Wayfinding signage can help direct Borough visitors to appropriate local and regional destinations.

The Borough has begun pursuing funding to negotiate and design a system of strategically placed wayfinding signage on key roadways and along proposed Borough alley improvement corridors to direct visitors to / from Grey Towers, DEWA, the Milford Historic District, and other destinations.

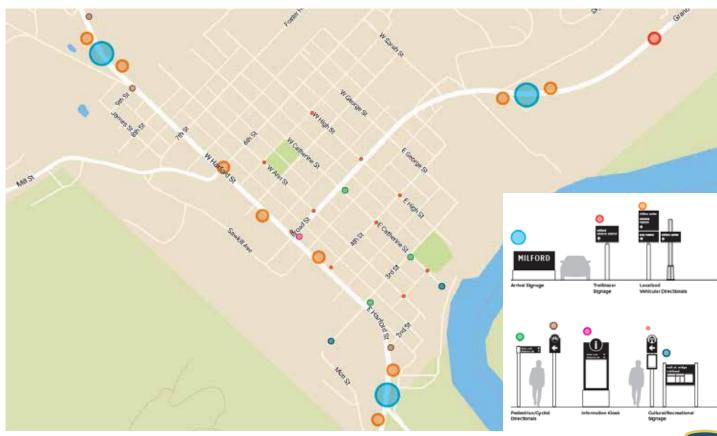
A preliminary wayfinding signage study has been completed. Preliminary findings and recommendations should be considered in coordination with priority recommendations of this Comprehensive Plan.

Signage must acknowledge relevant jurisdictional signage regulations / guidelines including visual vocabularies already in use by DEWA, PennDOT and Pike County.





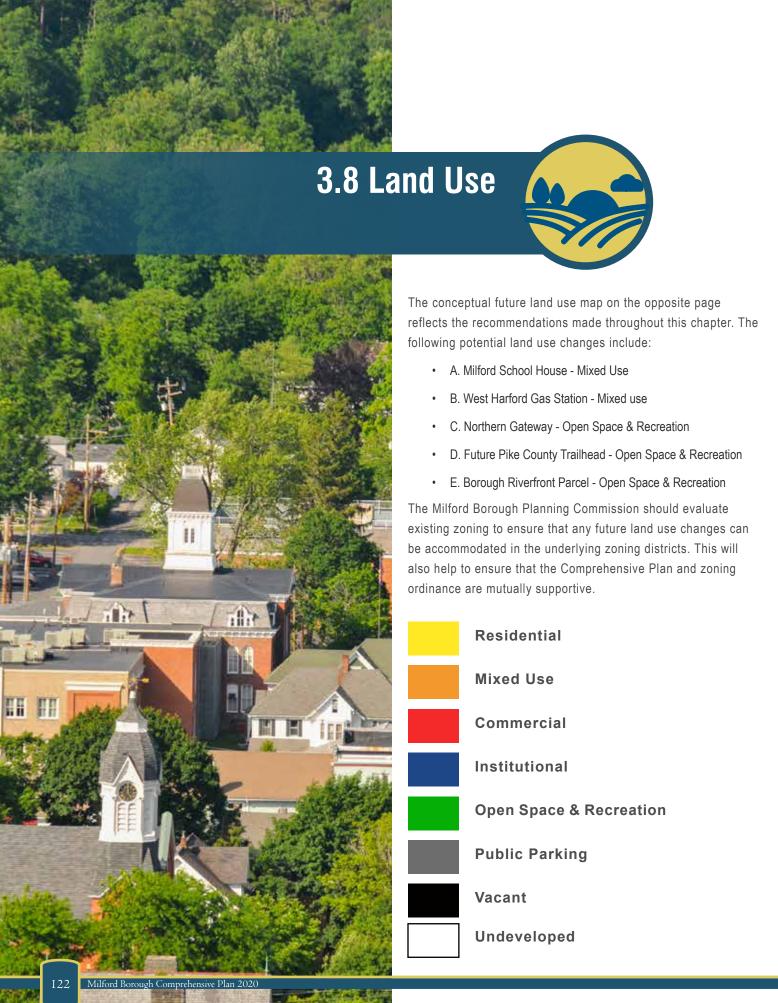
Preliminary wayfinding signage, developed by the public information design firm Two Twelve

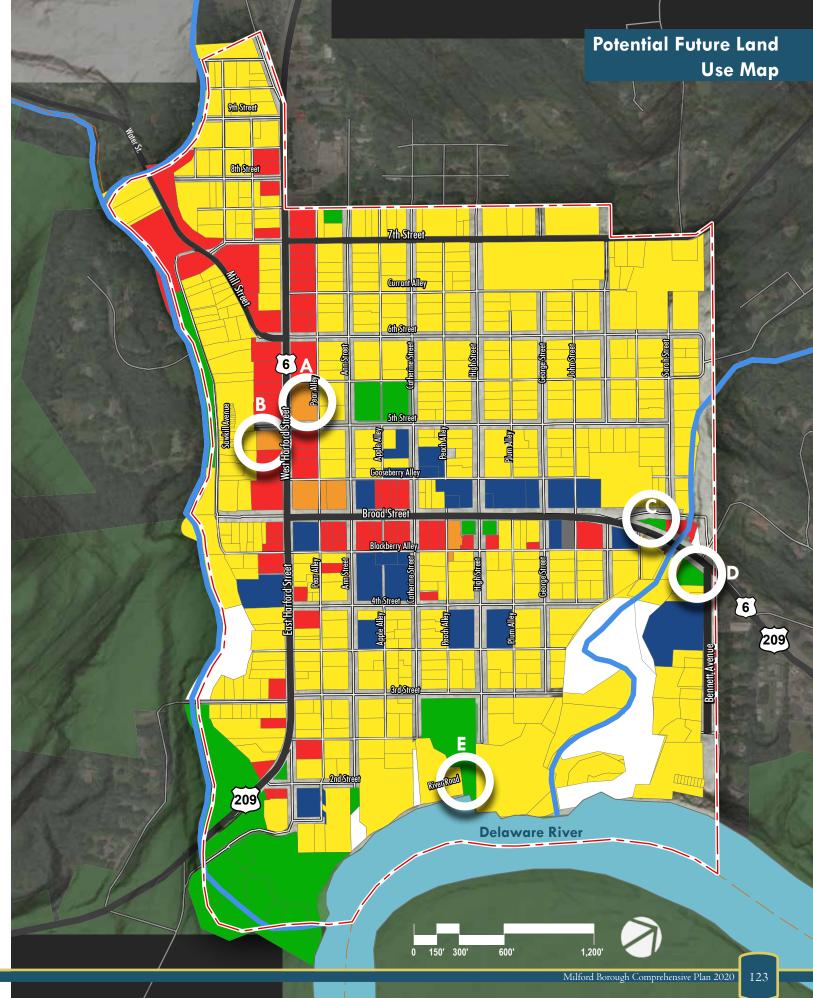


Conceptual wayfinding signage locations, developed by the public information design firm Two Twelve

Milford Borough Comprehensive Plan 2020

Milford Borough Comprehensive Plan 2020









4.1 Implementation Priorities

This list describes improvements identified in Chapter Three and organizes them according to short, mid, and long-term priorities. Milford Borough may pursue improvements in any order depending on municipal priorities and funding availability.

The various funding sources are discussed in detail later in this chapter. While individual projects may have short, medium, or long-term timelines, it is important to note that implementation of all proposed improvements is a long-term process.

Acronym	Full Name
PCPC	Pike County Planning Commission
PennDOT	PA Department of Transportation
DCED	PA Department of Community and Economic Development
DCNR	PA Department of Conservation and Natural Resources
DEP	PA Department of Environmental Protection
PennVEST	PA Infrastructure Investment Authority
PHMC	PA Historical and Museum Commission
NPS	National Park Service
FHWA	Federal Highway Administration
USDA	United States Department of Agriculture
NEPA	Northeast PA Alliance
PennDOT TA Set-Aside	PennDOT Transportation Alternatives Set-Aside Program
PennDOT MTF	PennDOT Multimodal Transportation Fund
PennDOT SRTS	PennDOT Safe Routes to Schools
DCED MTF	DCED Multimodal Transportation Fund
DCED GTRP	DCED Greenways, Trails and Recreation Program
DCED BOS Loans	DCED Business in Our Sites Loans
DCED KCP	DCED Keystone Communities Program
DCED HPTC	DCED Historic Preservation Tax Credit
DCED LSA-Monroe County	DCED Local Share Assessment Fund-Monroe County (Gaming Funds)
DCED HOME	DCED Home Investment Partnership Program
DCNR C2P2	DCNR Community Conservation Partnership Program
PennVEST CWSRF	PennVEST Clean Water State Revolving Fund
DEP NPSIP	DEP Non-Point Source Implementation Program
FHWA FLAP	FHWA Federal Lands Access Program
PHMC KHPCGP	PHMC Keystone Historic Preservation Construction Grant Program
PHMC CLGGP	PHMC Certified Local Government Grant Program
PHMC KHPPGP	PHMC Keystone Historic Preservation Planning Grant Program
LWCF	Land and Water Conservation Fund
Pike County SRCPP	Pike County Scenic Rural Character Preservation Program
RACP	Redevelopment Assistance Capital Program
USDA RUS-WEP	USDA Rural Utilities Service - Water and Environmental Program



	endation Number (#) and Name	Priority: Low (Implement in 5+ Years) Medium (Implement in 3-5 Years) High (Implement in 1-3 Years)	Potential Partners	Possible Funding Sources	Cost (Planning, Design, Implementation): Low <\$100K Medium <\$500K High >\$500K
3.1.1	Traffic Analysis & Planning - Inform any scope modifications needed for the Milford Borough Traffic Study, Parking Analysis and Complete Streets Evaluation, currently scoped to critically review and evaluate: • Traffic calming along entrance highways; • Truck traffic through the intersection of US Route 6 and US Route 209 (Broad & Harford Streets) • Tourism-pedestrian activity: • Crosswalks: number of, locations, and visibility; • Festivals: Milford Music Festival; Black Bear Film Festival Winter Lights Festival; • Mott Street Pedestrian Bridge; • Parking; • Accommodating adequate parking in the downtown area for residents, workers, visitors, and private retail shops	High	PCPC, PennDOT, NEPA	Not Applicable	Low (Planning)
3.1.2	Road Condition & Realignments - Continue to negotiate with PennDOT for multiple roadway improvements, including: • Harford and Broad Street intersection; • Route 209 Bridge over the Vandermark Creek to include a trail facility on the downstream side; • Sidewalk facilities on the proposed Route 209 bridge over the Sawkill Creek; • Traffic calming / pedestrian improvements on both sides of Route 209 as it enters the Borough from the north; • State highway stormwater improvements integrated with the Borough system; • New and upgraded pedestrian facilities at state highway crossings	Medium to High	PennDOT, PCPC	PennDOT TA Set- Aside, PennDOT MTF, DCED MTF, DCED GTRP, DCED LSA- Monroe County, DCNR C2P2, PennVEST CWSRF	Medium to High (Design, Implementation)
3.1.3	Route 209 Bridge: • Accommodate multimodal pedestrian / bicycle crossing improvements at the intersection of Route 209 and Metz Road; •Include a pedestrian walkway facility and a Route 209 pedestrian crossing south of the southern bridge portal (near Metz Road intersection) - Under NPS Jurisdiction	High	PennDOT	PennDOT TA Set- Aside, PennDOT MTF, DCED MTF, DCED GTRP	Medium to High (Design, Implementation)
3.1.4	Additional Transportation Actions: Continue to participate in the PennDOT Customer Advisory Board; Continue to discuss highway improvement needs and discuss specific improvement projects through the Pike County Road Task Force and PennDOT; Work with local legislators, the County and PennDOT to schedule studies to identify improvements to correct identified road and intersection deficiencies; Complete and update annually a detailed Borough road inventory and evaluation, and to identify potential capital projects; Maintain an up-to-date inventory of road maintenance equipment; Advance multi-modal, and multi-municipal transportation initiatives that the Borough has begun	Medium to High	PennDOT, PCPC, Pike County Road Task Force, Local Legislators	PennDOT TA Set- Aside, PennDOT MTF, PennDOT SRTS, DCED MTF, DCED GTRP, DCED LSA-Monroe County, DCNR C2P2, Legislative Funding	Low/Medium/High (Planning, Design)
3.1.5a	Broad & Harford Street On-Road Bicycle Infrastructure: •Introduce sharrows on Broad and Harford Streets; •Install signage on roads with no cartway (pavement) improvements, at the beginning of bike routes, roadway intersections, throughout the segment and at the end of bike routes	Low to Medium	PennDOT, PCPC, Local Businesses	PennDOT TA Set- Aside, PennDOT MTF, PennDOT SRTS, DCED MTF, DCED GTRP, DCED LSA-Monroe County, DCNR C2P2	Low (Implementation)
3.1.5b	Pear & Blackberry Alley Improvements: Introduce signage and infrastructure improvements along Pear and Blackberry Alleys, so they are conceptualized as a 1.5 mile share-the-road bicycle and pedestrian route; Safely and attractively connect Pike County and DEWA trails with termini on the north and south ends of the Borough (at the future Pike County trailhead/future trail link to the Pike County River Trail and to the linkage to DEWA Milford Beach/McDade Trailhead, respectively); Future multi-modal ped / bike crossing Vandermark Creek Provide safer multimodal connections to regional and local destinations	Medium to High	NPS, PennDOT, PCPC, Local Businesses	PennDOT TA Set- Aside, PennDOT MTF, PennDOT SRTS, DCED MTF, DCED GTRP, DCED LSA-Monroe County, DCNR C2P2, PennVEST CWSRF, DEP NPSIP, FHWA FLAP	Medium (Planning, Design)
3.1.5c	Milford Pedestrian Loop: Introduce a 1.0 mile linear system of sidewalk improvements within Borough street rights-of-way, and three state highway pedestrian crossings to create a safe and accessible walking route; Include formal infrastructure elements such as: sidewalks, sharrows, bike lanes, crosswalks, ADA curb cuts and signage.	Medium to High	PennDOT, PCPC, Local Businesses	PennDOT TA Set- Aside, PennDOT MTF, PennDOT SRTS, DCED MTF, DCED GTRP, DCED LSA-Monroe County, DCNR C2P2	Low to Medium (Planning, Design)
3.1.5d	Wayfinding Signage: • Develop a coherent signage location strategy— to address multiple missing "gaps"; • Acknowledge relevant jurisdictional signage regulations / guidelines including visual vocabularies already in use by DEWA, PennDOT and Pike County	Low to Medium	NPS, PennDOT, PCPC	PennDOT TA Set- Aside, PennDOT MTF, DCED MTF, DCED GTRP	Low (Planning, Design)
3.1.5.e	Repair Existing Sidewalk	High	PennDOT, Local Businesses	PennDOT TA Set- Aside, PennDOT MTF, PennDOT SRTS, DCED MTF, DCED GTRP, DCED LSA-Monroe County, DCNR C2P2	Medium (Planning, Design)

Milford Borough Comprehensive Plan 2020

3.2 Resources: Ecological					
	endation Number (#) and Name	Priority	Potential Partners	Possible Funding Sources	Cost: Low <\$100K Medium <\$500K High >\$500K
3.2.1	Stormwater Runoff & Hydrologic Resources Introduce modern, green stormwater BMPs with the public alleys and public open spaces	Medium to High	PCPC	PennVEST CWSRF, DEP NPSIP	Low to Medium (Planning, Design)
3.2.2	Multi-Functional Alley Corridors - Pear & Blackberry Alley BMPs - preliminary tasks to include: •Calculate sub-watersheds within the Milford area by roadway segments – including PennDOT ROWs; •Assess BMP intercepts, detention, infiltration, buffer, and conveyance BMP alternatives for alleys; •Prepare stormwater BMP schematic plan and details to be integrated with Borough plans to for new sanitary sewer mains, bike routes and wayfinding signage within the alleys	Medium to High	PennDOT, PCPC, Local Businesses	PennDOT TA Set- Aside, PennDOT MTF, PennDOT SRTS, DCED MTF, DCED GTRP, DCED LSA-Monroe County, DCNR C2P2, PennVEST CWSRF, DEP NPSIP	Medium (Planning, Design)
3.3 Resc	ources: Cultural & Historic				Cost: Low <\$100K
Recomm	endation Number (#) and Name	Priority	Potential Partners	Possible Funding Sources	Medium <\$500K High >\$500K
3.3.1	Milford Historic District: • Continue efforts to preserve and restore historic and architectural resources	Low to Medium	Milford Presents, Pike County Historical Society, Historic Preservation Trust of Pike County, PHMC	DCED HPTC, PHMC KHPCGP	Low to Medium (Planning)
3.3.2	Architectural Design Guide: • Pursue alternatives to fund a critical review and update of the Guide - as a strategy to streamline volunteer adherence by property owners to conserve the architectural and aesthetic values extant within Milford Historic District	Medium to High	Milford Presents, Pike County Historical Society, Historic Preservation Trust of Pike County, PHMC	PHMC CLGGP, PHMC KHPPGP	Low (Planning)
3.4 Ope	n Space & Recreation				0 1 1 24000
Recomm	endation Number (#) and Name	Priority	Potential Partners	Possible Funding Sources	Cost: Low <\$100K Medium <\$500K High >\$500K
3.4.1	Borough-Wide Open Space and Recreation Recommendations: Develop a combined master site development plan for all Borough facilities; Connect Borough and regional partner recreation areas via multi-modal transportation network; Maintain ADA accessibility standards within Borough recreation facilities; Coordinate with civic associations and local organizations to host events, sporting activities, and festivals as approved by Borough Council; Coordinate and plan activities that will encourage use by community youth; Pursue grants to fund park and recreation improvements; Provide cultural activities in Borough park and recreation facilities for all age groups; Provide outdoor classroom and educational opportunities in response to 2020 Covid-19 pandemic restrictions	Combined Master Site Development Plan for All Borough Facilities - High; All Other Recommendations -Low to Medium	Milford Presents, Delaware Valley	PennDOT MTF, PennDOT SRTS, DCED MTF, DCED GTRP, DCED LSA-Monroe County, DCNR C2P2, DCNR Conservation Landscapes, LWCF, Pike County SRCPP	Low to Medium (Planning)
3.4.2a	Ann Street Park: • Replace perimeter chain-link perimeter fence with architecturally appropriate fence; • Improve walking paths, adjacent crosswalks, curb cuts; • Ensure park features meet ADA accessibility standards; • Update and improve socially-distant seating; • Add spaces for an outdoor classroom or outdoor performance space; • Consider play features which accommodate children of all ages & abilities	Medium to High	Milford Garden Club, Milford Presents, Delaware Valley School District, PCPC, DCNR, DCED, Local sports organizations	PennDOT MTF, PennDOT SRTS, DCED MTF, DCED GTRP, DCED LSA-Monroe County, DCNR C2P2, DCNR Conservation Landscapes, Pike County SRCPP	Low to Medium (Planning, Design)
3.4.2b	Biddis, War Memorial & Courthouse Parks: Reinforce a cohesive visual aesthetic in all four quadrants of the 'town square' at the intersection of Broad and High Streets; Use Milford Pedestrian Loop improvements to help visually integrate the four quadrants; Collaborate with PennDOT; Improve safety of pedestrian crossing locations	Medium to High	Milford Garden Club, Milford Presents, Delaware Valley School District, PCPC, DCNR, PennDOT, DCED	PennDOT MTF, PennDOT SRTS, DCED MTF, DCED GTRP, DCED LSA-Monroe County, DCNR C2P2, DCNR Conservation Landscapes, Pike County SRCPP	Low to Medium (Planning, Design)
3.4.2c	Milford Riverfront Parcel & Milford Baseball Field - Add access from rear of ballpark to Borough riverfront property and provide the following facilities at these locations: •Walking paths; •Seating areas and benches; •Local artwork; •Interpretive / educational signage	Medium to High	Milford Garden Club, Milford Presents, Delaware Valley School District, PCPC, DCNR, DCED, Local sports organizations	PennDOT MTF, PennDOT SRTS, DCED MTF, DCED GTRP, DCED LSA-Monroe County, DCNR C2P2, DCNR Conservation Landscapes, Pike County SRCPP	Low to Medium (Planning, Design)
3.4.2d	Northern Gateway - Provide the following facilities at this location: •Benches and seating areas; •Public art; •Sidewalks; •Tree canopy	Low to Medium	Milford Garden Club, Milford Presents, Pike County Arts & Crafts Group, PCPC, DCNR, DCED	PennDOT MTF, PennDOT SRTS, DCED MTF, DCED GTRP, DCED LSA-Monroe County, DCNR C2P2	Low to Medium (Planning, Design)

3.5 Hou	ising				Cost: Low <\$100K
Recomm	nendation Number (#) and Name	Priority	Potential Partners	Possible Funding Sources	Medium <\$500K High >\$500K
3.5.1	Pursue Mixed-Use Development Within the Commercial Corridor: •Potentially accommodate mixed use commercial and residential development at the vacant W. Harford gas station. This use is the highest and best use for the site	Medium to High	PCPC, Pike County Chamber of Commerce, Local businesses	DCED BOS Loans, DCED KCP, DCED HPTC, PHMC KHPCGP, PHMC KHPPGP, RACP	Medium to High (Design, Implementation)
3.5.2	Accommodating projected population Growth Within Existing Residential Structures: • Potentially accommodate residential conversions within the existing footprint of the Milford School House	Medium to High	PCPC	DCED KCP, DCED HPTC, PHMC KHPCGP	Medium to High (Design, Implementation)
1.5.3	Pursue Affordable & Senior Housing: •Work with the Wayne County Housing Authority and other affordable housing organizations to ensure the housing needs of low-income and elderly households are met; •Encourage the County to establish a Pike County Housing Authority which can address County housing needs	Low to Medium	PCPC, Wayne County Housing Authority	DCED KCP, DCED HOME	Low to Medium (Planning)
.6 Con	nmunity Facilities				
lecomm	endation Number (#) and Name	Priority	Potential Partners	Possible Funding Sources	Cost: Low <\$100K Medium <\$500K High >\$500K
3.6.1	Regional Police & Emergency Services: •Coordinate with neighboring communities to establish a regional police force; •Consider a multi-municipal approach to shared emergency medical services	High	Pike County, Matamoras Borough, Westfall Township Milford Township	Legislative funding	High (Planning)
3.6.2	Medical Facilities: • Coordinate with local partners on location of future medical facilities	High	Pike County, Neighboring municipalities, Regional hospitals and health care providers	Legislative funding	High (Planning)
3.6.3	Support Water Protection Plan: • Milford Borough should continue to support and advance the recommendations set forth in the 2006 Source Water Protection Plan for Milford Springs.	High, Ongoing	Pike County, Milford Township, Westfall Township, Dingman Township, Milford Water Authority	Legislative funding	Medium (Planning, Design, Implementation)
3.6.4a / 3.6.4b	Act 537 Plan: • Support conceptual alternative 6F which would create a new wastewater transmission system designed to only serve the commercial district along Harford and Broads Streets within Milford Borough	Medium to High	Pike County, Milford Township, Westfall Township	USDA RUS-WEP	High (Planning, Design, Implementation)
3.7 Ecoi	nomic Development				
Recomm	endation Number (#) and Name	Priority	Potential Partners	Possible Funding Sources	Cost: Low <\$100K Medium <\$500K High >\$500K
3.7.1	Re-Imagine Outdoor Commercial/Public Spaces - During / after Covid-19: • Establish outdoor movie viewings on portable screens in parking areas or public parks; • Temporarily convert public and private parking areas for civic and commercial uses; • Temporarily close targeted segments of municipal or state roadways for civic/commercial uses; • Accommodate four seasons dining / commercial opportunities under temporary canopies	Medium to High	Pike County, PennDOT, Milford Presents, Local businesses	DCED LSA-Monroe County, William Penn Foundation, Private donations	Low (Planning, Implementation)
3.7.2	Alternate Uses Within Existing Parking Areas: • Allow local business food trucks; • Allow temporary vendor space	Medium to High	Pike County, PennDOT, Milford Presents, Local businesses	DCED LSA-Monroe County, Private donations	Low (Planning, Implementation)
l.7.3a	Borough Tourism & Wayfinding - Encourage Grey Towers visitors to spend time in town where they can: -Support local merchants; -Dine at local restaurants; -Support the hospitality industry / increase guest beds work with elected Federal officials to earmark funds for additional staffing to serve visitors to Grey Towers	Medium to High	U.S. Forest Service, Local businesses	Legislative funding	Low (Planning, Implementation)
3.7.3b	Wayfinding Signage • Consider preliminary findings and recommendations of the Borough wayfinding signage study in coordination with priority recommendations of this Comprehensive Plan; • Acknowledge relevant jurisdictional signage regulations / guidelines including visual vocabularies already in use by DEWA, PennDOT and Pike County	Low to Medium	NPS, PennDOT, PCPC	PennDOT TA Set- Aside, PennDOT MTF, DCED MTF, DCED GTRP	Low (Design, Implementation)

128 Milford Borough Comprehensive Plan 2020
Milford Borough Comprehensive Plan 2020



4.2 Potential Partners

Local, County, regional, and Federal partners can help Milford Borough advance the recommendations of the 2020 Milford Borough Comprehensive Plan. The following partners can be important advocates and can assist the Borough as it pursues grant funding for specific projects.

Local partners:

- Milford Presents
- · Milford Garden Club
- Milford/Matamoras Rotary Club
- Milford Presents
- · Gifford Pinchot Audubon Society

County / Regional partners:

- Delaware Valley School District
- Pike County Planning Commission
- · Pike County Conservation District
- Pike County Arts & Crafts Group
- · Pike County Historical Society
- Pike County Chamber of Commerce
- Pike County Economic Development Authority
- Historic Preservation Trust Of Pike County
- Northeast Pennsylvania Alliance (NEPA)

State partners:

- Pennsylvania Department of Transportation (PennDOT)
- Department of Community and Economic Development (DCED)
- Department of Conservation and Natural Resources (DCNR)
- Pennsylvania Infrastructure Reinvestment Authority (PennVEST)
- Pennsylvania Department of Transportation (PennDOT)

Federal partners:

- U.S. Forest Service
- National Park Service

Milford Borough Comprehensive Plan 2020
Milford Borough Comprehensive Plan 2020
I 3

4.3 Funding Sources

Multiple funding sources are available through grants, incentives and other programs for the implementation of the recommendations described in this report. Examples of funding sources are below.

PennDOT

Transportation Alternatives (TA) Set-Aside Program

The Transportation Alternatives Set-Aside Program (TA Set-Aside) is a Federal highway and transit funds set-aside under the Surface Transportation Program (STP) for community-based "non-traditional" projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. The program seeks to provide funding for construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. Non-motorized forms of transportation include sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. There is a minimum award of \$50,000 for construction projects.

There is a maximum award of \$1,000,000, although higher awards can be justified for "exceptional" projects. No applicant match is required, but all engineering and environmental clearances must be completed with non-FHWA funds to enable the TA funds to be used for construction and construction inspections.

For more information, visit https://www.penndot.gov/ ProjectAndPrograms/Planning/Pages/Transportation%20 Alternatives%20Set-Aside%20-%20Surface%20Trans.%20 Block%20Grant%20Program.aspx.



Safe Routes to Schools (SRTS)

Administered through TA Set-Aside, SRTS is a national and international movement to create safe, convenient and healthy opportunities for children to walk and bicycle to school. By getting more children to walk and bicycle to school, communities are helping children be healthier, they are reducing fuel consumption, alleviating traffic congestion, and improving air quality. SRTS programs are built on collaborative partnerships among many stakeholders, including educators, parents, students, elected officials, engineers, city planners, business and community leaders, health officials, and bicycle and pedestrian advocates.

Eligible activities include new or reconstructed sidewalks or walkways, pedestrian and bicycle signs or signals, transportation projects that achieve ADA compliance, such as curb ramps, bike parking facilities or bus bike racks, shared use paths, side paths, trails that serve a transportation purpose, crossing improvements, and traffic realignments, road diets, or intersection changes.

For more information, visit https://www.penndot.gov/TraveIInPA/ Safety/SchoolResourcesAndPrograms/SafeRoutesToSchool/ Pages/default.aspx

Multimodal Transportation Fund (MTF)

PennDOT's Multimodal Transportation Fund provides grants to ensure that a safe and reliable system of transportation is available to the residents of this Commonwealth. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail freight, passenger rail, and ports in order to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization. Grants are available for projects with a total cost of \$100,000 or more. Grants shall normally not exceed \$3,000,000 for any project. The PennDOT Office of Multimodal Transportation will consider grant requests over \$3,000,000 for projects that will significantly impact PennDOT's goal to leverage private investment and create jobs in the Commonwealth. Financial assistance under the Multimodal Transportation Fund shall be matched by local funding in an amount not less than 30% of the amount awarded.

For more information, visit https://www.penndot.gov/ ProjectAndPrograms/MultimodalProgram/pages/default.aspx

132 Milford Borough Comprehensive Plan 2020
Milford Borough Comprehensive Plan 2020

PA Department of Community & Economic Development, Commonwealth Financing Agency (CFA)

Multimodal Transportation Fund (MTF)

Administered through the PA Department of Community and Economic Development (DCED), the Multimodal Transportation Fund provides grants to encourage economic development by ensuring that a safe and reliable multimodal system of transportation is available to the residents of the Commonwealth. Funds may be used for the preliminary engineering tasks, and development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development. Grants are available for projects with a total cost of \$100,000 or more and grants shall not exceed \$3,000,000 for any project. The CFA will consider grant requests over \$3,000,000 for projects that will significantly impact the CFA's goal to leverage private investment and create jobs in the commonwealth. Financial assistance under the Multimodal Transportation Fund shall be matched by local funding in an amount not less than 30% of the non-federal share of the project costs. For more information, visit https://dced.pa.gov/ programs/multimodal-transportation-fund/

Greenways, Trails and Recreation Program (GTRP)

Administered through the DCED, the Greenways, Trails and Recreation Program (GTRP) provides funding for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects. The program awards up to \$250,000 per project to eligible applicants and requires a local match of 15% of the total project cost. Funding from DCED for "sidewalk" connections will need to be categorized as multi-use trails.

For more information, visit https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp/

Department of Conservation and Natural Resources (DCNR)

Community Conservation Partnership Program (C2P2)

C2P2 provides funding to municipalities and authorized nonprofit organizations for recreation, park, trail and conservation projects. These include planning for feasibility studies, trail studies, conservation plans, master site development plans, and comprehensive recreation park and open space and greenway plans; land acquisition for active or passive parks, trails and conservation purposes; and new development and rehabilitation of parks, trails, Riparian Forest Buffers, and recreation facilities. Most of these projects require a 50% match, which can include a combination of cash and/or non-cash values. Funding from DCNR for "sidewalk" connections will need to be categorized as multi-use trails.

For more information, visit https://brcgrants.dcnr.pa.gov/

Conservation Landscapes

Conservation Landscape Initiatives are driven by a partnership approach to accomplishing conservation, recreation and revitalization goals at the regional level. As it was formulating this initiative, DCNR found that local entities struggled with visioning, planning and implementing projects that assure resource conservation and community re-vitalization. By getting community leaders, other state agencies, local governments, businesses, philanthropies and nonprofits all engaged around a common goal - motivated by a sense of place – it is much easier to tackle effective land use planning, investment, citizen involvement and revitalization. Through these landscapes initiatives, DCNR is working closely with partners and communities on issues such as: Creating sustainable development within local communities, Protecting greenways, Creating walking and biking trails, Protecting habitats, Acquiring conservation lands, Reducing forest fragmentation. For more information:

https://www.dcnr.pa.gov/Communities/ConservationLandscapes/ Pages/default.aspx

Pocono Forests and Waters Conservation Landscape (PFW CL) Conservation Assistance Grant

The Pocono Forests and Waters Conservation Landscape is administered by the Pennsylvania Environmental Council (PEC) and aims to identify and protect its local and natural outdoor resources while implementing trail connections throughout the region.

The goals of the PFW CL are to identify important natural landscape areas for acquisition, easements, and other land protection measures and to engage communities to promote, enhance, and conserve local natural, cultural, and outdoor recreational resources. Additional goals are to identify and create greenway and trail connections to public lands and communities throughout the landscape.

Through this Landscape work, PEC works with the Pennsylvania Department of Conservation and Natural Resources (DCNR) and community partners to connect State Parks and Forests to communities, connect community programs to each other, and connect citizens and visitors to the region's abundant habitat and outdoor recreation areas. Department of Community and Economic Development (DCED)

This program provides mini-grants of \$2,000-\$10,000 to projects within the Pocono Forests and Waters Conservation Landscape that support and advance the initiative's goals and priority areas.

For more information, visit: https://pecpa.org/programs/watersheds/pocono-forests-waters-conservation-landscape/

Department of Community and Economic Development (DCED)

Keystone Communities Program (KCP)

The Keystone Communities (KC) program is designed to encourage the creation of partnerships between the public and private sectors that jointly support local initiatives such as the growth and stability of neighborhoods and communities; social and economic diversity; and a strong and secure quality of life. The program allows communities to tailor the assistance to meet the needs of its specific revitalization effort.

Communities may wish to consider designation through the KC program as a Keystone Main Street, Keystone Elm Street, Keystone Enterprise Zone, or Keystone Community. Designation is an opportunity for targeted investment and development including the identification of specific needs for investment and/or development and the design and implementation of a strategy to address those needs.

For more information, visit https://dced.pa.gov/programs/ keystone-communities-program-kcp/

Historic Preservation Tax Credit

The Historic Preservation Tax Credit (HPTC) provides tax credits to qualified taxpayers who will be completing the restoration of a qualified historic structure into an-income producing property. All projects must include a qualified rehabilitation plan that is approved by the Pennsylvania Historical and Museum Commission (PHMC) as being consistent with the standards for rehabilitation of historic buildings as adopted by the United States Secretary of the Interior. Tax credits may be applied against the tax liability of a qualified taxpayer which includes an individual, corporation, business trust, limited liability company, limited liability partnership or any other form of legal business entity. The tax credits awarded to a qualified taxpayer shall not exceed 25 percent of the qualified expenditures as determined by the application in connection with the completed project. Tax credit awards can be increased to 30 percent of the qualified expenditures in connection with a workforce housing completed project. The total tax credits awarded to a qualified taxpayer may not exceed \$500,000 in any fiscal year.

More information at: https://dced.pa.gov/programs/historic-preservation-tax-credit-hptc/

4 Milford Borough Comprehensive Plan 2020
Milford Borough Comprehensive Plan 2020

Business in Our Sites (BOS) Loans

The Business in Our Sites Program provides loans for the acquisition and development of key sites for future use by businesses, private developers, and others. The program is administered through the Commonwealth Financing Authority (CFA). The program is intended to provide financial assistance to municipalities and others to prepare sites for future use. Projects which require site development assistance where a business has already committed to locating at a specific site or where a private developer has already committed to locating a facility for a specific user may also seek financial assistance under other appropriate programs administered by DCED. Eligibility: Municipalities, Municipal authorities, Redevelopment authorities, Industrial development agencies, Private developers.

More information at: https://dced.pa.gov/programs/business-in-our-sites-grants-and-loans-bos/

Local Share Assessment Fund (LSA) Monroe County – (Gaming Funds)

The Pennsylvania Race Horse Development and Gaming Act (Act 2004-71) as amended has established the Pennsylvania Gaming Local Share Account under DCED or the Commonwealth Financing Authority (CFA) for the purpose of distributing a percentage of gross terminal slots and table games revenues of certain licensed gaming facilities in an orderly and timely fashion to support and enhance community and economic well-being and mitigate the impact of gaming and related activities. Eligible applicants include Monroe County; five counties contiguous to Monroe including: Carbon, Lackawanna, Northampton, Pike and Wayne; municipalities, economic development agencies, and redevelopment authorities in those counties.

More information at: https://dced.pa.gov/programs/local-share-account-lsa-monroe-county/



Home Investment Partnership Program (HOME)

The Pennsylvania HOME Program is a federally funded program that provides municipalities with grant and loan assistance to expand and preserve the supply of decent and affordable housing for low- and very low-income Pennsylvanians. HOME funds can be used in a variety of ways to address critical housing needs in the Commonwealth, including market-oriented approaches that offer opportunities such as homeownership or rental activities to revitalize communities with new investment. HOME Program funds are provided to DCED from the U.S. Department of Housing and Urban Development (HUD) through the annual entitlement appropriation process. Applicants seeking Existing Owner-Occupied Housing Rehabilitation and Homebuyer activities funding will be limited to a maximum of \$500,000 as a town, borough or township. Cities and county applicants are limited to \$750,000.

More information at: https://dced.pa.gov/programs/home/

Office of the Budget

Redevelopment Assistance Capital Program (RACP)

The Redevelopment Assistance Capital Program (RACP) is a Commonwealth grant program administered by the Office of the Budget for the acquisition and construction of regional economic, cultural, civic, recreational, and historical improvement projects. RACP projects are authorized in the Redevelopment Assistance section of a Capital Budget Itemization Act, have a regional or multi-jurisdictional impact, and generate substantial increases or maintain current levels of employment, tax revenues, or other measures of economic activity. RACP projects are state-funded projects that cannot obtain primary funding under other state programs. A RACP project must have a total cost of at least \$1,000,000. At least 50% of the project cost must be match (non-state) participation.

For more information, visit https://www.budget.pa.gov/Programs/ RACP/Pages/Main%20Page.aspx

I 36 Milford Borough Comprehensive Plan 2020 Milford Borough Comprehensive Plan 2020 I

William Penn Foundation

The William Penn Foundations offers funding to enhance the vitality and vibrancy of the Greater Philadelphia region, and are committed to increasing high-quality, educational opportunities for economically disadvantaged students; supporting arts, culture and the development of accessible and vibrant public spaces; and protecting the Delaware River watershed.

The Foundation has a two-stage online application process which includes an initial inquiry and an invited full proposal. As a first step, they suggest reviewing the program guidelines before making an inquiry. This will allow Lehman to confirm that proposed work aligns with the Foundation's strategic priorities and eligibility requirements. For more information:

https://williampennfoundation.org/how-we-fund

National Fish and Wildlife Foundation

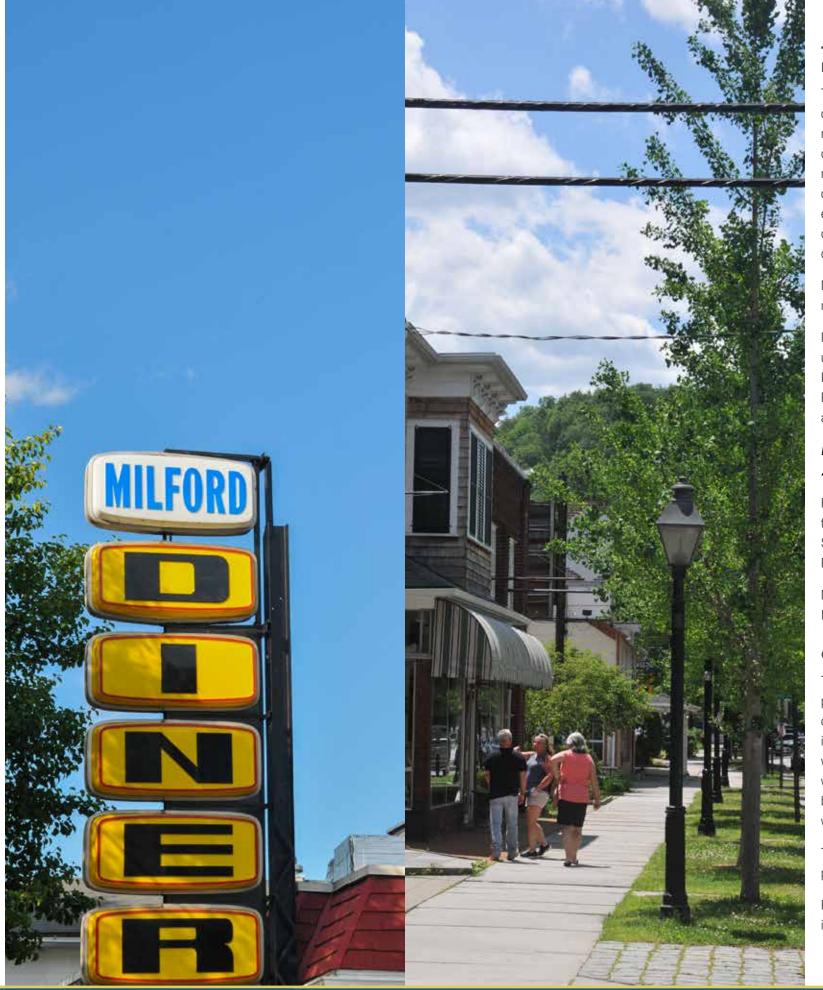
NFWF supports conservation efforts in all 50 states and U.S. territories. More than 18,600 projects have been supported since founding – and are rigorously evaluated and awarded to some of the nation's largest environmental organizations. Financial commitments since the organization's founding total \$6.1 billion.

Delaware River Restoration Fund

The Delaware River Restoration Fund (DRRF) is dedicated to improving the water quality and accelerating restoration of habitats of the Delaware River and its tributaries. The fund was launched in late 2013 to help community-based nonprofits, municipalities and landowners efficiently work together to clean up and restore polluted waters and improve habitat in strategic geographies within the Delaware Watershed.

The DRRF awards approximately \$2 million per year in competitive grants for three priority strategies: stewardship of working lands and delivery of agriculture conservation practices; restoration of wetlands, floodplains and stream corridors; and promoting adoption of green infrastructure in urban/suburban landscapes. The fund also commits a subset of resources to grants that propose innovative conservation approaches. In six years, the fund has invested a total of \$14.7 million in 90 projects, leveraging more than \$23.36 million in conservation resources.

More info at: https://www.nfwf.org/programs/delaware-river-program



The Five Star and Urban Waters Restoration Program

The Five Star and Urban Waters Restoration Program focuses on the stewardship and restoration of coastal, wetland and riparian ecosystems across the country. Its goal is to meet the conservation needs of important species and habitats, providing measurable and meaningful conservation and educational outcomes. The program requires the establishment and/or enhancement of diverse partnerships and an education/outreach component that will help shape and sustain behavior to achieve conservation goals.

More than \$18 million in grants has leveraged more than \$67 million in other funds or donated services.

More info at: https://www.nfwf.org/programs/five-star-and-urban-waters-restoration-grant-program#:~:text=The%20 Five%20Star%20and%20Urban%20Waters%20Restoration%20 Program%20focuses%20on,meaningful%20conservation%20 and%20educational%20outcomes.

PennVEST (Pennsylvania Infrastructure Investment Authority)

PennVEST offers both grants and low interest loans for projects that help to manage stormwater and improve water quality.

Several recommendations for Milford Borough may attract

PennVEST funds, since they include stormwater BMPs.

More information can be found at: https://www.pennvest.pa.gov/ Information/Funding-Programs/Pages/default.aspx

Clean Water State Revolving Fund (CWSRF)

The PENNVEST Clean Water State Revolving Fund (CWSRF) provides affordable financing for wastewater and certain other projects throughout Pennsylvania for the construction, improvement, extension, expansion, repair or rehabilitation of wastewater collection, treatment or disposal facilities, storm water management, nonpoint source pollution controls including but not limited to agricultural best management practices and watershed and estuary management.

The program offers low interest loans with flexible terms and principal forgiveness funds where applicable and available.

PENNVEST performs similarly to a bank for the CWSRF program in Pennsylvania and manages the financial aspects of the

fund, while the Department of Environmental Protection is the technical arm for the program. The seed money for the CWSRF has been distributed to states annually under Congressional authorization pursuant to the Clean Water Act of 1987. The funds and the program are administered nationally by United States Environmental Protection Agency (EPA).

More info at: https://www.pennvest.pa.gov/Information/Funding-Programs/Pages/Clean-Water-State-Revolving-Fund.aspx

Pennsylvania Department of Environmental Protection (DEP)

DEP Growing Greener Watershed Protection Program

Funded through the state Growing Greener Environment Stewardship Funds, applications should be targeted toward clean-up of non-point source pollution. The grant will fund local watershed-based conservation projects with the average award totaling \$150,000 and requires a 15% match from a non-DEP fund source. Applications are typically due in January.

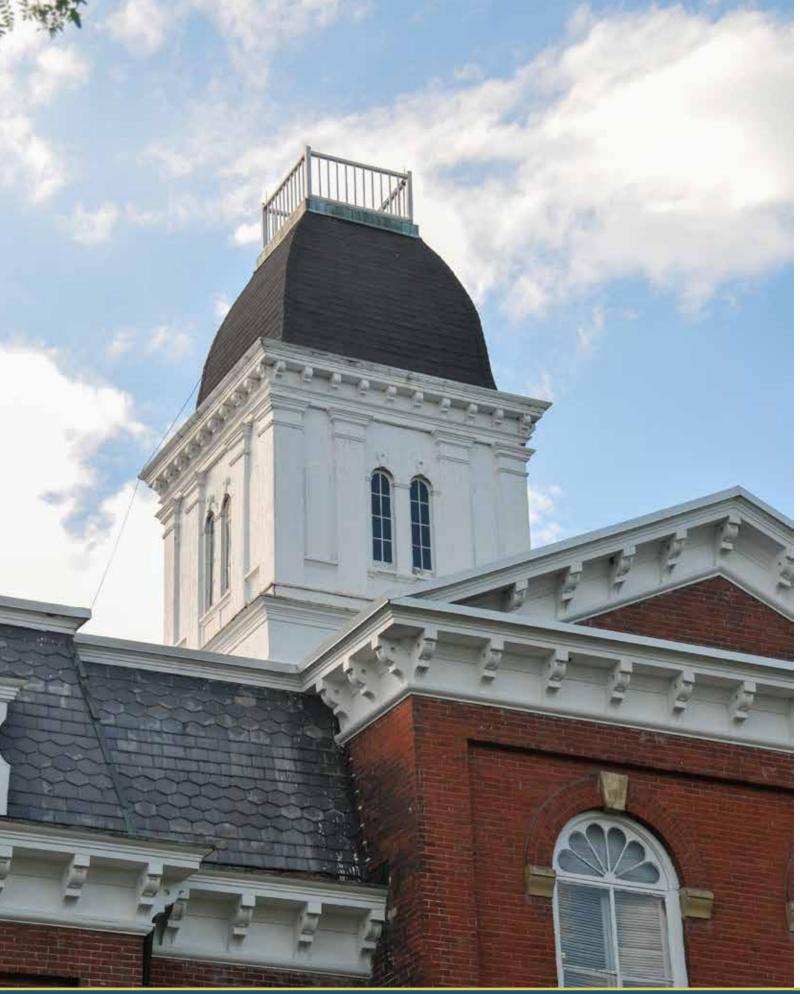
More information on this program can be found at the DEP website: http://www.dep.pa.gov/Citizens/GrantsLoansRebates/Growing-Greener/Pages/default.aspx

DEP Non-Point Source Implementation Programs Grant

Provides funding assistance for projects aimed at implementing Pennsylvania's Non-point Source Management Program.

Targeted projects include control of urban runoff, and natural channel design/stream bank stabilization projects. The grant will fund local projects with the average award being \$200,000. Applications are typically due in July.

More information on this program can be found at the DEP website: http://www.dep.pa.gov/Business/Water/PlanningConservation/NonpointSource/Pages/default.aspx



Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Fund (LWCF) State
Assistance Program, established in 1965, is a federal source of
funding distributed to all states by the U.S. Department of the
Interior's National Park Service.

The program provides matching grants for the acquisition and development of public outdoor recreation areas and facilities. DCNR administers the LWCF Program for Pennsylvania.

More info at: https://www.dcnr.pa.gov/Communities/Grants/ Pages/default.aspx

Pennsylvania Historical & Museum Commission (PHMC)

Keystone Historic Preservation Construction Grant Program

This program provides funding in the categories of preservation, restoration and rehabilitation to nonprofit organizations and local governments for capital improvements on historic resources listed in or eligible for listing in the National Register of Historic Places. Grant requests may be from \$5,000 to \$100,000 and require a 50/50 CASH match. All applicants must complete an e-grant application accessed through the PHMC website. The grants are administered on a competitive basis and the awards are made annually based on a peer review process. Eligibility – Applicants are limited to nonprofit organizations and local governments. Private property owners are not eligible for funding under this program.

More information at: https://www.phmc.pa.gov/Preservation/ Grants-Funding/Pages/Construction-Projects.aspx

I40 Milford Borough Comprehensive Plan 2020 Milford Borough Comprehensive Plan 2020 I

Keystone Historic Preservation Planning Grant Program

This program provides funding to support projects in the categories of Cultural Resource Surveys, National Register Nominations, Planning and Development Assistance, and Archaeology.

Projects are limited to historic resources listed in or eligible for listing in the National Register of Historic Places. Grant requests may be from \$5,000 to \$25,000 and require a 50/50 CASH match. All applicants must complete an e-grant application accessed through the PHMC website. The grants are administered on a competitive basis and the awards are made annually based on a peer review process.

More information at: https://www.phmc.pa.gov/Preservation/ Grants-Funding/Pages/Planning-Projects.aspx

Certified Local Government Grant Program

This program provides funding for: Planning, Design Guidelines/ Design Assistance, National Register Nominations/ Multiple Property Documentation, Cultural Resource Survey, Revitalization/ Reuse Studies, Public Education, and Training. Funding is limited to Certified Local Governments (CLG's). Applicants must consult with their Community Preservation Coordinator prior to making an application to ensure that projects fall within one or more of the above eligible heritage preservation activities. For information on the CLG program, please visit the CLG section of the PHMC website.

More information at: https://www.phmc.pa.gov/Preservation/ Grants-Funding/Pages/Certified-Local-Government.aspx

Pike County Conservation District

Pike County Conservation District is committed to natural resources conservation through leadership, education, technical assistance, planning and enforcement to ensure the long term protection and sustainable use of Pike County's natural resources and implementation of environmentally sound development and land use practices.

The Pike County Conservation District Board of Directors has established a \$500 Environmental Education Project grant for Pike County teacher/classrooms or youth organizations to fund projects that complement the mission of the District:



Since 2005, this program has reached over 3,000 students and awarded over \$8,000 to all three School Districts in Pike County for a variety of projects.

Projects can include but are not limited to: the use of audio, visual or other media to address a local environmental issues or concerns, habitat rehabilitation, native plant garden and land use planning demonstration models. The District encourages stewardship efforts to protect and preserve Pike County's natural resources.

More information at: https://pikeconservation.org/education/environmental-education-grant/

Pike County's Scenic Rural Character Preservation Program

At this time, projects eligible for funding include: Municipal Planning Initiatives, Conservation Easements from willing sellers, Parcel Acquisition from willing sellers, and Donated Conservation Easements. Eligible development projects must be located within Pike County and must be supported by the municipality where the project will occur. Development projects should meet one or more of the following: Park & Recreation Development, Greenways & Trails Enhancement, and River Access Improvements.

For more information: http://srcp.pikepa.org/Grants.html

Federal Lands Access Program (FLAP)

The Federal Lands Access Program (Access Program) was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

The Program is designed to provide flexibility for a wide range of transportation projects in the 50 States, the District of Columbia, and the Commonwealth of Puerto Rico.

The Access Program is funded by contract authority from the Highway Trust Fund and subject to obligation limitation. Funds will be allocated among the States using a statutory formula based on road mileage, number of bridges, land area, and visitation.

For more information: https://flh.fhwa.dot.gov/ programs/flap/

I 42 Milford Borough Comprehensive Plan 2020
Milford Borough Comprehensive Plan 2020

U.S. Department of Agriculture (USDA)

Rural Utilities Service Water and Environmental Program (WEP)

Through Rural Utilities Service Water and Environmental Programs (WEP), rural communities obtain the technical assistance and financing necessary to develop drinking water and waste disposal systems. Safe drinking water and sanitary waste disposal systems are vital not only to public health, but also to the economic vitality of rural America. Rural Development is a leader in helping rural America improve the quality of life and increase the economic opportunities for rural people.

WEP provides funding for the construction of water and waste facilities in rural communities and is proud to be the only Federal program exclusively focused on rural water and waste infrastructure needs of rural communities with populations of 10,000 or less. WEP also provides funding to organizations that provide technical assistance and training to rural communities in relation to their water and waste activities. WEP is administered through National Office staff in Washington, DC, and a network of field staff in each State.

More information at: https://www.rd.usda.gov/programs-services/all-programs/water-environmental-programs

Legislative Funding

State and federal elected officials can often include items into legislation for worthy projects in their districts. A conversation between municipal officials and legislators is the way to begin this process. This type of funding should be targeted toward capital improvement projects.

