

CHAPTER 20

POPULATION AND HOUSING

INTRODUCTION

This chapter will look at population and housing trends for Hamburg and Strausstown Boroughs and Tilden, Upper Bern, Upper Tulpehocken, and Windsor Townships, Berks County as a whole, and surrounding municipalities. The focus will be on past population trends and projections and expected population increases. Additional population and housing data has been collected and is found in Appendix 2.

The tables found in Appendix 2 include:

- Gender
- Land Area and Population Density per Square Mile
- Racial Characteristics
- Average Persons Per Occupied Housing Unit
- Income, Poverty and Education Characteristics
- Persons by Age
- Employment by Industry
- Employment by Occupation
- Housing Occupancy, Tenure and Value
- Housing Type
- Households by Type
- Age of Householder per Occupied Housing Unit
- Place and Means of Transportation to Work

Population and Housing Trends

Table 1 gives total population for Hamburg Borough, Strausstown Borough, Tilden Township, Upper Bern Township, Upper Tulpehocken Township, Windsor Township and Berks County in 1980, 1990 and 2000.

TABLE 1

TOTAL POPULATION

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP, UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN TOWNSHIP, WINDSOR TOWNSHIP, BERKS COUNTY

Year	Hamburg Borough			Strausstown Borough			Tilden Township		
	Persons	Number Change	Percent Change	Persons	Number Change	Percent Change	Persons	Number Change	Percent Change
1980	4,011	-	-	377	-	-	2,247	-	-
1990	3,987	-24	-0.6	353	-24	-6.3	2,622	375	16.6
2000	4,114	127	3.1	339	-14	-3.9	3,553	931	35.5

Year	Upper Bern Township			Upper Tulpehocken Township			Windsor Township			Berks County		
	Persons	Number Change	Percent Change	Persons	Number Change	Percent Change	Persons	Number Change	Percent Change	Persons	Number Change	Percent Change
1980	1,159	-	-	1,154	-	-	2,199	-	-	312,497	-	-
1990	1,458	299	25.8	1,289	135	11.7	2,101	-98	-4.4	336,523	24,014	7.6
2000	1,479	21	1.4	1,495	206	15.9	2,392	291	13.8	373,638	37,115	11.0

Source: U.S. Census

The rates of growth in Tilden, Upper Tulpehocken and Windsor Townships were greater than those of Berks County as a whole. From 1980 to 1990, the population of Tilden increased 16.6% and from 1990 to 2000, it increased 35.5%. Upper Tulpehocken Township increased 11.7% from 1980 to 1990 and 15.9% from 1990 to 2000. Windsor actually decreased 4.4% in population from 1980 to 1990 but increased 13.8% from 1990 to 2000. The Berks County increases were 7.6% from 1980 to 1990 and 11.0% from 1990 to 2000.

Table 2 gives total population in 1980, 1990 and 2000 and the percentage of change from 1990 to 2000 for Hamburg Borough, Strausstown Borough, Tilden Township, Upper Bern Township, Upper Tulpehocken Township, Windsor Township, Berks County and adjacent municipalities.

TABLE 2
TOTAL POPULATION

**HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP,
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN TOWNSHIP, WINDSOR
TOWNSHIP, BERKS COUNTY AND ADJACENT MUNICIPALITIES**

1980-2000

Municipality	1980	1990	2000	% Change 1990-2000
Albany Township	1,381	1,547	1,662	7.4
Bethel Township	3,312	3,676	4,166	13.3
Centre Township	2,329	3,154	3,631	15.1
Greenwich Township	2,432	2,977	3,386	13.7
Hamburg Borough	4,011	3,987	4,114	3.1
Jefferson Township	1,310	1,410	1,604	13.7
Penn Township	1,254	1,831	1,993	8.8
Perry Township	2,420	2,516	2,517	0.04
Strausstown Borough	377	353	339	-3.9
Tilden Township	2,247	2,622	3,553	35.5
Tulpehocken Township	2,569	2,843	3,290	15.7
Upper Bern Township	1,159	1,458	1,479	1.4
Upper Tulpehocken Township	1,154	1,289	1,495	15.9
Windsor Township	2,199	2,101	2,392	13.8
Berks County	312,497	336,523	373,638	11.0

Source: U.S. Census

There were no municipalities that grew at faster rates than Tilden and Upper Tulpehocken Townships from 1990 to 2000. Centre and Tulpehocken Townships were had the closest growth rates of 15.1% and 15.7% respectively.

Table 3 indicates Total Housing Units for Hamburg Borough, Strausstown Borough, Tilden Township, Upper Bern Township, Upper Tulpehocken Township, Windsor Township and Berks County in 1990 and 2000 and the Percent Change from 1990 to 2000.

TABLE 3

TOTAL HOUSING UNITS

**HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP,
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN TOWNSHIP, WINDSOR
TOWNSHIP, BERKS COUNTY**

2000

	Total Housing Units		Change 1990-2000	
	1990	2000	Number	Percent
Hamburg Borough	1,801	1,932	131	7.3
Strausstown Borough	155	146	-9	-5.8
Tilden Township	887	1,357	470	53.0
Upper Bern Township	577	611	34	5.9
Upper Tulpehocken Township	466	587	121	26.0
Windsor Township	690	939	249	36.1
Berks County	134,482	150,222	15,740	11.7

Source: U.S. Census

The total number of housing units increased at a greater rate than the population. For instance, from 1990 to 2000, the increase in housing units in Tilden Township was 53.0%, while the population increased 35.5%. In Upper Tulpehocken Township, the increase in housing units was 26.0%, while the population increase

was 15.9%. In Windsor Township, the increase in housing units was 36.1%, while the population increase was 13.8%.

Table 4 provides population projections for Hamburg Borough, Strausstown Borough, Tilden Township, Upper Bern Township, Upper Tulpehocken Township, Windsor Township for the years 2010, 2020 and 2030. Two projection techniques have been used to provide a range of possible population outcomes for the region. Due to a number of variables that can affect population projections, a single projection cannot be viewed as the sole source on which to base planning decisions. For this reason a range of population levels calculated to 2030 are provided.

The low range is based on the arithmetic method, where the numeric average population increase per decade from 1980 to 2000 is projected forward for each municipality. The high range is based on the geometric method, where the rate of increase from 1980 to 2000 is projected forward per decade from the 2000 figure. The exception is Strausstown Borough, which has experienced population declines over the past two decades. In the case of the Borough, because of sewer construction, a population increase of 12 per decade has been projected.

Two key factors which can influence population growth are the use of effective agricultural preservation zoning and availability of public sewer and water. Currently, little capacity remains for new sewer development in Upper Bern, Upper Tulpehocken, and Windsor Townships, and those municipalities have effective agricultural zoning. Tilden Township is projected to have substantial population growth in the future. It does not have effective agricultural zoning. Its growth will be affected by pressures because of Cabela's, whether it adopts agricultural zoning, and the extent to which its sewer system can be and is extended in the future.

TABLE 4

POPULATION PROJECTIONS 2000-2030

**HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP,
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN TOWNSHIP, WINDSOR
TOWNSHIP, BERKS COUNTY**

	2000	2010	2020	2030
Hamburg Borough				
Low Range	4,114	4163	4212	4261
High Range	4,114	4166	4218	4270
Strausstown Borough				
Low Range	339	351	363	375
High Range	339	351	363	375
Tilden Township				
Low Range	3,553	4,206	4,859	5,512
High Range	3,553	4,476	5,399	6,332
Upper Bern Township				
Low Range	1,479	1,639	1,799	1,959
High Range	1,479	1,680	1,881	2,082
Upper Tulpehocken Township				
Low Range	1,495	1,650	1,821	1,992
High Range	1,495	1,701	1,907	2,113
Windsor Township				
Low Range	2,392	2,489	2,586	2,683
High Range	2,392	2,504	2,616	2,728
Northern Berks Region				
Low Range	13,372	14,498	15,640	16,782
High Range	13,372	14,878	16,384	17,900

Source: U.S. Census

Table 5 provides residential construction information for Hamburg Borough, Strausstown Borough, Tilden Township, Upper Bern Township, Upper Tulpehocken Township, Windsor Township in 1998, 1999 and 2000, as published by the Berks County Data Book.

TABLE 5

**HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP,
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN TOWNSHIP, WINDSOR
TOWNSHIP, BERKS COUNTY**

**RESIDENTIAL CONSTRUCTION SURVEY
(Based on No. of Units Authorized by Permit)
1998-2000**

Municipality	No. of Single Family	No. of Semi- Detached	No. of Town Houses	No. of Apartment Units	No. of Manuf. Homes	No. of Conver- sions	No. of Apts. Formed	No. of Units De- molished	Net Increase
Hamburg Borough 1998	3	---	---	---	---	---	---	---	3
Hamburg Borough 1999	1	---	---	12	---	---	---	---	13
Hamburg Borough 2000	2	---	---	---	---	---	---	---	2
Strausstown Borough 1998	---	---	---	---	---	---	---	---	---
Strausstown Borough 1999	---	---	---	---	---	---	---	---	---
Strausstown Borough 2000	---	---	---	---	---	---	---	---	---
Tilden Township 1998	21	---	---	---	14	---	---	1	34
Tilden Township 1999	18	---	---	---	26	---	---	---	44
Tilden Township 2000	13	---	---	---	13	---	---	2	24

Municipality	No. of Single Family	No. of Semi-Detached	No. of Town Houses	No. of Apartment Units	No. of Manuf. Homes	No. of Conversions	No. of Apts. Formed	No. of Units De-molished	Net Increase
Upper Bern Township 1998	8	---	---	---	---	---	---	1	7
Upper Bern Township 1999	10	---	---	---	2	---	---	---	12
Upper Bern Township 2000	1	---	---	---	2	---	---	1	2
Upper Tulpehocken Township 1998	11	---	---	---	2	---	---	---	13
Upper Tulpehocken Township 1999	11	---	---	---	1	---	---	---	12
Upper Tulpehocken Township 2000	6	---	---	---	3	---	---	---	9
Windsor Township 1998	9	---	---	---	1	---	---	---	10
Windsor Township 1999	9	---	---	---	---	---	---	---	9
Windsor Township 2000	15	---	---	---	---	---	---	---	15

Source: U.S. Census

From 1998 to 2000, no new residential development occurred within Strausstown Borough. Hamburg Borough also saw little development during this period. Tilden, Upper Tulpehocken and Windsor Townships continue to experience construction, with Tilden Township having 102 units built, and both Upper Tulpehocken Township and Windsor Township having 34 units built.

The Region has not had many large scale residential developments proposed over the past few years. Scenic Ridge in Shartlesville will contain 19 lots. Windsor Manor in Windsor Township will have 20 lots. The major new development in the Region is the expansion of Pleasant Hills Mobile Home Park in Tilden Township, containing 279 mobile homes in two phases.

Land Area Requirements

The total projected population increase in Northern Berks from 2000 to 2010, using the high range to be conservative, is 1497. If we assume 2.70 persons per household, the Region's average in 2000, 1497 people result in 555 households. Major proposed subdivisions in the region include capacity for 318 dwelling units. Subtracting 318 from 555 leaves 237 dwelling units to be accommodated. Excluding the mobile home park expansion, 516 dwelling units would have to be accommodated.

The land area needed to accommodate 237 or 516 dwelling units varies with the density of development. If all development occurred on one acre lots, a density of 0.8 houses per acre would result, assuming twenty percent of developed land would be used for roads, utilities, open spaces and other land uses not included within lots. If all development occurred on 10,000 square foot lots, a density of 3.48 houses per acre would result. Land area requirements are shown in the following table:

Northern Berks Land Area Requirements 2000-2010

	Assume 237 Dwelling Units to be Accommodated	Assume 516 Dwelling Units to be Accommodated
10,000 Sq. Ft. Lots, 3.48 dwelling units per acre	69 acres	149 acres
1 Acre Lots, 0.8 dwelling units per acre	297 acres	645 acres

Additional Population and Housing Observations

No major population, income, or housing problems have been identified in the area.

CHAPTER 21

PARKS, RECREATION AND OPEN SPACE

INTRODUCTION

Parks, recreation programs and open space areas support the improvement in the quality of life in an area by preserving natural and cultural amenities for the enjoyment of all residents and providing active and passive recreational opportunities. They also provide opportunities for community residents to interact and thereby strengthen the sense of community. Leisure activities and the facilities required to maintain these activities are important components of a sound community.

Open space is important to area residents as are parks and recreation. Background open space, such as agricultural lands, woodlands and stream valleys, is visible to area residents and perceived as open space by them. It helps establish the character of the community. As development occurs in the area, if the rural character is to be sustained, it is necessary to preserve this perceived open space. Growth must be planned and directed so that the basic open space and rural character is not lost.

Recreational activities are often associated with and can be enhanced by the natural features of a community. Some leisure activities, such as hiking, fishing and boating are directly dependent upon natural resources such as the Blue Mountain, the region's creeks, facilities at Kernsville Dam, Kaercher Creek Park, and the Hamburg Watershed.

Recreational activities can also be enhanced by the cultural features of a community. For instance, the cultural heritage of the Northern Berks area is evident in the farmsteads, mills, churches, and numerous other historic resources in the area which will be discussed later. These natural and cultural features can play an educational role for residents of the area as well as be incorporated into hiking and bicycle trails.

Existing Parks, Recreation and Open Space System

A number of recreational facilities are available to serve residents in Northern Berks area, Berks County, and nearby in other counties. Some of these recreational facilities include:

Blue Marsh Lake Recreational Area
French Creek State Park
Nolde Forest Environmental Education Center
Tulpehocken Creek Park System
Mount Penn Preserve
Daniel Boone Homestead

French Creek State Park
State Game lands
The Appalachian Trail
Kaercher Creek Park
Kernsville Recreation Area
Conrad Weiser Park
Camp Joy
County Youth Recreation Facility
Allegheny Aqueduct
Horseshoe Trail
Hawk Mountain Sanctuary
Neversink Mountain Preserve
Middle Creek Wildlife Management Area

Recreation resources within the Northern Berks area include:

Township Recreation Park - Tilden
Shartlesville Community Park - Upper Bern
Mountain Springs Camping Resort - Upper Bern
Appalachian Campsites – Upper Bern
Shartlesville Fish & Game/Hamburg Rifle & Pistol - Upper Bern
Edenburg Recreation Park - Windsor
Lenhartsville Fish and Game - Windsor
Bicentennial Walkway - Hamburg
Community Park and Pool - Hamburg
Hamburg Fish & Game Association – Hamburg
Tot Lot - Hamburg
PA Dutch Campsites - Upper Tulpehocken
Green Acres Golf Course - Upper Tulpehocken
Strausstown Lions Playground – Strausstown
Olivet Blue Mountain Camp – Windsor
State Game lands – the Townships
Weiser State Forest – the Townships
Strausstown Rod and Gun Club – Upper Tulpehocken
Kaercher Creek Park – Windsor
Kernsville Dam – Tilden
Hamburg Reservoir – Windsor
Appalachian Trail – the Townships
Christman Lake – Windsor Township
Hillcrest Vacation Farm – Upper Tulpehocken
Walnut Acres Golf Course - Tilden

In addition, recreation is available at the school facilities in the Region, including Strausstown, Tilden, and Upper Bern elementary schools and the High School – Middle School complex.

Types of Recreation Facilities

The National Recreation and Park Association (NRPA) has prepared a classification scheme for use by municipalities in creating and evaluating a park and open space system. It is intended to serve as a planning guide and can be modified to address the recreational needs unique to each municipality. The NRPA classification scheme is divided into two categories: (1) park and open space areas that are considered to be "local" or "close-to-home" due to their smaller size and close proximity and (2) park and open space areas that are considered "regional" due to their larger size and broader service area. Within each category, there are various types of parks and open space areas that can be identified according to their specific characteristics, as described in Table R-1. Overall, the NRPA recommends that municipalities have between 6.25 and 10.5 acres of local park land and open space per 1,000 residents. This land, considered the "core" of a municipal park and open space system, should be suitable for intense development and used primarily for active recreational purposes. In addition, municipalities should also provide between 15 and 20 acres per 1,000 residents of "regional" park and open space areas that can be used as open space, active or passive recreational areas. Sufficient regional park and open space is provided at the Blue Marsh Recreation area and is or will be available in the Kernsville Dam, Kaercher Creek Park and Weiser State Forest areas.

TABLE 1

**NRPA PARK; RECREATION AND OPEN SPACE CLASSIFICATION SCHEME
LOCAL/CLOSE-TO-HOME SPACE = TOTAL OF 6.25 TO 10.5 ACRES OF
DEVELOPED OPEN SPACE PER 1,000 PERSONS**

Type of Park	Service Area	Desirable Site Size	Acres/1,000 Persons
<p><i>Mini-Park</i></p> <p>Specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens.</p>	<p>Less than ¼ -mile radius</p>	<p>1 acre or less</p>	<p>0.25 to 0.5 acres</p>
<p><i>Neighborhood Park/Playground</i></p> <p>Area for intense recreational activities such as field sports, court games, crafts, playground activities, skating, picnicking, swimming, etc.</p>	<p>¼-mile to ½-mile radius to serve a population up to 5,000 persons (a neighborhood)</p>	<p>15+ acres</p>	<p>1.0 to 2.0 acres</p>
<p><i>Community Park</i></p> <p>Area of diverse environmental quality. May include areas suited for intense recreational facilities such as athletic complexes and large swimming pools. May be an area of natural quality for outdoor recreation such as walking, viewing, sitting, picnicking. May be any combination of the above, depending upon the site suitability and community needs.</p>	<p>Several neighborhoods. 1 to 2-mile radius</p>	<p>25+ acres</p>	<p>5.0 to 8.0 acres</p>

Source: National Recreation and Park Association - Recreation, Park and Open Space Standards and Guidelines

TABLE 1- Continued

**NRPA PARK, RECREATION AND OPEN SPACE CLASSIFICATION SCHEME
REGIONAL SPACE = TOTAL OF 15.0 TO 20.0 ACRES FOR 1,000 PERSONS**

Type of Park	Service Area	Desirable Site Size	Acres/1,000 Persons
<p><i>Regional/Metropolitan Park</i></p> <p>Area of natural or ornamental quality for outdoor recreation (such as picnicking, boating, fishing, swimming, camping, and trail uses) which may include play areas.</p>	<p>Several communities. 1-hour driving time</p>	<p>200+ acres</p>	<p>5.0 to 10.0 acres</p>
<p><i>Regional Park Preserve</i></p> <p>Area of natural quality for nature-oriented outdoor recreation (such as viewing/studying nature, wildlife habitat, conservation, swimming, picnicking, hiking, fishing, boating, camping and trail uses) which may include active play areas. Generally, 80% of the land is reserved for conservation and natural resource management, with less than 20% used for recreation development.</p>	<p>Several communities. 1- hour driving time</p>	<p>1,000+ acres or sufficient area to encompass the resource to be preserved and managed.</p>	<p>Variable</p>
<p><i>Community Park</i></p> <p>Area of diverse environmental quality. May include areas suited for intense recreational facilities such as athletic complexes and/or large swimming pools. May be an area of natural quality for outdoor recreation such as walking, viewing, sitting, picnicking. May be any combination of the above, depending upon the site suitability and community needs.</p>	<p>Several neighborhoods. 1 to 2-mile radius.</p>	<p>25+ acres</p>	<p>5.0 to 8.0 acres</p>

Source: National Recreation and Park Association - Recreation, Park and Open Space Standards and Guidelines

Parks, Recreation and Open Space System in Northern Berks

Hamburg Borough

Currently, the Borough has one community park, a tot lot and schools containing a pool, playing fields, a hiking trail, ice skating, a stage for outdoor concerts, a picnic area, tennis courts, basketball courts, playground, running track, indoor facilities at the junior and senior high schools, and tot lots.

The Borough also has the Bicentennial Trail which parallels the Schuylkill River. Activities available include access to boating areas, fishing, hiking and picnic areas.

Hamburg also owns nine acres along Mill Creek near Park Avenue. Eventually the land might be used as open space and creek access.

Strausstown Borough

The Lions Playground and the elementary school include an area for picnicking, playground, basketball court, tennis courts, bandstand, and playing fields.

Upper Tulpehocken Township

The Township is currently in the process of developing a Township park on five acres which have been acquired along Route 183 and Old Route 22. The Township plans to develop a playing field which would be maintained by the Northern Berks Recreation Commission.

Upper Bern Township

The Township has one community park located in Shartlesville and the elementary school. These facilities include playing fields, all-purpose fields, bandstand, playgrounds, basketball courts, and pavilions.

Tilden Township

The Township currently has one community park and the elementary school. Activities available include a picnic area, playground, basketball courts, tennis courts, shuffleboard court, tot lot, and playing fields. Boating, fishing, and camping are available at the Kleinsville Recreation area.

Windsor Township

The Township contains Kaercher Creek Park and Edenburg Park. The facilities provide an area for outdoor concerts, picnics, playground, playfields, volleyball court, basketball court, boating, fishing, hiking, ice skating, nature study, and tot lot.

Recreation Acreage Needs Analysis

The following table presents a recreation acreage needs analysis for the Northern Berks region. The Recreation Acreage Needs Analysis indicates for each municipality its census population in the year 2000, population projections for 2010 and 2020, and local recreation requirements applying the National Recreation and Park Association Standards. A range is given, the lower number for the NRPA standard of 6.25 acres per 1,000 population and the higher figure for the high end range of 10.5 acres per 1,000 population. Public recreation acreage in 2003 is indicated as well as projected public acreage in 2020, any 2003 deficit in acres, and any projected 2020 deficit in acres.

No major deficit is indicated for the Northern Berks region for 2003. Upper Tulpehocken has a current deficit with regards to available recreation areas, but the development of its municipal park will address a portion of the deficit. Upper Tulpehocken Township has a deficit of 4.3 to 10.6 acres and may still have a deficit of 4.3 to 10.6 in 2020 if no additional recreation areas are acquired.

All other municipalities show no deficits currently and in 2020.

**NORTHERN BERKS
RECREATION ACREAGE NEEDS ANALYSIS**

	Population			Local Recreation Requirements Applying NRPA Standards of 6.25 to 10.5 Acres per 1000 Population			Public Acreage 2003	Projected Public Acreage 2020	2003 Deficit in Acres	Projected 2020 Deficit in Acres
	2000	2010	2020	2000	2010	2020				
Hamburg	4,114	4,163	4,212	25.7 to 43.1	25.7 to 43.1	25.7 to 43.1	32.2(1)	32.2(1)	0	0
Strausstown	339	339	339	2.1 to 3.5	2.1 to 3.5	2.1 to 3.5	6.0(2)	6.0(2)	0	0
Tilden	3,553	4,206	4,859	22.2 to 37.3	26.2 to 44.1	30.0 to 50.4	51.8(3)	51.8(3)	0	0
Upper Bern	1,479	1,639	1,799	9.2 to 15.5	9.2 to 15.5	9.2 to 15.5	11.24	11.2(4)	0	0
Upper Tulpehocken	1,495	1,650	1,821	9.3 to 15.6	9.3 to 15.6	9.3 to 15.6	5.0(5)	5.0(5)	4.3 to 10.6	4.3 to 10.6
Windsor	<u>2,392</u>	<u>2,489</u>	<u>2,586</u>	14.9 to 25.1	14.9 to 25.1	14.9 to 25.1	<u>188.3(6)</u>	<u>188.3(6)</u>	0	0
	13,372	14,486	15,616				293.5	293.5		

(1)Includes Bicentennial Walkway, Community Park & Pool, Hamburg Jr./Sr. High School, Tot Lot, Hamburg Elementary School.

(2)Includes Strausstown Lions Playground, Strausstown Elementary School.

(3)Includes Township Recreation Park, Tilden Elementary School, Kernsville Rec. Area.

(4)Includes Shartlesville Community Park Assoc., Upper Bern Elementary School.

(5)Includes Township Site.

(6)Includes Edenburg Recreation Park, Hamburg Reservoir Campsite, Kaercher Creek Park.

Northern Berks Recreation Commission

The Northern Berks Region is fortunate to have a regional recreation commission already operating. The most pressing issue for the Northern Berks Recreation Commission has been construction of additional soccer fields for use by the Hamburg Area Soccer Association. The 500 children in the Soccer Association play on overused facilities at the Hamburg High School. The Recreation Commission is seeking Berks County approval to construct three soccer fields (full size, midget, and mid-size), a baseball field, a parking lot and a walking trail to the fields at Kaercher Creek Park, which the County leases from the State Fish and Boat Commission.

The Recreation Commission will continue to work to provide recreation opportunities within Northern Berks and monitor available sites for recreation. One potential area could be the Olivet Blue Mountain Camp site.

Kernsville Dam

The Northern Berks Recreation Commission has endorsed Blue Mountain Wildlife, Inc. to lease 252 state-owned acres at Kernsville Dam as a passive outdoor recreation and wildlife area. Existing footpaths would be expanded and wildlife habitats fostered. Blue Mountain Wildlife has plans to use grants and private donations to create handicapped-accessible fishing locations and nature trails, wildlife observation areas, gazebo, and a boat launch. The first phase would be a handicapped accessible trail linking Hamburg to the Bartram Trail that the Schuylkill River Greenway Association plans to build.

CHAPTER 22

HISTORIC RESOURCES

INTRODUCTION

Present conditions in the Northern Berks Region have been influenced by the social, cultural and economic history from which these conditions evolved. Sound solutions to addressing existing issues rest in part on such knowledge. Historic preservation of sites can help us understand this evolution and preserve the character and charm this area has due to its rich past.

An understanding of the past aids in planning for the future of the Region.



Former Hamburg Borough Hall- even though the shutters have been removed, the window length shorted and imitation stone siding applied, the borough's 1866 engine house and former town hall on South Fourth Street is still an interesting structure. Its vintage bell tower is unique.-Photo taken by Earl R. Adnerson, Reiffon.

The collection of resources used to compile the history of the area includes: articles and photographs from the Berks County Historical Society's webpage; National Register Listed & Eligible Properties and Historical Markers Program (Pennsylvania Historical Museum Commission, Bureau for Historic Preservation); Marching Through the Tulpehocken by Earl W. Iboch; Upper Tulpehocken Twp. (1820) 150th Anniversary Strausstown 1840-1990 book; The Story of Berks County; Bicentennial History of Hamburg Borough (1776-1976 *Pride in Hamburg*), published by the Hamburg Bicentennial Committee, 1976; and The Upper Bern Township Comprehensive Plan Update, May 1992.

Early History of Berks County

King Charles of Great Britain granted the province of Pennsylvania to William Penn in 1681. The early 1700's saw settlers begin to call the area now known as Berks County home. Swedes created a settlement in the now Amity Township area, while Germans populated areas in Berks such as along the Manatawny Creek and in the Tulpehocken Valley. French, Welsh, Scotch-Irish, and English also settled in the county. Almost 200 settlers signed a petition in 1739, requesting that the provincial assembly of Pennsylvania create a new county, and on March 11, 1752, the assembly ordered that a new county, named Berks, be formed. Reading, which became a town four years earlier in 1748, was named as the seat of the county. The county was annexed from portions of Philadelphia, Chester and Lancaster Counties and initially contained 2.63 million acres. When incorporated, Berks had 23 townships and approximately 12,000 residents. Today, the county is comprised of 75 municipalities, encompassing 864 square miles, and has over 374,000 inhabitants.

Berks County was the home to the Minsi or Wolf Native Americans when William Penn arrived in Pennsylvania in 1682. The Native Americans had several villages along the Schuylkill River, with the largest in the Virgenville area. Settlers in Berks County and the Minsi lived in peace with each other for 50 years, until 1754, when during the French and Indian War the Native Americans turned and attacked families in Berks. Some believe that the French may have misrepresented issues and made promises to gain their support. Following the war, many of the Native Americans left the area, and moved north or west.

Transportation improvements in the 1800's helped spur industrial development; the Union Canal, constructed next to the Tulpehocken Creek, connected the Schuylkill and Susquehanna Rivers. The Schuylkill Canal linked the Union and Schuylkill Canals from Philadelphia to Reading, the Anthracite regions, and central Pennsylvania.

Rail service between Reading and Pottsville was started in 1837. In 1839, the line was extended to Philadelphia. By 1842, the line was extended to Pottsville and the coal region. Rail and canal improvements were stimulated by the need to transport Schuylkill County coal to iron producing cities.

The rich soil of Berks, aided by a favorable climate and centralized Mid-Atlantic location, has contributed to a strong agrarian tradition. Most of the original settlers in the County were seeking an opportunity to farm their own land and escape religious persecution. The agriculturally based economy and church centered society lasted about 150 years. Today, agriculture, both in terms of food production and processing, is still the county's No. 1 industry.



Berks County Historical Society Building –
Photo courtesy of BCHS webpage

The outlet industry, which has its roots in Reading, remains strong. Tourism, spawned by the county's heritage and culture, as well as shopping opportunities, injects millions of dollars annually into the local economy.

The Berks County Historical Society has been established since 1869 to help the people of Berks County to remember and preserve its historic relics and artifacts that encompass and help tell the story of its rich history. The Berks County Historical Society's mission since 1869 has been...

“To collect, preserve, and foster an appreciation for the historically important physical culture of our country, and further, it is to promote in present-day citizens of all ages an interest and knowledge of past area events, people and cultural heritage in order to instill a sense of pride in local history which may act as a foundation for future successes.”

DEVELOPMENT OF THE LOCAL AREAS

HAMBURG BOROUGH

Hamburg, the largest borough in area in Berks County, is situated along the Schuylkill River. The Borough was officially established in 1831. The Borough takes its name from a town in Germany, as many of the early settlers were German. Hamburg was laid out in 1772. A tract of 250 acres was conveyed to Martin Kaercher, Sr., of Longswamp. Seven years later Martin Kaercher, Jr., was deeded the property and immediately laid out a town site on a portion of the land, containing 131 lots and named it "Kaercher Stadt." Later the name was changed to Hamburg by the early German settlers.



Hamburg had its beginnings in 1773 with this plot of ground (in foreground), given for church and burial

Timbering and charcoal flats on the Blue Mountain helped lead to the settlement of the Hamburg area. The charcoal was used in foundries in Hamburg. The town was at a crossroads of an east-west road parallel to the Blue Mountain and a north-south road along the Schuylkill River.

Hamburg gradually became the center of a prosperous farming community. Considerable business was done in town and moving agricultural products helped develop the Borough's downtown. The Centre Avenue Turnpike from Reading to Pottsville was constructed in 1812, and the Schuylkill Canal was constructed in 1824. Both of these facilities aided the rapid growth of the town in following years. Stages ran through town. Canal boat building was a major industry. Hamburg was favorably located in good farming country, and was well connected to areas north and south by means of the turnpike, canal and two railway lines [the Philadelphia and Reading (1842) and the Pennsylvania (1885)]. It became an industrial center in the county, with mills, foundries, and other businesses, second in importance to Reading. In 1885 there were about 2500 inhabitants, five churches, two schoolhouses and a number of businesses. A building boom occurred in the 1860's and 1870's when it was thought Hamburg would be a warehousing and shipping location for coal from Schuylkill County. The first of many brick warehouses in the Borough was built in 1871.

By 1925, Hamburg's industries included knitting mills, bleach works, silk mills, iron and steel castings, boiler manufacture, engine manufacture, and plow works. The Borough was a well established industrial center.

List of Natural Areas and Historic Resources

The Joint Comprehensive Plan for Northern Berks County



ID	Site Name (Northern Berks)	TYPE
1	Molls 1-Room School	Historic Resources
2	Bloody Spring	Historic Resources
3	Degler Cabin	Historic Resources
4	Site of Fort Northkill	Historic Resources
5	State Game Lands	Natural Areas
6	SA 516	Natural Areas
7	SA 512	Natural Areas
8	SA 515	Natural Areas
9	SA 517	Natural Areas
10	Northkill Creek (to I-78)	Natural Areas
11	High-Gradient Clearwater Creek Community	Natural Areas
12	Exceptional Value Stream	Natural Areas
13	Hetrich Grist Mill Seyfert Forge	Historic Resources
14	State Game Lands	Natural Areas
15	Feick Family Grave Yard	Historic Resources
16	Seyfert (Klines) Grist Hill	Historic Resources
17	Roadside America	Historic Resources
18	Northkill Forge	Historic Resources
19	Amish House Site	Historic Resources
20	Village of Shartlesville	Historic Resources
21	Shartlesville Hotel	Historic Resources
22	Friedens Union Church	Historic Resources
23	Blue Mountain	Natural Areas
24	State Game Lands	Natural Areas
25	Rentschler Mill	Historic Resources
26	Former Creamery	Historic Resources
27	Indian Fort	Historic Resources
28	Jalappa/Upper Berne Hotel	Historic Resources
29	Former General Store and Upper Berne P.O.	Historic Resources
30	One Room School	Historic Resources
31	St. Michael's Church	Historic Resources
32	Salem Church	Historic Resources
33	Former 1-Room School House	Historic Resources
34	Northkill Amish Grave Yard	Historic Resources
35	Old RR Station	Historic Resources
36	National/West Hamburg Hotel	Historic Resources
37	Schuylkill River Water Gap	Natural Areas
38	Tunnel	Historic Resources
39	Schuylkill Canal Locks 28+29	Historic Resources
40	Weiser State Forest	Natural Areas
41	State Game Lands	Natural Areas
42	Windsor Forge/Furnace Site	Historic Resources
43	Kernsville - Canal Lock 30	Historic Resources
44	Lock House	Historic Resources
45	Former Kernsville Grist Mill	Historic Resources
46	Site of Kernsville Furnace	Historic Resources
47	Site of Old Fort	Historic Resources
48	Kaercher Creek Park	Natural Areas
49	St. Paul's Church	Historic Resources

List of Natural Areas and Historic Resources
The Joint Comprehensive Plan for Northern Berks County
Continued

ID	Site Name (Northern Berks)	TYPE
50	One Room School	Historic Resources
51	One Room School	Historic Resources
52	Old P.O./Smith Store	Historic Resources
53	Windsor Castle Hotel	Historic Resources
54	Dreibelbis Covered Bridge	Historic Resources
55	Hamburg Rolling Mill	Historic Resources
56	Tenement House	Historic Resources

Below are tables containing listed historic resources within the Borough. One table identifies Properties on the National Register, and the other identifies properties that are eligible for the National Register.

**Pennsylvania Historic Museum Commission:
Bureau for Historic Preservation
National Register Listed Properties
Hamburg Borough, Berks County**

Historic Resource Site	Listed	Status Date	Address	Historic Importance
 Hamburg Armory	Listed	05/09/1991	N. 5 th St. South of I-78	PA National Guard Armory; Member of the State Armory Building Property type under the multiple property nomination; built 1938 as a federal public works project, for Company D, 103 rd Quartermaster Regiment, 28 th Division of the PA National Guard.
 Hamburg Public Library	Listed	11/03/1988	35 North 3 rd Street	Built 1903-04; well preserved example of turn of the century architecture in Hamburg, and as the first public library building (designed and constructed specifically for use as a public library) built in Berks County. A Carnegie Library built in Victoria Romanesque style with brick walls, stone lintels, decorative slate roof, and octagonal tower above entrance.

**Properties Eligible for the
National Register
Hamburg Borough, Berks County**

<i>Eligible Historic Resource Sites in Hamburg Borough</i>	Status Date	Address
Hamburg Historic District	11/15/1993	Hamburg Borough
Saint John's Evangelical Lutheran Church	09/09/1999	99 Church Street
Schuylkill Navigation Canal Culvert	11/15/1993	Near Port Clinton Avenue

A map of Historical Sites of Reading and Berks County, Pennsylvania was prepared for the Bicentennial Celebration for the City of Reading. The map lists the following historic sites within Hamburg:

- Home at 17 S. 4th
- Home at 21 N. 4th (Bailey Home – 1811)
- Home at 249 S. 3rd
- Union Fire Co. (former Town Hall) – 127 S. 4th – 1866
- Former Shomo Grist Mill – 4th and Pine – 1875
- Shomo’s Centre House – 51 S. 4th – before 1875
- American House – 2 N. 4th – before 1854
- Fenstermacher Store – 1 N. 4th – 1871
- Store and Post Office – 7 N. 4th – before 1875
- St. Mary’s Catholic Church – 5th St. – 1854
- Former School – 140-146 N. 3rd
- East Side of 3rd between Island and State
- Hamburg Library
- Confer Store – 3rd and State (1885)
- Grist Mill – Schuylkill and Front (before 1850)
- State Street between 3rd and the River
Former Iron works on North Side (1848)
- Railroad culvert off Belmont



1905-Looking west. Levi Ritzman’s Store on the left. Note the leaf tobacco crates on the sidewalk, the flagstone curbing and cobblestone lined gutters.

STRAUSSTOWN BOROUGH



1905-Looking east towards Shartlesville and Hamburg

Joseph Boltz erected the town’s first house in 1835 along what became Main Street. A house built shortly after served as the basis for the Centre House, which later became Miller’s Hotel and then Doll’s Hotel. The first public house, later known as the Farmers and Drover’s Hotel was Darrel Moyer’s House built in 1840.

John Strauss, who had a large farm in the vicinity of what is now Strausstown, laid out the town in 1840. As he owned most of the land upon which the town grew, it was named after him. Three parties owned the land that is now the site of Strausstown: John Strauss, John Batteiger and Daniel Moyer. Strauss’ old log house, just west of town, was an old landmark for many years. Near it he also operated a distillery.



Center Hotel – 1915 about the time that James Lukenbill was the proprietor.

The Boltz family built the second public house in 1844. The first post office was established there in 1847, with Joseph Boltz as the first postmaster. Mail came once per week by a route from Allentown to Rehrersburg. In 1870 the building became Filbert's Hotel, operating until 1969. A number of craftsmen and businesses were attracted to the town.



Strausstown was incorporated as the twenty-second borough of Berks County in 1920. Prior to the incorporation, it was a part of Upper Tulpehocken Township. Once officially accepted as a Berks County borough, it encompassed an area of one hundred and twenty (120) acres. Strausstown had quite a number of industries and business places at one time, among these a shirt factory, a hosiery mill, knitting mill, cigar factories, a creamery, garages, three hotels, several stores, memorial business, and a bank.



1920-Looking west. The Creamery shown here on the left foreground later became John Himmelberger's Garage about 1930. Down the street you can see Richard's store.

Anthony Hosiery started in 1910, operating out of the Old Himmelberger tannery, operated first in the early part of the 1800's. Now Post Precision Castings is located on the site.

The Strausstown Volunteer Fire Company was organized in 1915, and purchased its first engine in 1917.

**Pennsylvania Historic Museum Commission:
Bureau for Historic Preservation
National Register (Eligible) Properties
Strausstown Borough, Berks County**

(Eligible) Historic Resource Site in Strausstown Borough	Status Date	Address
Strausstown Historic District	05/07/1991	Linear village district with typical nineteenth century village architecture; Historical Reference date of 1840.

The Historical Sites of Reading and Berks County, Pennsylvania map lists the following historic sites within Strausstown:

- Social Quarters for Fire Company – Walnut St.
Former St. Paul’s Lutheran Church – 1861
- Former Filbert Hotel – Main and Goodman – 1845
- Center Hotel – Main Street – 1836
- Former Strass Store and Strausstown Post Office – Main St.
- Former Farmers and Drovers Hotel – Main Street, east end of Town – 1840
- Former Kreitzer’s Inn – North of Main St. (before 1817)
- Former School – Main and East (1899)

TILDEN TOWNSHIP

Tilden Township was formed from Upper Bern in 1887. It was named after Samuel J. Tilden, the unsuccessful candidate for president in 1876. It lies just south of the Blue Mountain that forms its northern boundary.



Along old Rte. 22, Irvin Schlenker built a restaurant and service station in 1935. Adjacent to the restaurant was a hall 70 by 90 feet, which was used as a dance hall. In June 1941, the Gieringer displayed a model village, had a souvenir shop and snack bar. It was known as "Roadside America".

The early settlers traveling from Reading to Schuylkill County followed the Schuylkill River. About a mile out of Berne, they crossed the river and followed the Hassler Run Creek in Tilden Township to the Port Clinton Gap. Most of the people were engaged in farming. The chief industries were one foundry, a wool mill, two brick works, two creameries, and two gristmills. At the Blue Mountain charcoal was made, which was then used to melt the iron ore at the Windsor Furnace in Windsor Township. At one time there was a dynamite factory at the Blue Mountain where the present Auburn Reservoir is

located. The road leading up to the factory was called the Dynamite Road, and today the road is a trail.



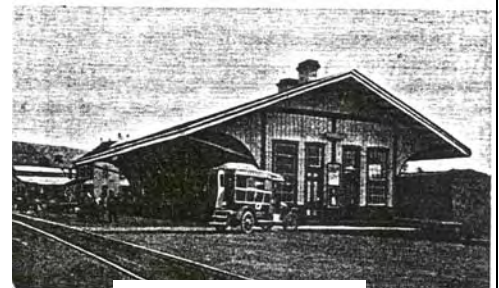
National Hotel, Built 1870

In 1870, in the area of West Hamburg, John Williams and Solomon Seaman erected a large brick block building for hotel and store purposes. It was there that Williams opened the National Hotel (later known as the West Hamburg Hotel), and Solomon Seaman & Sons established a mercantile business, which was carried on by Seaman & Brothers. The Hamburg Rolling Mill was located in 1865 at the lower part of the village and comprised of spacious buildings with convenient connections to the main tracks of the railroad. The Hamburg Vitrified Brick Co. was established in 1891. The brickyard was near the Reading Railroad tracks north of West Hamburg.

Seven former one-room school buildings are located in the Township. They were replaced by Tilden Elementary School, begun in 1929.

The first St. Michael's Union Church was erected in 1769 on land given to both the Reformed and Lutheran congregations by Joseph Zolenberger, in then Bern Township, later Upper Bern Township, and now Tilden Township. The building, constructed of logs, stood at the southwest corner of the old graveyard and was named for the first Reformed pastor, Rev. Phillip Jacob Michael. In 1810 a new brick building was erected on the site of the present edifice, which replaced it in 1874. It is considered one of the largest country churches in eastern Pennsylvania.

The Philadelphia & Reading Railroad ran along the west bank of the Schuylkill and the two stations, West Hamburg (Berks) and Berne, were important shipping points. The State Road leading from Harrisburg to Allentown runs four and one-half miles through the central part of the Township. It was improved in 1909, the base built of stone from Blue Mountain. It is now an important artery of travel for the Township as well as surrounding area.



West Hamburg Station-1926

There are several village names within Tilden Township, including the following:

Bachmoll - just south of Berne. It was called "Bachmoll" because of the contour of the land. It is shaped like a high wooden trough (baking trough) in which bread was fermented.

Berne - named after Bern, Switzerland. The village name Bern was frequently confused with Bern Township and the Bern Church. When the new railroad station was built

during the early 1900's George Kershner was the ticket agent and he added the (e) to Bern to avoid some of this confusion. The village started as a mill town along the river.

Jalappa – William Penn had English surveyors divide the land in Pennsylvania so his heirs could sell parcels of land. English surveyors were surveying the area three miles west of the fork of the Schuylkill River. It once had a post office, a country store, a hotel, a watchmaker's shop, a blacksmith shop, a garage, a tombstone shop and a creamery. Village growth was spurred by construction of Old Route 22.



Jalappa Hotel in 1914

West Hamburg – On October 1, 1925, the village name was changed by the Post Office Department from “Berks” to West Hamburg. The village grew around the railroad station.

Peaceville – about one mile west of Hamburg, along the Berne Road. According to legend a gesture was made by a young girl who lived in this quiet village. It consisted of three homes during the early 1930's. It is referred to as Peaceville, and sometimes “Peacetown”.

Rocktown – is a small village along the base of the Blue Mountain; so named because of the rocky terrain.

Yoder Heights – situated on a hill approximately one mile west of Hamburg. It was named after Clayton Yoder who subdivided his land for building lots. The streets in Yoder Heights are named after his sons and daughters.

The first Amish settlement in America and the first congregation was located along the base of the Blue Mountain a mile west of Hamburg. The North Creek (Northkill) settlement dates from 1730. Indians chased most of the Amish to other regions. The first Amish Bishop in America (Jacob Hertzler) is buried in the Amish Cemetery near Old Route 22. Indian raids began in 1754 and continued until 1764. Many of the Amish left the region in 1760. The Berks County Planning Commission has prepared a map of early Amish land grants in Berks County, including the Northkill Settlement.

A major event in the history of the Township was the acquisition, starting in 1967, of Metropolitan Edison of 2500 acres in the Berne area for construction of a generating station and reservoir which were never built. Farmland purchased by Met-Ed was subsequently sold, some for development.

Below is a table listing the historic properties which are eligible to be considered for the National Register of Historic Places.

**Pennsylvania Historic Museum Commission:
Bureau for Historic Preservation
*National Register (Eligible) Properties
Tilden Township, Berks County***

Tilden Township Eligible Historic Property	Status Date	Address
Berne State Bridge	08/11/1998	Fisher Dam Rd. T-558
Benjamin Sontag, Farmstead	02/12/1987	Walnut Rd.

The Historical Sites of Reading and Berks County, Pennsylvania map lists the following historic sites within Tilden Township:

- Tunnel, 1606 feet long, 1840, near Route 61, built for railroad
- Old railroad station at West Hamburg
- National Hotel/West Hamburg Hotel – 1870, including store and post office; behind it on Hill Road is former Hamburg Rolling (iron) Mill, 1865 and six tenement houses
- Northkill Amish graveyard, 16 marked burials including the first Amish bishop in America, Jacob Hertzler; congregation established 1740, disbanded after September 29, 1757 Indian attack; graveyard visible from Pine Road
- Former one-room schoolhouse along Old Route 22
- Jalappa/Upper Berne Hotel along Old Route 22
- Former general store and Upper Bern post office, 1882, along Old Route 22
- Salem Church, built 1871, rebuilt 1906
- St. Michael’s Union Church, 1875, 1766 graveyard
- Former creamery building off Old Route 22
- 6-sided structure near Indian Fort Inn, off Old Route 22, possibly built 1756, may have been Indian Fort

UPPER BERN TOWNSHIP

The land area encompassed by Upper Bern Township as well as most other lands within Berks County was purchased in 1732 by an existing treaty between the Sachem of the Schuylkill tribe of Delaware (Lenni Lenape) Indians and the sons of William Penn (John, Thomas and Richard Penn). In 1789, Upper Bern Township was established from properties taken from the northern part of Bern Township, but a separate assessment of taxables was not taken until the year 1820.



The Washington House (1905), Shartlesville, PA.



Shirt Factory Shartlesville, PA

The area began to settle in the mid 1700's. Shartlesville is the only town in the Township. Shartlesville was named after prominent settlers of the Township, the "Shartle" family. The Shartles were farmers and also operated lodges within the Township. The Shartle family's actual settlement location was approximately one mile east of the unincorporated area of Shartlesville. By 1887, Shartlesville contained three public houses, a number of retail and trade establishments, two cigar factories, a church, a

blacksmith shop, wheelwright, cabinet maker, undertaker, teacher, shoemaker, and coach maker. The area outside the town was mostly used for agricultural purposes, with some mills operated as well. The Kauffman and Wagner mills were among the largest and oldest mills within the Township.

By the mid 1900's, the village of Shartlesville consisted of a mixture of commercial and residential land uses, having become the town center of the Township. Residential development started to encroach on the agricultural land use outside the town center, occurring mostly along established public roads, with no established pattern. In 1920 the state road was improved from Shartlesville to the Tilden Township line, and the best material for road building was obtained from a quarry in Strausstown, so Upper Bern had a concrete road through the entire length of the Township. The Blue Mountain Electric Company, which received current from Reading, installed electric lights into many homes in the Township in the same year.




Main Street, Shartlesville, PA 1905. Photo also identifies The Pennsylvania House, built in 1832, before town was laid out.


Because of the availability of reasonably priced land, regional location, a growing economy, improvements to the regional transportation network, and the development pressures associated with suburban sprawl, the area has seen increased growth pressures. Most of the “new settlers” of the Township are from the surrounding urbanized areas. Residential land development activity has increased. Most of the recent residential subdivision and land development activity has occurred on productive agricultural lands and/or along existing public roads with no established patterns.

Below are two tables which identify the local historic resources that are either on the National Register of Historic Places or ones that are still eligible to be placed on the National Register. Preserving historic places in Pennsylvania is vital and has been a major task by the Pennsylvania Historic Museum Commission’s Bureau for Historic Preservation.

**Pennsylvania Historic Museum Commission:
Bureau for Historic Preservation
*National Register (Listed) Property
Upper Bern Township, Berks County***

Upper Bern Township Historic Resource Site	Date Listed	Address	Historic Importance
 <p style="text-align: center;">Kauffman’s Mill</p>	11/08/ 1990	Mill Road at Mill Hill Road	One of the oldest mills in Berks County and represents the type of gristmill that is believed to have been prevalent in the 18th century. It exemplifies a custom mill, one that processed grain for the use of local farmers rather than for commercial sale. Architecturally a rare example of an 18th cn. Mill.

**Pennsylvania Historic Museum Commission:
Bureau for Historic Preservation
Historic Marker Program
Markers within Upper Bern Township**

Upper Bern Township Historic Markers	Date Listed	Address	Historic Marker Text
 <p style="text-align: center;">Northkill Amish Marker</p>	6/26/1959	Old US 22, 1 mile W of Shartlesville	The first organized Amish Mennonite congregation in America. Established by 1740. Disbanded following Indian attack, September 29, 1757, in which a Provincial soldier and three members of the Jacob Hochstetler family were killed near this point.

The Historical Sites of Reading and Berks County, Pennsylvania Map lists the following historic sites within Upper Bern Township:

- Rentschler fulling mill off of Mill Road
- Roadside America (not historic, but of interest)
- Friedens Union Church of Shartlesville, built 1870, has Dieffenbach organ
- Shartlesville Hotel, 1820's
- Shartlesville village, with numerous old buildings, tourist oriented shops, and two hotels (Haag's and Leshers/Kauffman's (see above)

UPPER TULPEHOCKEN TOWNSHIP

The entire northwestern section of Berks County was once named Tulpehocken, which was organized as a district in 1729, when it was part of what is now Chester County. The German Palitines, who traveled down the Susquehanna River from the Schoharie Valley in New York State until they reached the Little Swatara Creek, settled the area. The area that is now known as Upper Tulpehocken Township was settled as early as 1735, but did not become a township of its own until 1820. Until that time, it was part of Tulpehocken Township. The German settlers established farms in the Township.

In 1820 a petition was presented to the Court to form a new township and to name it "Perry". This name was unsatisfactory to a large number of people, resulting in several other name suggestions and they were presented to the Court. The Turtle tribe of the

Lenni Lenape Indians occupied the area and the name “Tulpewihaki”, Indian origin translating to “Land of the Turtle”, and the Court felt it was appropriate to name the new township “Upper Tulpehocken.

The mills, tanneries, and forges played a large part in the success and development of the Township. In 1830, Joseph Seyfert operated iron forges, located on the Northkill Creek, in the eastern part of the Township. John Himmelberger began a tannery in 1825 that Michael Miller rebuilt a few years later. Those industries are no longer operated with the exception of one mill, which is located south of Strausstown, off Route 183. This mill was operated by the Rebers between 1813-1828. William Miller bought the mills and during his ownership the mill was destroyed by fire. Joseph Seyfert rebuilt the lower mill in 1894, the same year that William B. Anthony became the owner. Mr. Anthony’s son, George M. Anthony, started his poultry business at the same location, with 125 baby chicks in 1917. In 1926 the demand for feeds became so great, that the old flourmill was discontinued and the mill was enlarged with up-to-date equipment. The Anthony family helped pioneer the field of artificial brooding and have won many awards in the poultry field. The mill then operated under the name “Geo. M. Anthony & Sons”, until 1979, at which time Donald Anthony, third generation, became owner and changed the name to “Anthony Mill”.

The earlier settlers had Indian raids and feared more lives would be lost if action was not taken. The residents of the Township built Fort Northkill in the early part of 1754, located approximately two miles east of Strausstown, near the Northkill Creek and about one mile south of the base of the Blue Mountain for protection from Indian attacks.


Bloody Spring is an important historic site in the Township. The story told is that a family named Spatz were massacred near the creek and their blood ran into the creek, thus the name. The Degler cabin is erected near the Bloody Spring. The Degler family, fearing Indians from New York State during the French and Indian War, took refuge at Fort Northkill. Upon returning to their cabin, the Deglers found a chest broken open when their home was ransacked. The chest was repaired, and it is now stated in the deed to the property that the chest must always remain with the property.

The Blue Mountain Church was the first church constructed of logs in about 1736. The present Blue Mountain Church was built in 1904.

Strausstown was the only town within the Township, until 1920 when Strausstown became a borough.

Below are two tables identifying and describing local historical resources within the Township. These resources are identified as Nationally Registered Properties, listed by the Pennsylvania Historic Museum Commission: Bureau for Historic Preservation and properties that are eligible to be listed but are not officially on the National Register to date.

**Pennsylvania Historic Museum Commission:
Bureau for Historic Preservation
National Registered (Listed) Properties
Upper Tulpehocken Township, Berks County**

Upper Tulpehocken Township Historic Resource Site	Date Listed	Address	Historic Importance
 Seyfert Mill	11/08/1990	Along Northkill Creek on Old 22 & Campsite Road	This mill is important for its association with the county gristmill industry as it is representative of merchant mills erected during the “great rebuilding” of Berks County Mills (1818-1862). In the form of gearing and millstone location and the remnants of the hurst frame there is evidence of the technological changes that took place in the county milling industry during the years of the mill’s operation. Architecturally, this mill is representative of Berks County merchant mills of the period; built 1840.

**Pennsylvania Historic Museum Commission:
Bureau for Historic Preservation
Properties Eligible for the National Register
Upper Tulpehocken Township, Berks County**

Upper Tulpehocken Eligible Historic Properties	Status Date	Address
Valentine Boltz House	1/12/1995	Bloody Spring Road
Michael Ney Farm	1/12/1995	Bloody Spring Road
Benjamin Wagner Farmstead	1/12/1995	Off Campsite Road

The Historical Sites of Reading and Berks County, Pennsylvania Map lists the following historic sites within Upper Tulpehocken Township, which is described as a “trouble spot” during the French and Indian War (1756-1763). It is noted that the Northkill Creek powered most of the early industry.

- Seyfert Grist Mill, 1846
- Site of Hetrich Grist Mill, before 1820, changed to Seyfert Forge about 1840
- Northkill Forge, built about 1829 by Seyferts
- Feick Family Graveyard off Tulley Drive, 1861-1908
- Site of Fort Northkill off Fort Road, built 1756, abandoned 1758
- Frederick Degler Cabin off Bloody Spring Road, ransacked 1757
- Bloody Spring, where Spatz Family was slain
- Moll’s one-room schoolhouse, 1855, used as Moll’s Union Sunday School

WINDSOR TOWNSHIP

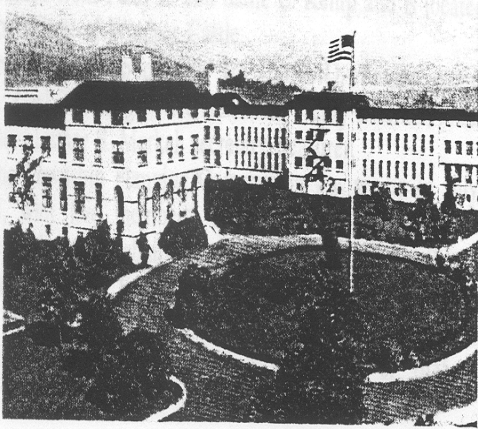
Windsor was settled in 1740, and established as a township in 1752. The early settlers were of English descent and therefore the Township was named after a place in England. At one time Windsor Township included the area of Perry Township, but Perry was cut from Windsor in 1852. The area of Hamburg once was within the Township as well, however it was removed in 1837 when Hamburg was established as a borough. In the beginning, Windsor Township was mostly a farming and fruit growing area with small individually-owned farms.



Casting Shed and Cupola at Windsor Furnace, 1834

The Windsor furnace was built shortly after the Township was established. It was located near the base of the Blue Mountain in the northeastern part of the Township. The furnace was a forge for the manufacture of bar-iron; a sawmill and a gristmill were part of the furnace property. The furnace closed for good in 1883.

Windsor Castle, a village, is located about three miles southeast of Hamburg. Windsor Castle had a combination of hotel and inn and a general store. A post office was established there in 1856, but was discontinued when rural free delivery was introduced. The creamery in the village was at one time one of the most important in the county. The Delaplane Furnace, near Windsor Castle, was operated for nearly a hundred years from the time of the Revolution and the Keim Furnace was situated a short distance north of Hamburg.



State Sanatorium Built in 1914

The State Tuberculosis Sanatorium, started in 1912 and completed in 1914, was capable of accommodating 400 patients. The hospital for tuberculosis was operated by the Department of Health until December 15, 1959 when it was changed to the Hamburg State School and Hospital for the mentally disabled and operated by the Department of Public Welfare. Through the years residents of the Township and Borough have found employment there.

A notable business in the Township was Wertley's Creamery. (Alfred Wertley also operated a creamery in Jalappa in Tilden Township, thus Creamery Road). This creamery was relocated to a large building just south of Hamburg in 1930. In 1933 the ice cream business was bought and named Christman's Ice Cream, and the creamery became a thriving establishment along Route 122, now Route 61. When Mr. Christman retired in 1952, the plant was leased and later sold to Algonquin Chemical Co. Another notable business was the Windsor Dairy, established in 1926. This was the first dairy to bottle milk within the Township and was marketed by Oscar Adams prior to WWI, followed by Paul Kohler in 1928. Windsor Dairy made ice cream after 1938 and marketed it in a grove near the dairy.


A graded bed for the South Mountain Railroad and stone culverts over Kaercher and Mill Creeks are still evident in the Township. The railroad bed went through Windsor Castle, skirted the Borough line and turnpike toward Schuylkill County, and crossed the river into now Tilden Township. Cuts for the railroad are visible in Tilden Township.

There were five one-room school houses in the Township, which were closed with the merger of the school district in 1958.

St. Paul's Church is one of the oldest congregations in the Northern Berks Region. The congregation was founded about 1750 by German settlers. The present church building, the third, was erected in 1832.

Below are the historic resources that are listed on the National Register or those that are eligible to be listed.

Pennsylvania Historic Museum Commission: Bureau for Historic Preservation
National Register (Listed) Properties
Windsor Township, Berks County

Windsor Township Historic Resource Site	Date Listed	Address	Historic Importance
	Listed 11/08/1990	South of Lenhartsville on T-745	This bridge was built 1869 and is 172 ft. in length. Along the Maiden Creek below Lenhartsville bridges the stream from Windsor Twp. to Dreibelbis Station in Greenwich Twp. It is 172 feet long and the longest covered bridge in use in Berks County. It is a burr type bridge and is maintained by the County Commissioners.

Pennsylvania Historic Museum Commission: Bureau for Historic Preservation
National Register (Eligible) Properties
Windsor Township, Berks County

Windsor Township Eligible Historic Resource Site	Status Date	Address
Kershner Bridge	08/18/1998	Woodland Rd.
Shollenberger B. Merkel Tavern	11/15/1993	Old Rte. 22
Hamburg State Hospital	06/10/1984	S.R. 4028
Jacob Stein Farmstead	11/15/1993	Old Rte. 22
David Zettlemyer Farmstead	11/15/1993	Mountain Road

The Historical Sites of Reading and Berks County, Pennsylvania Map lists the following historic sites within Windsor Township. It is noted that the Township was settled 1740. Schuylkill River, Furnace Creek, Kaercher Creek powered the limited number of early industries. Windsor Castle was a postal hamlet of considerable importance, Irishtown (Valley and Mountain Roads) was a settlement. Kernsville was located along Port Clinton Avenue, now within Hamburg Borough.

- Former post office and Smith Store in Windsor Castle
- Windsor Castle Hotel, built about 1903
- St. Paul's Lutheran "Smoke" Church, 1832/1868/1882, along Old Route 22
- Site of fort used in 1750's, off Reservoir Road, most stones taken for house and road building
- Site of Windsor Forge and Windsor Furnace near reservoir
- Schuylkill Canal Locks 28 and 29
- Kernsville – Schuylkill Canal Lock 30
 - Lock House
 - Site of Kernsville/Keim Schuylkill Furnace

Implications for Planning

It is important to understand the history of Northern Berks, the influential factors in its development, and why it is the way it is today. Northern Berks County has a long and very interesting history, dating to the early 1700's. This history is more than just a legacy of historic buildings which remain today.

The information on history can be used a number of ways. It can be used as a basis for efforts to create historic districts where concentrations of resources occur. It is also possible to have trail systems link historic sites and erect informal displays near historic sites. Efforts could be made to encourage developers to preserve historic resources and their context and mitigate impacts on historic resources. Efforts can be made to protect individual historic properties or sites.

In addition, when we talk about agricultural preservation activities, we do not just have to point to a map showing prime agricultural soils, agricultural security areas, and preserved properties. We see that agricultural operations are part of the heritage of this area. As written in the Tulpehocken Creek Scenic River Study, "The major economic activity in the study area is agriculture and agri-business, despite pressures from regional development and the increasing urbanization of southeastern Pennsylvania. Farming and other agricultural pursuits have been intensively practiced for the past 250 years. A combination of (1) geologic formations which produce dolomite and limestone soils; (2) precipitation averaging 42 inches per year; and, (3) a humid continental climate with an

average growing season of some 176 days, have resulted in well drained and fertile soils and growing conditions which, with excellent stewardship, have sustained agricultural production over the years. The economic and social importance of agriculture cannot be overestimated.”

German settlers established farms in the Region in the 1730’s.

Hamburg’s history has been intertwined with the Centre Turnpike (now Route 61), railroads, the Schuylkill Canal, and surrounding farm areas. The Borough has historically been the business center of Northern Berks County, and efforts to retain that position would continue a tradition of the past 170 years.

If we talk about preserving the steep slopes, woodlands, wildlife habitats, watersheds, and streams of the Blue Mountain, it’s not just on the basis of looking at topographical maps, but understanding the role that these have played in the Region. The Mountain has been a source of timber and charcoal which lead to the settlement of the area and the establishment of furnaces; and supported foundries. The Region is strategically located at a gap in the Mountain. Indians have attacked from the Mountain and building materials have come from the Mountain.

Old Route 22 connects historic settlements in the Region, West Hamburg, Jalappa, Shartlesville, and Strausstown, towns which served surrounding agricultural communities.

This Plan recognizes the history of Northern Berks and the importance of protecting its historic, scenic, natural, and agricultural resources, so the heritage of the Region will not be lost.

CHAPTER 23

MAJOR ISSUES FACING THE REGION

INTRODUCTION

The following issues to be addressed in the Comprehensive Planning process were identified from responses to the planning questionnaire, interviews with community leaders identified by the Joint Municipal Planning Committee members, analysis of background maps and data, and discussion at Joint Municipal Planning Committee meetings.

ISSUES

Agricultural Preservation

- The Townships of Windsor, Upper Bern and Upper Tulpehocken have effective agricultural preservation programs in place. An issue raised is if preservation efforts do not get implemented in Tilden Township, will the character of the Region be significantly affected, not just in Tilden Township, but throughout the whole Region. Agriculture is a major industry in Northern Berks County and other businesses support the farm industry.
- In the phone interviews conducted as part of the comprehensive planning process, many of the people surveyed like the rural character of the Region. The presence of agriculture and rural settings were mentioned frequently. Most of the people were in favor of preserving agriculture. Also, most of the people were in favor of saving the rural character of the area.

Blue Mountain Preservation

- The steep sloped areas on the Mountain are protected by the forested areas on the mountain, which is the largest forested area in Berks County and is an important recreational resource.
- Four animal species of special concern are located on the Mountain.
- The Mountain is the location of the headwaters of high value and high quality streams. Some areas are already protected through State owned Forests and Game Lands; however, many tracts are not. If residential or other types of development

are introduced to this area, development of wooded areas would have a detrimental effect on the stability of the slopes and cause more erosion and sedimentation, which could impact the high quality of streams in the area.

- If residential development occurs, historically it starts by developing on individual roadside lots. Some scenic roads could be threatened by residential development. If additional housing developments occur along these roads, scenic views may become blocked by homes and lost to residents and tourists.

Preserving Rural Character

- The Region has a rural character that is valued by its residents. Many people believe that the rural character should be preserved.

Bikeways, Trails, and Recreation Areas and Fields

- The Region contains a number of recreational opportunities, but additional trails could facilitate access to those opportunities.
- There are many options to link community facilities to each other through establishing a Region-wide biking/hiking trail system to provide travel alternatives for residents and visitors. These trails can be used to link residents to parks, work, home and other destinations instead of traveling via automobile. These trails would provide links to existing resources within the Region such as parks, historic sites, and provide recreation opportunities.
- There is a need for additional recreational fields, such as soccer fields, within the Region.

Implications of Cabela's Development in Tilden Township

- Cabela's is a Sportsman Retail Company which is developing a site in Tilden Township. This development will have impacts to the area due to the sheer size of the commercial complex, as well as the magnitude of people who will be visiting and working at this retail establishment.
- The Borough center in Hamburg has a unique opportunity to be supported as the new Cabela's store is developed. The Region could work with the developer to transport visitors to and from the Borough. If links are provided, patrons of Cabela's can also utilize the Borough center for meals, shopping and services.

- This establishment will provide more jobs to local residents and residents in nearby Schuylkill County and residents of other nearby areas. Introducing more commuter, delivery, and visitor traffic into an already strained road system poses a concern.
- Hotels, restaurants, and other commercial developments will share Cabela's clients. Commercial corridors can have many problems associated with them if not properly planned and if appearance, signage, access management, traffic calming, and design to ensure a proper flow of traffic are not addressed.
- Public transportation can relieve some of the traffic issues this development may pose on the Region. A shuttle to link downtown Hamburg has been discussed. Other discussion includes use of a wheeled trolley or rail to connect people to and from Cabela's to other sites throughout Berks County, such as the VF Outlet Center.
- Commercial development established outside of Hamburg Borough, around the Cabela's site, could compete with downtown Hamburg if links are not established, the Borough promoted, and revitalization efforts maintained.

Revitalization in Hamburg Borough

- People interviewed felt that the Borough of Hamburg was the regional center and the need to revitalize the Borough was of high importance. Finding a use for vacant buildings was also very important. The need to rejuvenate a hometown feeling was also an issue raised by people.
- Main Street Programs improve downtown streetscapes, attract, retain and support businesses, attract customers, and create a momentum for business owners to participate in the revitalization process by adding such amenities as shade trees, pedestrian circulation enhancements, sidewalk improvements, increased parking opportunities, benches, decorative lighting, and building façade appearance.

Vacant Industrial Buildings in Hamburg Borough

- Within the Borough of Hamburg, there are vacant industrial buildings which have had an economic impact on the Borough. When asked "What use should be made of vacant industrial buildings in Hamburg?" the respondents to the Planning Questionnaire had the following statements and recommendations: Twelve (12) stated they should be used to attract other industries; five (5) stated that there should be tax initiatives to attract other industries; three (3) said they should be

converted to commercial space; four (4) stated they should be turned into housing units; two (2) said to tear down to build new industry and warehousing opportunities; two (2) said to tear them down and build housing structures; and two (2) said to utilize the space for storage. Other suggestions were to tear down to make an education/youth center/technical school, or day care facility. One respondent said to tear buildings down and leave the area open for recreational use.

Future Employment Opportunities

- The Region's municipalities will need to determine what types of commercial and industrial uses should be accommodated in the Region, and where. The areas around each of the interchanges of Interstate 78 will need to be reviewed. Allowing for the appropriate types of development, and planning land use, and infrastructure, can aid in economic development which is a plus to the Region, rather than a negative.

Sewer and Water Availability

- Extensions into areas designated for preservation would work at cross-purposes to this Plan.
- Infill and development where public sewer and water capacity are available can reduce sprawl and inefficient development patterns, but other infrastructure should be in place to support such development. Service areas should be those determined by the municipalities and consistent with the future land use plan.

TRANSPORTATION

Public Transportation Needs

- Additional opportunities within the Region should be addressed, including connections within the Region and to destinations outside the Region.

Residential Growth Patterns

- If residential development occurs in the Region, it will impact the Region's roads. There are already access management and traffic flow concerns on roads in the study area. If more people move into this area, there will be additional traffic concerns which must be managed.

Through Traffic on Old Route 22 when an Accident Occurs on I-78

- A concern is the through traffic that exits I-78 onto Old Route 22 when there is an accident on the Interstate. This road is not designed to handle the kind of traffic it experiences.

Access Management and Circulation Issues on State Routes (Route 61, Route 183, and Old Route 22)

- Traffic volumes have increased on roads not intended for the volumes experienced or the function performed. Substantial through traffic moves through the area on Route 183 and Route 61.
- Areas along Old Route 22 and Route 183 will require corridor management, especially if the Interchanges of I-78 are further developed.
- Given the impacts Cabela's will have in the Region, attention to access management along Route 61 must continue.

Implications of Interchanges with I-78

- If major development occurs along the interchanges without the proper planning and regulations in place, impacts could change the character of the settlements, especially Shartlesville and Strausstown Borough.

Historic Resources

- There are a number of historic resources in the Region. It must be determined whether land that is developed near historic resources must be developed in such a way to mitigate the impacts on historic resources. Prior to development of land on which historic resources remain, should developers be required to prepare a plan for the preservation of historic resources and their context?
- Should trail systems link historic sites and should informative displays be erected near the historic sites in the Region?

CHAPTER 24

TRAFFIC CIRCULATION

INTRODUCTION

Land use and traffic circulation are ultimately linked and interdependent. Local quality of life is highly dependent on an effective circulation network. Therefore, it is important that land be used efficiently in order for the transportation network to adequately serve all intended uses. It is also important that land use and the transportation network be continually reevaluated as new development occurs. Different types of land uses require different road characteristics, and meeting future transportation needs is dependent on understanding the current network.

When evaluating road improvements, all existing and proposed development areas should be considered. In addition, future development should be considered that results in patterns that will not adversely affect the circulation system. It is necessary to follow appropriate design standards, improve existing roads and manage access to the road network so it will be capable of performing its intended function.

Municipal and individual land use decisions are strongly influenced by existing or proposed circulation systems, while at the same time these same land use decisions affect the circulation systems and the functions, which the roads are expected to perform.

The circulation system within a community has an important influence on the type, location and density of development, which occurs. The location of residential, commercial, and industrial uses has a strong influence on the function or classification of roads, their design and their condition.

In addition to influencing the character of a community by influencing land uses, the character of a community is influenced by the circulation system itself. A municipality with relatively narrow winding roads abutting agricultural and wooded areas will often be perceived as having a rural character. However, a municipality with a circulation system of three and four lane highways abutting intensive development will be perceived as having an urban or suburban character. In areas where development has occurred which does not respect the limitations of the circulation system, the perception can be one of poor planning and frustration.

In the chapter on Regional Influences, some of the factors affecting circulation in the area will be discussed, including improvements to the Route 61 Corridor, which could result in

increased land use pressure and traffic volumes in both Hamburg Borough and Tilden Township.

Composition of the Circulation Network

Hamburg Borough had the second highest total (23.6 miles) of road mileage for boroughs in Berks County. Tilden and Upper Tulpehocken Townships also had some of the higher totals of road mileage in the County (58.2 and 56.9 miles) and were sixteenth and seventeenth overall. Windsor and Upper Bern Townships had 46.1 and 40.6 miles, respectively. Strausstown Borough had the smallest total of road miles in the County at 2.1 miles. In Berks County, typically roads are owned and maintained by the State or by the municipality. The circulation system in the Northern Berks County consists of a variety of roads, from the high volume Routes 61 and 78, to major collectors such as Routes 143 and 183, to residential streets in the boroughs and township roads that tend to be narrow and winding. Because each municipality's needs have been different over time, major improvements have been varied in the past. All of the roads, with the exception of Routes 61 and 78, which bisect the region, are two-lane, serving mainly local traffic. Road mileage is indicated below.

TABLE 1

NUMBER OF ROAD MILES

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP, UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN TOWNSHIP, WINDSOR TOWNSHIP

Municipality	State Miles	Municipal Miles	Total
Albany Township	19.59	39.92	59.51
Bethel Township	48.15	50.86	99.01
Centre Township	21.57	42.31	66.88
Jefferson Township	16.45	25.01	41.46
Greenwich Township	34.09	79.63	113.72
Hamburg Borough	7.06	16.59	23.65
Penn Township	14.11	28.61	42.72
Perry Township	12.42	40.22	52.64
Strausstown Borough	.62	1.52	2.14
Tilden Township	22.37	35.87	58.24
Tulpehocken Township	18.08	36.04	54.12
Upper Bern Township	12.30	28.30	40.60
Upper Tulpehocken Township	20.77	36.19	56.96
Windsor Township	18.10	28.07	46.17

Source: Pennsylvania Department of Transportation, Roadway Inventory Summary, 2000.

East-West Transportation Corridors

The highest volume road passing through the area is of course I-78. Formerly known as Route 22, this four lane divided highway is part of an interstate system that traverses the northern portion of the County and is an important east-west transportation corridor in the region. Since the completion of improvements to I-78, it now functions as a limited access highway in many areas providing uninterrupted travel from Harrisburg in the west to Easton in the east. Since this road transects the Region, its influence is quite significant because it allows easy access to employment centers, which will likely influence new housing construction in the area.

Although I-78 has a major effect on the area, another important road in terms of travel in the area is Old Route 22. It links local residents with Route 61 in the east and Route 183 in the west, traversing the area in a slight easterly-westerly fashion and running roughly parallel to I-78.

Other roads carrying east-west traffic include: Mountain Road (Windsor, Tilden, and Upper Bern), Windsor Castle Road/Balthaser Road, Schappell Road, Witchcraft Road, Mountain Drive, Bachmoll Road/Salem Road/Saint Michael's Road, Shartlesville Road, Skyline Drive, Tulley Drive/Spring Road, East Rehrersburg Road and Forge Dam Road/Bloody Spring Road.

North-South Transportation Corridors

Because most of the travel through Berks County has been historically east-west oriented, the number of north-south routes is more limited. This phenomenon also exists in northern Berks County. Route 61 is the major north-south route in this part of the County. Route 61, which transverses Hamburg Borough and eastern Tilden Township, facilitates inter-county travel linking I-78 and the anthracite coal region of eastern Pennsylvania in the north with Reading to the South. Other important north-south routes include Routes 143 and 183. Route 183 intersects with I-78 in Strausstown Borough and Route 143 eventually links with I-78 across the Windsor Township line near Lenhartsville in Greenwich Township.

Additional roads carrying north-south traffic include: Port Clinton Avenue, Clauss Road, Windsor Castle Road, Sunday Road, Berne Road, St. Michael's Road/Salem Church Road, Tilden Road, Walnut Road/Academy Road, Fisher Dam Road, Fox Road, Pine Road, Mill Hill Road, Valley Road, Shartlesville Road, Schoolhouse Road, Wolf Creek Road, Naftzingertown Road, Leshner Road, South Swatara Drive/Pearl Road, Club Road/Deglers Road, Bricker Road, Pine Hill Road, Tulley Drive/Manbeck Road and Northkill Road.

Existing Roadway Classification

The definitions of the road classifications are as follows, developed from the classification in the Berks County Comprehensive Plan Revision:

Interstate/Other Expressways – These highways are designed to provide for the movement of the greatest number of vehicles over the longest distance in the fastest allowable time. Access to expressways is restricted to grade-separated interchanges and the flow of traffic is uninterrupted. These highways generally serve either inter-state and inter-regional traffic or cross-town traffic in densely developed areas.

Arterial Street – Arterials provide for the movement of large volumes of traffic over longer distances; however, these highways generally operate at lower speeds than arterial expressways due to the presence of traffic control devices and access points.

Collector Street – Collector streets serve moderate traffic volumes and act to move traffic from local areas to the arterials. Collectors, too, can be subdivided into subcategories. Major Collectors provide for a higher level of movement between neighborhoods within a larger area. Minor Collectors serve to collect traffic within an identifiable area and serve primarily short distance travel.

Local Street – Local streets are, by far, the most numerous of the various highway types. These streets provide access to individual properties and serve short distance, low speed trips.

The Berks County Comprehensive Plan Revision also contains the following recommended design features for the various highway functional classifications:

**HIGHWAY FUNCTIONAL CLASSIFICATIONS AND
RECOMMENDED DESIGN FEATURES**

<u>Classification</u>	<u>General Provisions</u>	<u>Right-of-Way Width (ft.)</u>	<u>Cartway Width</u>
Expressway	55+ MPH Limited Access No Parking Noise Barrier/Buffer (where required)	Minimum 120; however, may be wider based on local conditions and design	Minimum four 12' wide travel lanes with 10' wide shoulders capable of supporting heavy vehicles
Arterial	35-55 MPH Some access controls to and from adjacent development. Encourage use of reverse and side street frontage and parallel access road. No Parking	80	48-52 feet; 12' wide travel lanes with shoulders in rural area and curbing in urban areas
Collector	25-35 MPH Some access controls to and from adjacent development. Parking permitted on one or both sides.	60	34-40 feet; 12' wide travel lanes with stabilized shoulders or curbing; 8' wide lanes provided for parking.
Local	15-35 MPH No access control to and from adjacent development. Parking permitted on one or both sides.	53	28-34 feet with stabilized shoulders or curbing; cartway widths can be reduced based on interior traffic patterns.

Roads are classified on the existing Traffic Circulation Conditions map. The following is the list of each type of functional road:

Interstate/Expressway: I-78.

Major Arterials include: Route 61.

Minor Arterials include: Old Route 22, State Street, East Rehrersburg Road, Route 143 and Route 183.

Major Collectors include: Port Clinton Avenue, Windsor Castle Road, Mountain Road, Woodland Road, Industrial Drive, Berne Road, Shartlesville Road, Wolf Creek Road, and Tulley Drive.

Minor Collectors include: Balthaser Road, Schappell Road, Witchcraft Road, Mountain View Drive, Bachmoll Road, Salem Church Road, Saint Michael's Road, Skyline Drive, Spring Road, Bloody Spring Road, Clauss Road, Tilden Road, Academy/Walnut Road, Pine Road, Mill Hill Road, Valley Road, Schoolhouse Road, Naftzingertown Road, Northkill Road, South Swatara Drive, Pearl Road, Bricker Road, Pine Hill Road, Winterhill Road, and Manbeck Road.

Local Access Roads include: all other roads.

Scenic Roads

Scenic roads are generally found in agricultural and wooded areas and near stream corridors. Scenic roads are discussed in the chapter on Scenic Resources.

Traffic Volumes

Traffic volumes are determined through traffic counts taken at specific locations within a transportation corridor. The volume is usually portrayed in terms of average annual daily traffic (AADT). This represents the average count for a 24 hour period, factoring in any fluctuations due to the day of the week or month of the year. The AADT is an important factor that, in conjunction with the previous factors outlined, helps in determining the functional classification of a road. Comparing traffic volumes from different time periods helps to illustrate how growth is affecting circulation patterns.

Information available on traffic volumes is important in determining the potential for capacity problems. Roads that are not used for the purpose for which they are intended can experience capacity problems. This is particularly evident in areas experiencing a significant amount of new development without concurrent upgrades to the transportation corridors. Capacity problems become particularly evident when the number of lanes are reduced and traffic is funneled from a roadway with a higher number of lanes to one with a lower number of lanes.

Although the population of the area has increased, capacity on the area's roads is influenced by traffic originating outside the area. Roads most likely to experience capacity problems are of course Route 61 but also on Old Route 22. These roads are carrying local as well as regional traffic, and increasingly at higher volumes. Traffic volumes are beginning to increase on other roads as well.

The greatest traffic volumes in the Region are found along I-78, ranging from 27,000 to 31,000 ADT, the higher figure east of Route 61. Route 61 also has high volumes, ranging from 25,000 south of I-78 to 20,000 north of I-78.

Substantial volumes are also found on Route 183 and Old Route 22. Volumes on Route 183 are 6,900 and 6,400 south of I-78 and 4,600 north of I-78. Volumes on Old Route 22 range from 2,700 to 11,000 near Industrial Drive.

Other roads having a volume exceeding 1,000 are 4th Street, Windsor Castle Road, Shartlesville Road, Wolf Creek Road, and Shartlesville I-78 interchange.

Roadway Conditions

An inventory of roadway conditions is necessary in order to identify problems within the circulation system and to address these problems as appropriate. Roadway conditions are generally evaluated from four perspectives.

- Safety
- Access
- Interchanges
- Corridor Segments

Safety

Safety concerns are evident at those locations within the circulation system that may pose hazards due to poor road alignment, limited sight distance, design, or structural problems, lack of road shoulders or obstacles near the roadway. These all create hazardous conditions, which can slow traffic and cause congestion and potentially lead to accidents. Areas of particular concern are curves along Wolf Creek Road, the intersection of Shartlesville Road and Old Route 22, and traffic flow and intersections of Route 61 with 4th Street, Mountain Road, and Schappell Road; and Hawk Ridge Drive, Woodland Road, and Windsor Street intersections with 4th Street.

Access Management and Traffic Flow

Access management problems are situations where conflicts between mobility and access are, or will be, intense and result in congestion and safety problems. Access management problems typically occur on roads serving high volumes, high speed traffic, and abutting intense trip generating uses, such as exist on Route 61. An example of an access management problem would be where commercial development occurs on a road and the mobility of traffic is adversely affected by the increase in driveways from adjacent land to the road on which the land fronts. As the number of driveways increases, the safety

and efficiency of the road can decrease. Access management will be an increasing concern on the area's roads, such as Old Route 22, Route 183, and Route 61 in the future.

The "industrial" area in Southwest Hamburg is an area of concern because of narrow streets and short turning radii, making it difficult for large trucks to maneuver. As reuse of parcels in this area occurs, efforts should be made to improve traffic flow through any possible road and intersection improvements.

Interchanges

Interchanges that are not designed to accommodate traffic volumes or have inefficient traffic patterns can significantly hinder movement on adjacent roads. There are a number of important interchanges located within the boundaries of the study area. The I-78 and Route 61 Interchange, the I-78 Hamburg Interchange, the I-78 Interchange in Upper Bern, and I-78 and Route 183 Interchange in Upper Tulpehocken near Strausstown. Given current traffic volumes, the I-78 and Route 61 Interchange has particular impact on the area's circulation system, and additional improvement in the area of the interchange will be required because of Cabela's. Improvements to the Hamburg interchange have been programmed.

Corridor Segments

Corridor segment problems are usually found when congestion, access and safety issues are all present. Corridor segment problems can include those roads that may possess maintenance issues or exhibit structural problems. Because of a number of access and safety problems, Routes 61, 183 and Old Route 22 are key corridors requiring attention. Route 183 experiences through traffic, but is generally narrow, with poor shoulder, and narrow bridges. Old Route 22 is a major local arterial, but is subject to potential development and is used as an emergency route when there are closures on I-78. Route 61 has intersections of concern and will carry increased volumes with the building of Cabela's.

Alternative Forms of Transportation

A separate chapter has been provided on pedestrian circulation, and the focus of this background chapter will be on vehicular traffic. In the plan for circulation, though, it will be necessary to address multi-modal facilities such as bicycle-pedestrian, transit-pedestrian, and bicycle-transit.

Bus Service

Barta provides daily morning and evening bus service from Hamburg to Reading and Reading to Hamburg via Leesport on Route 61. Stops include the Fairgrounds Square

Mall, Muhlenberg Plaza, Hyde Park, 2nd and Douglass Streets near the Reading Station Outlet Center, 3rd Street in West Reading near the Reading Hospital and Medical Center with route termination at 9th Street in Reading. Capitol Trailways also provides daily and weekend service between Hamburg, Reading, Lebanon and Harrisburg. Capitol Trailways connects with the inter-city bus terminal at 3rd and Penn Streets in Reading.

Rail Service

There are two rail lines in the Region. One is the inactive Reading Blue Mountain and Northern Railroad (RBM&N) line in southwestern Hamburg. There is a South Hamburg station building. This line could be reactivated in the future. The active line along the west side of the Schuylkill River was owned by Norfolk Southern and runs from Reading north into Schuylkill County. It is a freight line operated by RBM&N.

CHAPTER 25

COMMUNITY FACILITIES

INTRODUCTION

Community facilities provide essential services to residents of the Region. Community facilities which have been mapped include the Hamburg Municipal Center on North 3rd Street, the Strausstown Borough Office on Main Street, the Upper Tulpehocken Township Building on Old Route 22, the Upper Bern Township Building off Main Street in Shartlesville, the Tilden Township Building on Old Route 22 in West Hamburg and the Windsor Township Building on Witchcraft Road. The Tilden Township office is located east of the Township Building, along Old Route 22. Township officials have begun studying the need for a new municipal building at the site of the existing building. The Hamburg Public Library is located next door to the Municipal Center on North 3rd Street in the Borough.

The Hamburg Borough garage and sewage treatment plant are located between Route 61 and Front Street at the end of Grand Street.

PennDOT has a maintenance facility near the Strausstown interchange of I-78.

Post Offices

Post offices are located in Hamburg Borough along North 3rd Street, in Shartlesville along Old Route 22, and in Strausstown along Old Route 22.

Educational Facilities

All communities in the Northern Berks Region are in the Hamburg Area School District. The educational complex in Hamburg Borough contains both the High and Middle Schools. The high school serves grades 9 through 12 and grades 6 through 8 attend the middle school. Of the five elementary schools in the district, four are located in the Northern Berks area. They consist of Hamburg Elementary in Hamburg, Tilden Elementary in Tilden Township, Strausstown Elementary in Strausstown and Upper Bern Elementary in Shartlesville.

The continued growth in the school district, particularly in Tilden and Perry Townships, has made additional construction necessary. The need for additional schools in the future will be determined by rates of growth in the region. Some concerns of the school district in the future include the growing student enrollment, projected building maintenance and

**List of Community Facilities
The Northern Berks County Joint
Comprehensive Plan**

ID Community Facility Resource Name

- 1 American Legion
- 2 Auburn Reservoir
- 3 Berne United Methodist Church
- 4 Bernville Mennonite Church
- 5 Bethany United Methodist Church
- 6 Borough Garage and STP
- 7 Borough Office
- 8 Borough Park
- 10 Cemetery
- 10 Cemetery
- 10 Cemetery
- 12 Christ Evangelical Free Church
- 13 District Justice
- 14 Edenburg Park
- 16 Elementary School
- 16 Elementary School
- 16 Elementary School
- 18 Field House
- 19 First Assembly of God Church
- 20 First UCC Church
- 21 Frieden's Union Church
- 22 Future Township Park
- 23 Golf Course
- 24 Grange
- 25 Green Acres Golf Course
- 26 Hamburg Bible Church
- 27 Hamburg Center
- 28 Hamburg Community Ambulance
- 29 Hamburg Community Health Center
- 30 Hamburg Fish and Game
- 31 Hamburg High School
- 32 Hamburg Middle School
- 33 Hamburg Moose
- 34 Hamburg Municipal Center
- 35 Hamburg Public Library
- 36 Hamburg Reservoir
- 37 Hamburg Seventh Day Adventist Church
- 38 Kaercher Creek Park
- 39 Kernsville Dam
- 40 Legion Hall
- 41 Lenhartsville Fish & Game
- 42 Lion's Playground
- 43 Blue Mountain Academy
- 44 Municipal Parking

List of Community Facilities

ID Community Facility Resource Name

45 National Guard
46 North Gate Dove
47 Olivet Blue Mt. Camp
48 PennDot Maintenance
49 Post Office
49 Post Office
51 Salem Evangelical Congrogational Church
52 Salvation Army
53 Shartlesville Community Park
54 Shartlesville Fire Co.
55 Shartlesville Fish and Game
56 St. John's Lutheran Church
58 St. Mary's RCC
58 St. Mary's RCC
59 St. Michael's Church
60 St. Paul's Evangelical Lutheran Church
61 State Game Lands
61 State Game Lands
61 State Game Lands
61 State Game Lands
65 State Police
66 Stausstown Volunteer Fire Co.
67 Strausstown Rod and Gun Club
68 Tilden Elementary School
69 Tilden TWP Building
70 Tilden TWP Police
71 Tot Lot
72 Township Building
73 Township Office
74 Union Fire Company
75 Upper Tulpehocken TWP Building
76 Weiser State Forest
77 Windsor TWP Building
78 Zion Blue Mt. Church of Christ

improvement projects and limitations on future expansion based on the availability of land. The school district expects that current schools will serve the needs of the district for the next five to ten years at least, but will continue to monitor the need for additional school facilities.

Police Protection

Hamburg Borough and Tilden Township have their own police forces, headquartered in the Borough Municipal Center and the Township Police Headquarters, respectively. Upper Bern Township has joint service with Centre Township. Other municipalities in the region rely on the Pennsylvania State Police for police protection. The State Police barracks is located in Tilden Township. District Justice offices are located in Strausstown and Hamburg.

Ambulance Service

Ambulance service to the Townships and the Borough is provided by the Hamburg Community Ambulance, which has a station on Franklin Avenue in Hamburg Borough.

Library Service

The only library available in Northern Berks is the Hamburg Public Library, which is open to people with a Berks County library card. The Berks County Library bookmobile serves Shartlesville and Strausstown every other Friday.

Fire Protection

There are three fire companies located in the Region, the Union Fire Company Number One on South 4th Street in Hamburg, the Shartlesville Fire Company in Upper Bern and the Strausstown Volunteer Fire Company on Walnut Street in Strausstown. These fire companies are volunteer companies, and a concern of volunteer companies is continuing to have a sufficient number of volunteers to allow them to provide adequate fire protection. Fire companies provide mutual assistance to each other in fire emergencies, but it may be necessary for the fire companies and municipalities to work more closely together in the future to assure continued adequate fire protection.

Private Associations and Facilities

The numerous churches in the Region are detailed on the map and listed in the Existing Land Use Chapter. In addition, the American Legion, Hamburg Field House, Hamburg Moose, Legion Hall, and Salvation Army are located in Hamburg. The Region's Grange is located in Shartlesville.

Health Care

There are no medical hospitals in the Region. The Hamburg Community Health Center in the southern portion of Hamburg Borough and The Reading Hospital and Medical Center facility in the Tilden Industrial Park serve the Region.

The Hamburg Center is a State facility for the mentally disabled along Old Route 22 in Windsor Township. It currently has about 190 residents and 460 full-time employees. Peak population was in 1966, when there were 900 residents. Since then, patients have been moved into community-based housing. Reading Area Community College will establish a satellite campus at the Center. Veterans have expressed interest in having a retirement home and outpatient treatment center established at the Center. About 70 residents of the Center work at the Center's workshop, Mountain View Industries, Inc.