

August 2009



BROOKHAVEN, PARKSIDE, AND UPLAND MULTI-MUNICIPAL COMPREHENSIVE PLAN

COMPREHENSIVE PLAN
FOR THE
BOROUGHES OF BROOKHAVEN, PARKSIDE, AND UPLAND

August 2009

Prepared for the citizens of the Boroughs of
Brookhaven, Parkside, and Upland
by the
Delaware County Planning Department

This project was funded in part by a grant from the Commonwealth of Pennsylvania, Department of Community and Economic Development, under the Land Use Planning and Technical Assistance Program (LUPTAP), and with funding from the Community Development Block Grant (CDBG) Program under Title I of the Housing and Community Development Act of 1974, P.L. 93-383, as amended.

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ACKNOWLEDGEMENTS

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* Former staff member, municipal official, or task force member

BOROUGH OF BROOKHAVEN

RESOLUTION NO. 2010-02

WHEREAS the Borough of Brookhaven agreed with Parkside Borough and Upland Borough to prepare a Multi-Municipal Comprehensive Plan; and

WHEREAS a Task Force was formed comprising representatives of the three (3) municipalities; and

WHEREAS after a more than three (3) year process of development, said Task Force, with the assistance of the Delaware County Planning Department, prepared and recommended for adoption said Multi-Municipal Comprehensive Plan; and

WHEREAS the Planning Commissions of the respective Boroughs at a joint public meeting held at the Brookhaven Municipal Building on April 28, 2009, recommended adoption of said Multi-Municipal Comprehensive Plan; and

WHEREAS on October 20, 2009, a majority of each of the respective Borough Councils held a joint public hearing at the Brookhaven Municipal Building in connection with said plan as required under the Pennsylvania Municipalities Code; and

WHEREAS, in accordance with the Pennsylvania Municipalities Planning Code, the adjacent municipalities, the School Districts, and the County of Delaware were given forty-five (45) days to review and, if desired, comment on said proposed Plan; and

WHEREAS, the Borough Council of the Borough of Brookhaven recognizes that said Multi-Municipal Comprehensive Plan will be a valuable tool in aiding decision making in the Borough of Brookhaven as the Borough continues to develop and change.

BE IT THEREFORE RESOLVED, this 1st day of March, 2010 that the Borough Council of the Borough of Brookhaven hereby adopts and approves the Multi-Municipal Comprehensive Plan for Brookhaven, Parkside and Upland Boroughs with the following corrections:

1. Eileen Mulvena shall be properly identified on the Acknowledgements page as the Borough Engineer for the Borough of Brookhaven;
2. On Map 6-1, the Borough's sewage treatment plant shall be properly identified as "Brookhaven Borough Sewer Treatment Plant";
3. On page 10-18 in the Paragraph titled "Brookhaven Borough": (i) the date "1993" should be replaced with "1977" and (ii) the third bullet point relating to a lack of administrative procedures for review of special exceptions and the Zoning Hearing Board should be deleted in light of Sections 1242.18 and 1242.19 of the Borough's Codified Ordinances relating to membership and fees for the Zoning Hearing Board and Chapter 1273 of the Borough's Codified Ordinances which

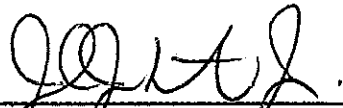
sets forth standards and criteria and procedures for special exceptions
and conditional uses.

Duly adopted this 1st day of March, 2010.

ATTEST:

BOROUGH OF BROOKHAVEN


MARY ELLEN MCKINLEY
Borough Secretary


JOHN WILWERT, JR.
Borough Council President

Parkside Borough

Resolution - No. 1653

WHEREAS Parkside Borough agreed with Upland Borough and Brookhaven Borough to prepare a Multi-Municipal Comprehensive Plan; and

WHEREAS a Task Force was formed comprising representatives of the three (3) municipalities; and

WHEREAS after a more than three (3) year process of development said Task Force, with the assistance of the Delaware County Planning Department prepared and recommended for adoption said Multi-Municipal Comprehensive Plan; and

WHEREAS the Planning Commissions of the respective Boroughs at a joint public meeting held at the Brookhaven Municipal Building on April 28, 2009, recommended adoption of said Multi-Municipal Comprehensive Plan; and

WHEREAS a majority of each of the respective Borough Councils at a joint public hearing held at the Brookhaven Municipal Building on October 20, 2009 likewise recommended adoption of said Plan; and

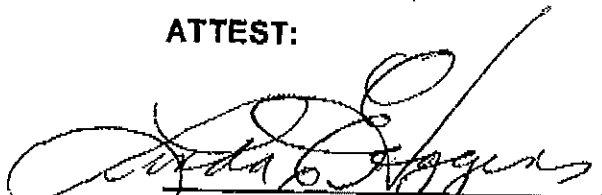
WHEREAS, in accordance with the Pennsylvania Municipalities Planning Code, the adjacent municipalities, the School Districts, and the County of Delaware were given forty-five (45) days to review and, if desired, comment on said proposed Plan; and

WHEREAS, the Borough Council of Parkside Borough recognizes that said Multi-Municipal Comprehensive Plan will be a valuable tool in aiding decision making in Parkside Borough as the Borough continues to develop and change.

BE IT THEREFORE RESOLVED, this 28th day of October, 2009 that the Borough Council of Parkside Borough hereby adopts and approves the Multi-Municipal Comprehensive Plan for Brookhaven, Parkside and Upland Boroughs.

Duly adopted this 28th day of October, 2009

ATTEST:


Borough Manager/Mayor

PARKSIDE BOROUGH


Borough Council President

BOROUGH OF UPLAND
DELAWARE COUNTY, PENNSYLVANIA
RESOLUTION NO. 22 OF 2009

WHEREAS, Upland Borough agreed with Parkside Borough and Brookhaven Borough to prepare a Multi-Municipal Comprehensive Plan; and

WHEREAS, a Task Force was formed comprising representatives of the three (3) municipalities; and

WHEREAS, after a more than three (3) year process of development said Task Force, with the assistance of the Delaware County Planning Department prepared and recommended for adoption said Multi-Municipal Comprehensive Plan; and

WHEREAS, the Planning Commissions of the respective Boroughs at a joint public meeting held at the Brookhaven Municipal Building on April 28, 2009, recommended adoption of said Multi-Municipal Comprehensive Plan; and

WHEREAS, a majority of each of the respective Borough Councils at a joint public hearing held at the Brookhaven Municipal Building on October 20, 2009 likewise recommended adoption of said Plan; and

WHEREAS, in accordance with the Pennsylvania Municipalities Planning Code, the adjacent municipalities, the School Districts, and the County of Delaware were given forty-five (45) days to review and, if desired, comment on said proposed Plan; and

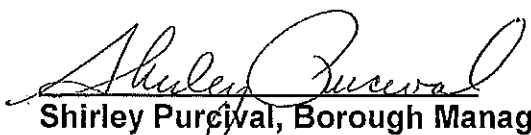
WHEREAS, the Borough Council of Upland Borough recognizes that said Multi-Municipal Comprehensive Plan will be a valuable tool in aiding decision making in Upland Borough as the Borough continues to develop and change.

BE IT THEREFORE RESOLVED, this 10TH day of November, 2009 that the Borough Council of Upland Borough hereby adopts and approves the Multi-Municipal Comprehensive Plan for Brookhaven, Parkside and Upland Boroughs.

PASSED AND ADOPTED THIS 10TH DAY OF NOVEMBER, 2009

ATTEST:

UPLAND BOROUGH COUNCIL


Shirley Purcival, Borough Manager


Edward M. Mitchell, President

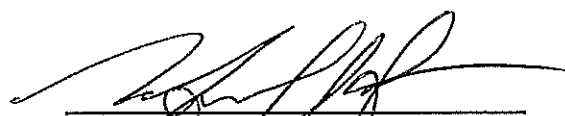

Michael J. Clach, Mayor

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CHAPTER 1

INTRODUCTION

CHAPTER 1

INTRODUCTION

THE COMPREHENSIVE PLAN

A comprehensive plan is a long-range planning tool used to guide the future growth and development of a community. It expresses a community's vision and goals for the future and sets forth policies and strategies to achieve them. A multi-municipal comprehensive plan is a plan for two or more localities that considers their future from a joint perspective while still respecting the individual character of each municipality. Comprehensive plans are officially adopted by the governing bodies of the participating municipalities and are implemented to a large extent by zoning ordinances, subdivision and land development ordinances, and other municipal and private efforts. Today, the typical timeframe of a comprehensive plan is about ten years. This document is a multi-municipal plan for the Boroughs of Brookhaven, Parkside, and Upland in Delaware County, Pennsylvania.

COMPREHENSIVE PLANNING IN PENNSYLVANIA

The *Pennsylvania Municipalities Planning Code* (MPC), Act 247, regulates comprehensive planning in Pennsylvania. Act 247, as amended, requires plans to include a statement of the community's development goals and objectives, plans for land use, transportation, the environment, housing, community facilities, and historic preservation. Comprehensive plans in Pennsylvania are also required to include a statement about the interrelationships among the various plan components and a discussion of short- and long-range plan implementation strategies. In addition to these required plan elements, this plan contains chapters and sections about the three Boroughs' regional history, demographic characteristics, characteristics of livability, and a two-year action agenda.

In June 2000, Pennsylvania adopted its own "smart growth" legislation uniquely tailored to the traditions, law, and politics of Pennsylvania. Act 67 (House Bill 14) and Act 68 (Senate Bill 300) both amend the MPC. These reforms were designed to encourage and enable counties and municipalities to plan together for future development, and to implement such plans through cooperative agreements, consistent ordinances, and actions. The amendments enable the following:

Allow cost sharing of the significant costs of a sound land use plan, and the use of the technical assistance and expertise of county planning departments and state and regional agencies.

Provide funding incentives by authorizing state agencies to provide funding priority for multi-municipal planning and implementation.

Require incorporation of local plans in decision-making by requiring state agencies to consider and/or rely upon the multi-municipal plan in making funding and permitting decisions.

Address regional issues by enabling municipalities to identify and address issues that are regional in nature, such as sewer and water provisions, emergency services, transportation issues, and developments of regional scope. Planning for these issues together can eliminate the duplication of efforts, encourage communication among municipalities, and create opportunities for more efficient use of resources.

Protect against curative amendment lawsuits by no longer requiring that each municipality within a multi-municipal planning area provide for every possible use. In the context of a zoning challenge, the law now directs the court to look at the availability of uses under the zoning ordinances of all municipalities participating in a multi-municipal plan, and not to limit its consideration to the municipality whose ordinance is being challenged.

Retain local control by allowing municipalities to retain control over local issues so long as implementation is consistent with the framework of the multi-municipal plan.¹

THE PLANNING PROCESS IN THE THREE BOROUGHES

The process of preparing a new multi-municipal plan for Brookhaven, Parkside, and Upland began in December 2004. Individual plans for the Boroughs were previously adopted in 1972 (Parkside), 1976 (Upland), and 1991 (Brookhaven). The Comprehensive Plan Task Force (CPTF), comprising officials and residents representing each of the three Boroughs, provided general guidance throughout the planning process. The CPTF provided input including general policy guidance, insight into existing conditions and problems, review and refinement of plan drafts, and ideas for receiving public input.

The Delaware County Planning Department (DCPD) staff performed much of the research and drafted the text in coordination with the CPTF. The CPTF and DCPD staff met regularly to exchange information and review the work performed by DCPD.

This document contains significant data describing conditions in the Boroughs as they were in 2005. Much of the information was obtained from an analysis of U.S. Census data, Zoning Hearing Board records, and County documents such as subdivision reviews, parcel records, and maps. Information concerning existing development was obtained from land use surveys conducted by DCPD staff in 2005.

¹*Planning Beyond Boundaries*, 10,000 Friends of Pennsylvania, 2002

VISION STATEMENT

Visioning is a relatively new and commonly used tool in developing a comprehensive plan's goals, objectives, and recommendations. A vision statement describes in general terms the residents' overall opinion of and commitment to their ideal community. Therefore, it identifies the community's ultimate long-term goal.

The vision of the Boroughs is to create a community that values its heritage, fosters economically and socially healthy environments, encourages safe human-scale development, and efficiently uses land, infrastructure, and public facilities and services.

While this statement provides the broad concept of the Boroughs' long-term vision, some elaboration is necessary to provide a clearer picture of this ideal community. The statements below are designed to portray this long-term vision.

The Boroughs are striving toward a community that:

1. Maintains and encourages stable, blight-free neighborhoods where homeowners and residents can invest with reasonable assurance that their investment is secure;
2. Preserves the layout of the Boroughs, ensuring compatible, neatly spaced residences along pedestrian-oriented streets that discourage high speeds and traffic volume;
3. Encourages diversity in land uses, economic development, housing opportunities, and social and cultural activities;
4. Encourages and supports business, government, and citizens to work together to attain common goals and fully capitalize on the local resources;
5. Capitalizes on its unique cultural characteristics to develop new retail and service opportunities;
6. Supports planned and designed public spaces and facilities that promote the maximum opportunity for social interaction and engagement;
7. Promotes the conservation of open spaces and the provision of parks and public recreational facilities designed for all members of the community, regardless of age, interest, or physical ability;
8. Encourages outdoor recreational activities, festivals, and events;

9. Provides and supports pedestrian-oriented and human-scaled streetscape and urban design that fosters a sense of place and accessibility for all members of the community;
10. Provides a setting that encourages people to locate, remain, or return to the Boroughs out of choice because they offer a safe, healthy, and enriching environment in which to raise a family;
11. Preserves its cultural resources by supporting the rehabilitation of historically or architecturally significant structures and sites;
12. Provides an integrated network of lighted multi-use paths/trails utilizing public rights-of-way and stream valleys;
13. Provides and maintains attractively landscaped entranceways and streetscapes containing shade trees along clean, well-maintained streets.

GOALS, OBJECTIVES, AND RECOMMENDATIONS

The term *goal*, as used in this plan, is an expression of the generalized end-points or ultimate purposes that the Boroughs strive to achieve. *Objectives*, on the other hand, are more specific and measurable actions necessary to move towards these goals. In most cases, several objectives must be achieved or nearly achieved before the goal is reached.

Recommendations are the very specific actions or directions that must be taken and effectively carried out so that a given objective is attained. Frequently, an objective can be reached only by carrying out several recommendations.

The goals, objectives, and recommendations identified in comprehensive plans typically contain highly interrelated statements. For example, goals and objectives stated in terms of land use issues are frequently linked to those framed as transportation issues. Whenever this occurs, it is important to ensure that these statements are reasonably consistent with one another.

One of the most critical aspects of well-crafted goals and objectives is that they reflect the needs and desires of the community. Accordingly, it has been necessary to elicit the views and opinions of local officials and residents to prepare useful statements of goals and objectives. Goals and objectives are provided in the individual chapters.

FUNDING SOURCES

On behalf of the Boroughs, DCPD secured a state Land Use Planning and Technical Assistance Program (LUPTAP) grant in the amount of \$43,700, and a Community Development Block Grant (CDBG) in the amount of \$34,000, with the remaining 10% of the total project cost provided by the Boroughs. The state grant was obtained through the Pennsylvania Department of Community and Economic Development (DCED), the block

grant was obtained through the Delaware County Office of Housing and Community Development (OHCD), and the local match was divided among the three participating Boroughs.

PLAN ORGANIZATION

This plan is organized into twelve chapters that are bound together in a three-ring binder. This provides the Boroughs with the maximum convenience in making future plan revisions as conditions warrant. It allows the Boroughs to incrementally update the plan one section at a time.

Each chapter has been carefully prepared to support and enhance the other chapters but is not dependent on them. This allows the chapters to act independently as well as cooperatively with one another to meet the overall vision of the plan area. The chapters that constitute the plan are:

- **Chapter 1 – Introduction:** provides an overview of the comprehensive plan and includes the Vision Statement.
- **Chapter 2 – Area Profile:** presents a brief history of the Boroughs and analyzes their demographic characteristics.
- **Chapter 3 – Historic Preservation:** provides a detailed history of the area and a plan for the preservation of the Boroughs' cultural and historic resources.
- **Chapter 4 – Environment:** describes the area's natural features and explores the region's environmental issues.
- **Chapter 5 – Parks, Recreation, and Open Space:** discusses existing conditions of parks and open space areas, and presents recommendations for additional recreational areas, facilities, and programs.
- **Chapter 6 – Community Facilities and Services:** describes the level and adequacy of community facilities and services such as police protection, fire protection, library service, utilities, and Borough administration.
- **Chapter 7 – Housing:** presents housing conditions and strategies to improve them.
- **Chapter 8 – Transportation:** discusses methods to enhance the local and regional transportation system, including pedestrian and bicycle facilities and public transit.
- **Chapter 9 – Economic Development:** discusses current economic conditions and recommended steps for revitalization and redevelopment.

- **Chapter 10 – Land Use:** presents an inventory of present land uses, a discussion of principal problem areas, and a plan for future land uses for the Boroughs.
- **Chapter 11 – Two-Year Action Agenda:** lists the priority actions that the Boroughs should take within the first two years after adoption of this plan.
- **Chapter 12 – Implementation:** describes the steps and tools for implementing the recommendations in the plan and preparing the Implementation Agreement.

HOW TO USE THIS COMPREHENSIVE PLAN

This plan has been written in a consistent and straightforward manner, intended to be read either from cover to cover OR consulted as needed for reference. The reader can flip to any chapter, read the existing conditions for the topic discussed, and continue to the recommendations designed to alleviate any deficiencies or shortcomings. A Funding Program and/or Technical Assistance source follows the recommendations, where applicable. Appendix A – Funding Programs and Technical Assistance Sources, provides a description of the applicable funding programs, sources of technical assistance, and specific contact information. Funding programs are listed alphabetically in Appendix A.

Members of the Borough Councils should always turn to this plan when considering policy matters. They should consult this report to see the basic direction the plan sets forth and the more specific objectives it outlines for the various areas such as land use, transportation, housing, etc.

Similarly, when the Borough Councils or other local boards or officials are considering specific matters, they are advised to consult the goals and objectives, as well as the text of the specific chapter that addresses the topic in question, to see if it provides guidance and direction through its recommendations. The goals, objectives, and recommendations outlined in the report are based on the combined input from local residents, staff, and elected and appointed officials, as well as that of DCPD. In many cases, municipalities ignore their own comprehensive plans, which contain valuable information on how to approach and make decisions on the very topics with which they are having difficulty. Therefore, the plan should be used as a reference that provides guidance on a wide variety of issues, problems, and challenges facing the Boroughs.

CHAPTER 2

AREA PROFILE

CHAPTER 2

AREA PROFILE

This chapter describes the three-Borough area in the context of past, present, and future generations and its place in the region. It identifies the historical events that shaped the Boroughs and the region as a whole and analyzes each community's demographics. Knowledge of the Boroughs' past will assist in charting a course for their future.

LOCAL AND REGIONAL SETTING

The three-Borough area comprises Brookhaven Borough, Parkside Borough, and Upland Borough. It is located in the southern portion of Delaware County between the Cities of Philadelphia and Wilmington. The area is bordered by Nether Providence Township to the east, Chester City to the south, Chester Township and Aston Township to the west, and Middletown Township to the north. Map 2-1 highlights the location of the Boroughs in relation to the remainder of Delaware County and its bordering counties.

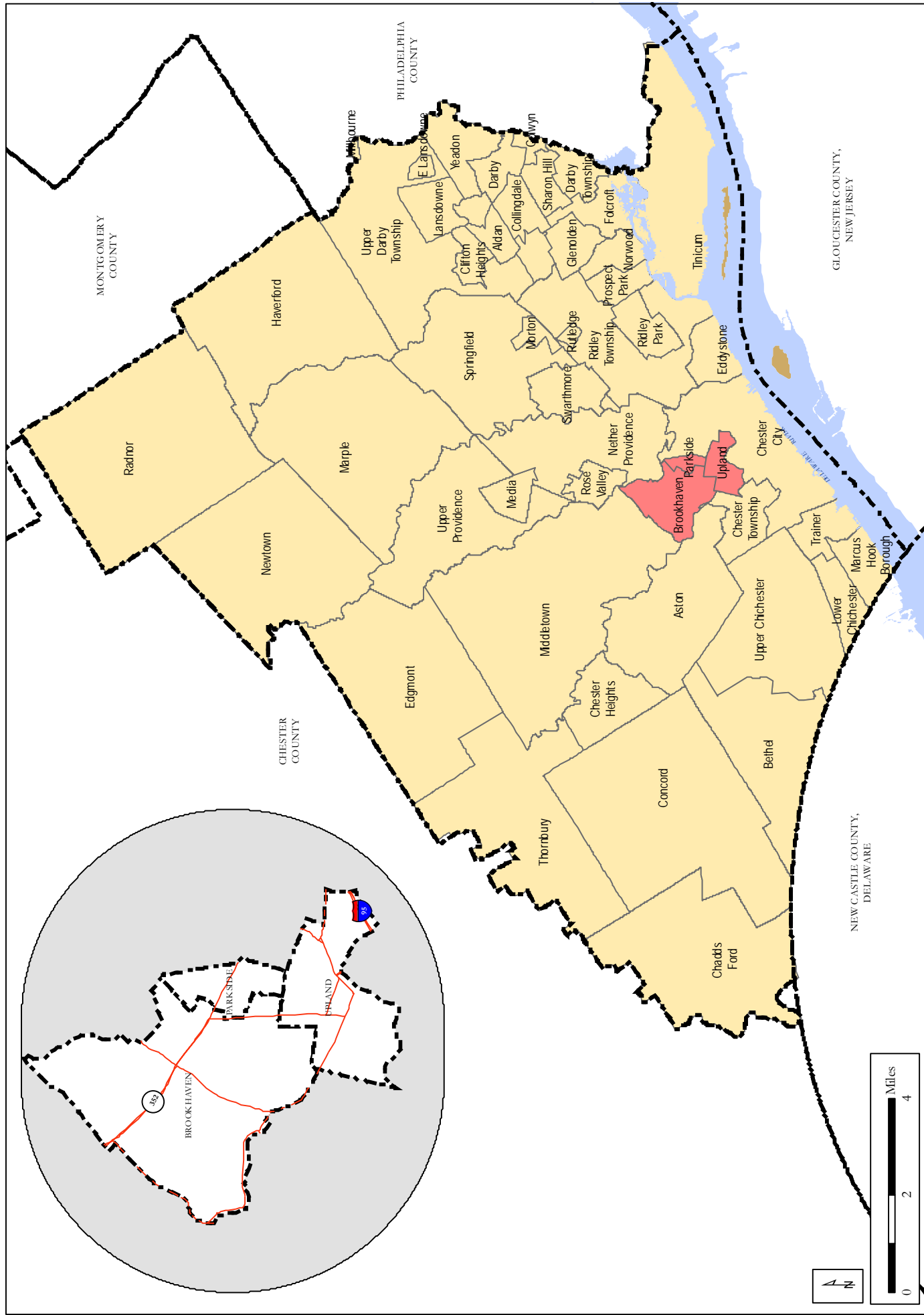
The area consists of 2.6 square miles and is approximately sixteen miles from Center City Philadelphia, Pennsylvania; twelve miles from Wilmington, Delaware; and seven miles from Philadelphia International Airport. The Commodore Barry Bridge, which spans the Delaware River and provides access to southern New Jersey, is located less than five miles from the area.

Interstate 95 (I-95) traverses a small portion of the study area, passing through the southeastern corner of Upland Borough. This interstate highway provides easy access to Philadelphia and Wilmington, the airport, and the Commodore Barry Bridge. I-95 also connects with Route 476 (Blue Route), a major north-south expressway that provides access to the Pennsylvania Turnpike, Route 202, and other major roads in the metropolitan area.

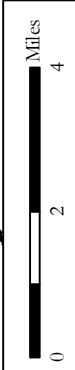
The major arterials in the area are Route 352, Bridgewater Road (6th Street in Upland), Brookhaven Road, Upland Road (Main Street in Upland), and Upland Avenue. Route 352 traverses Brookhaven and Parkside as Edgmont Avenue before entering the City of Chester and becoming Avenue of the States.

HISTORICAL BACKGROUND

The plan area was originally home to the Lenape Indians, a semi-nomadic clan that followed the seasons and the passage of the area's wildlife. One possible settlement was at the Landingford area on Chester Creek in present-day Upland. The landing's placement on the creek and proximity to the Delaware River made it an ideal location.



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Brookhaven, Parkside,
and Upland Boroughs

Regional Setting

Map 2 - 1

NOTES:
1. USGS - State Boundaries, County Boundaries, and Municipal Boundaries
2. PennDOT - Major Roads

Disclaimer
This map is for informational purposes only. The reliability of this map depends on the accuracy of the underlying data sources which have not been verified.

Although there is no documentation of any Native American settlements in the other areas, it is believed that the Lenape traveled throughout the region, following the Delaware River in the spring and venturing into higher elevations in the winter.

The first European claims on the land were those of Sweden. The enticement for the Swedish settlement was the abundance of furs to be gained in trade with the Lenape. Few of the Swedish and Finnish residents established farmsteads far inland. Prior to 1643, they referred to all of the land north of the Delaware River as “Upland,” or Upland.

In 1664, the English (under the Duke of York) took control of the settlements along the river in Delaware County. Land grant holder William Penn sent his associate, Caleb Pusey, to build a house and mill in Upland at the Landingford Plantation in 1683. This house is believed to be one of the oldest standing structures in Pennsylvania. It is also one of the very few remaining locations that William Penn is known to have visited. Started by Pusey, the Chester Mills came to be a long-lasting industrial venture. The grist and saw mills were so influential that, in 1777, General George Washington ordered the removal of the mill stones so that the British soldiers would not be able to seize the ground flour.

Upland truly became a community in 1845, when the Crozer family purchased the mills and expanded them into a successful cotton and textiles business. Houses, schools, churches, and businesses were built for the mill workers and their families. By the time the Borough was incorporated in 1869, there were approximately 1,300 residents.

Although there wasn't a significant industrial effort in Brookhaven or Parkside, the ripples of the vast industrial expansion along the Delaware River waterfront were felt inland. Edgmont Avenue, a primary roadway into the interior of Delaware County, was located along this path. An early 19th century community known as Sneath's Corner developed around the crossroads of Brookhaven Road and Edgmont Avenue. There was a school, general store, physician's office, wheelwright, church, and various other businesses serving the large farmsteads in what was then all Chester Township.

The area that is now Brookhaven and Parkside remained largely agricultural until the 20th century. The housing boom experienced nationwide after World War I was particularly influential in the development of these communities. As industry in Chester grew, the Chester trolley system provided increased ease of transportation along Edgmont Avenue. Parkside became a logical bedroom community. Incorporated in 1919 with 374 residents, three large parcels of land were rapidly developed into streets lined with brick twins and single homes. An elementary school, church, and several small businesses, all in a close and walkable arrangement, served the everyday needs of residents.

As automobile traffic increased, Edgmont Avenue was solidified as a linear commercial street that provided access to industrial concerns along the Delaware River, enabling residential growth to spread farther out from Chester. Several subdivisions had been created by the time Brookhaven was incorporated as a borough in 1945, with a modest population of about 600 residents and 150 homes. Rapid growth occurred during the

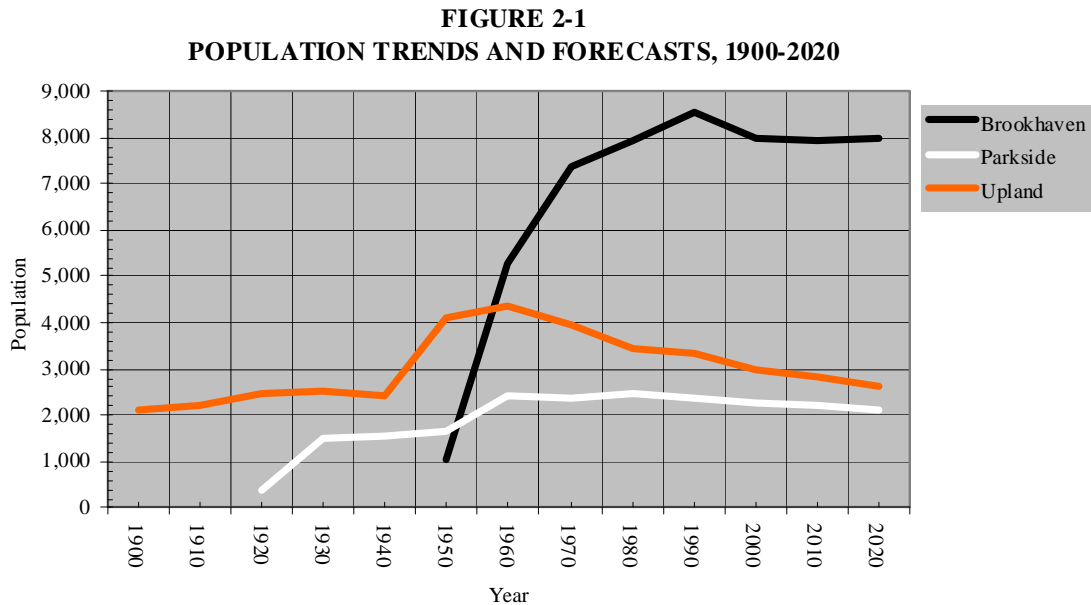
1950s and 1960s, creating separate neighborhoods characterized by similar-looking homes, curved streets, and limited access to major roads. This family-friendly style of development has helped Brookhaven’s population increase year after year.

DEMOGRAPHIC ANALYSIS

Assessing the present and future needs of the Boroughs requires the analysis of a variety of factors. Figures illustrating population trends and forecasts, age distribution, and income will help create a better understanding of the needs and concerns of the community. Examining the Boroughs’ demographic profiles will help determine the amount and types of services that will be required, and will help provide a context for the communities’ future positions within the County. All demographic data is from the U.S. Department of Commerce, Bureau of the Census. The Delaware Valley Regional Planning Commission (DVRPC) provides forecasts for the years 2005-2025 in its 1999 publication, “Year 2025 County & Municipal Population & Employment Forecasts.”

Population Trends and Forecasts

Figure 2-1 shows the population trends and forecasts for the three-Borough area from 1900 to 2020. In 1900, Upland Borough had a population of 2,131, which increased steadily until 1940, followed by a slight reduction. Between 1940 and 1950, the population roughly doubled from 2,431 to 4,081, increased throughout the 50s, peaking at 4,343 in 1960. Population thereafter declined through the year 2000, reaching a total of 2,977 persons. According to DVRPC forecasts, the population of Upland will continue to decline through 2025.



Source: U.S. Department of Commerce, Bureau of the Census, 2000

Parkside and Brookhaven Boroughs were not incorporated until 1919 and 1945, respectively. Therefore, no statistics were collected for those areas until the 1920 and 1950 censuses. In 1920, Parkside Borough had a population of 374, which had quadrupled to 1,497 by 1930. The population continued to increase, peaking in 1980 at 2,464, and then decreasing through 2000. DVRPC forecasts show that this downward trend will continue through 2025. Brookhaven Borough's first census (1950) reported a population of 1,042. Between 1950 and 1960, the population quintupled to 5,280. The population steadily increased through 1990 to its peak of 8,567, and then decreased to 7,985 in 2000. DVRPC forecasts show that Brookhaven's population will remain constant through 2025.

TABLE 2-1 POPULATION TRENDS AND FORECASTS, 1900-2020				
Year	Three Boroughs	% Change	County	% Change
1900	2,131*	N/A	94,762	N/A
1910	2,221	4.2%	117,906	24.4%
1920	2,860	28.8%	173,069	46.8%
1930	3,997**	39.8%	280,264	61.9%
1940	4,010	0.3%	310,756	10.9%
1950	6,760	68.6%	414,234	33.3%
1960	12,049	78.2%	553,154	33.5%
1970	13,649	13.3%	603,461	9.1%
1980	13,834	1.4%	555,007	-8.0%
1990	14,270	3.2%	547,323	-1.4%
2000	13,229	-7.3%	551,974	0.8%
2010	12,950	-2.1%	550,970	-0.2%
2020	12,720	-1.8%	546,972	-0.7%

Source: U.S. Department of Commerce, Bureau of the Census, 2000

* Upland only, 1900-1920

** Parkside and Upland only, 1930-1940

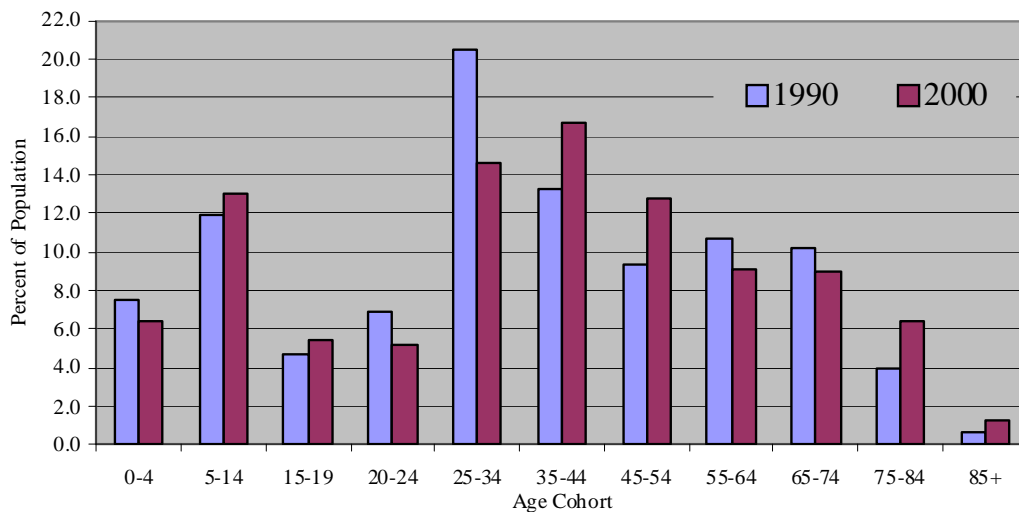
Table 2-1 shows the population trends and forecasts in the three Boroughs as compared to the County as a whole. From 1940 to 1970, the Boroughs experienced rapid growth that exceeded the County's average growth rate. From 1990 to 2000, the Boroughs lost 7.3% of their population, while the County gained 0.8%. DVRPC forecasts show that the Boroughs' populations will stabilize and remain fairly constant through 2025.

Age Distribution

The age distribution of a community suggests the levels of service and infrastructure necessary to meet the future needs of various age groups. Figure 2-2 compares the age distribution of the three Boroughs between the 1990 and 2000 censuses. Since 1990, the 0-4 age group decreased by 20.7%, attributed to the fact that the childbearing age group (20-34) decreased by 32.9%. This could be the effect of the 20-34 age group relocating in pursuit of jobs or conditions more suitable for child-rearing (e.g., better schools, less crime). The 55-64 and 65-74 age groups were the only other two cohorts with a decrease (-21.5% and -18.3%) from 1990 to 2000, possibly due to retirees moving out of the area.

The 5-14 and 15-19 age groups had a small increase, 1.5% and 5.2% respectively, between 1990 and 2000. The 35-44 age group increased by 301 persons, or 15.8%, between 1990 and 2000. The 45-54 age group had the largest growth in the number of persons, increasing by 346 people or 25.8%. Elderly populations (75 and up) have drastically also increased since 1990. After 1990, the 75-84 age group increased by 49.1%, and the 85+ age group increased by 75.8%. These changes in age distribution between 1990 and 2000 closely follow trends found throughout the County.

FIGURE 2-2
AGE DISTRIBUTION, 1990-2000



Source: U.S. Department of Commerce, Bureau of the Census, 2000

Racial Composition

As shown in Table 2-2, an analysis of the racial composition of the three Boroughs reveals a trend towards more multi-racial communities, with a decrease in the White population and an increase in the Black and “Other” populations. The term “Other” includes Hispanics, Asians, Pacific Islanders, American Indians, Eskimos, and Aleuts. This follows trends found throughout Delaware County.

Although remaining the majority in the Boroughs and throughout the County, the White population has decreased since 1990. Brookhaven had a decrease of 715 persons (-8.6%), Parkside had a decrease of 185 persons (-7.9%), and Upland had a decrease of 757 persons (-24.8%). Delaware County’s White population has also decreased since 1990, falling by 31,293 or 6.6%.

The Black population, on the other hand, experienced tremendous growth in the three Boroughs during this period. Brookhaven’s Black population increased by 77 persons, or 91.7%, since 1990. Parkside’s Black population had the highest percentage of growth, rising 511.1%, but the lowest number increase, only 46 persons. Upland’s Black

population had a substantial growth of 337 persons, but a relatively small percentage increase of 135.3%. Also, since 1990, Delaware County's Black population increased by 30.3%.

The population of "Other" also increased significantly by 127.2%. Brookhaven saw a 42.7% increase or 56 persons. Parkside had the highest percentage growth but the lowest number increase in the "Other" population, rising 528.6% or 37 persons, while Upland also increased, rising 217.2% or 63 persons.

TABLE 2-2 RACIAL COMPOSITION, 1990-2000						
	White		Black		Other	
	#	Percent	#	Percent	#	Percent
Brookhaven						
1990	8,352	97.5%	84	1.0%	131	1.5%
2000	7,637	95.6%	161	2.0%	187	2.3%
Change	-715	-8.6%	77	91.7%	56	42.7%
Parkside						
1990	2,353	99.3%	9	0.4%	7	0.3%
2000	2,168	95.6%	55	2.4%	44	1.9%
Change	-185	-7.9%	46	511.1%	37	528.6%
Upland						
1990	3,056	91.7%	249	7.5%	29	0.9%
2000	2,299	77.2%	586	19.7%	92	3.1%
Change	-757	-24.8%	337	135.3%	63	217.2%
Three Boroughs						
1990	13,761	96.4%	342	2.4%	167	1.2%
2000	12,104	91.5%	802	6.1%	323	2.4%
Change	-1,657	-12.0%	460	134.5%	156	93.4%
Delaware County						
1990	473,741	86.5%	61,394	11.2%	12,516	2.3%
2000	442,448	80.3%	79,981	14.5%	28,435	5.2%
Change	-31,293	-6.6%	18,587	30.3%	15,919	127.2%

Source: U.S. Department of Commerce, Bureau of the Census, 1990 and 2000

Family Income

The U.S. Census Bureau has two aggregated categories for income: household and family. Household income is the income of the householder and all other individuals 15 years old and over in the household, whether they are related or not. Because a household can consist of one person, household income is usually less than family income. Family income is the total income of all household members 15 years old and over who are related to the householder, and is treated as a single amount.

TABLE 2-3 MEDIAN FAMILY INCOME, 1990-2000						
Municipality	Median Family Income			Number of Individuals Below the Poverty Line		
	1990	2000	Percent Change	1990	2000	Percent Change
Brookhaven	\$45,945	\$58,271	26.8%	149	284	90.6%
Parkside	\$41,081	\$48,958	19.2%	155	127	-18.1%
Upland	\$32,887	\$35,640	8.4%	433	743	71.6%
Delaware County	\$44,323	\$61,590	39.0%	\$37,171	\$42,411	14.1%

Source: U.S. Department of Commerce, Bureau of the Census, 2000

Table 2-3 shows median family income and the number of individuals below the poverty line for each of the three Boroughs and for Delaware County. Since 1990, median family income has increased in the overall area. Brookhaven increased by 26.8%, Parkside by 19.2%, and Upland by 8.4%. These increases were not as great as that of the County on the whole, which experienced a 39.0% increase between 1990 and 2000.

Overall, the number of individuals below the poverty line increased by 417 between 1990 and 2000. Parkside was the only Borough of the three that saw a decline in the number of individuals below the poverty line. In 2000, the percentage of individuals below the poverty line was 3.6% in Brookhaven, 5.6% in Parkside, and 25.0% in Upland.

Housing Occupancy

The percentage of homeowners versus that of renters within a given community is a strong indicator of neighborhood stability. While a supply of affordable rental housing is an important resource for every community, homeowners do tend to place greater stock in their neighborhoods and to prioritize the maintenance and improvement of their homes. Table 2-4 shows the number and percentage of owner-occupied, renter-occupied, and vacant units in the three-Borough area and Delaware County for 1990 and 2000, and the change between the two decades. The percentage of homeowners in the three-Borough area declined slightly during this period (-4.3%), while there was a modest increase in renter-occupied units (1.9%). Although the decrease in owner-occupied units does not constitute an alarming trend, the Boroughs should continue to monitor the owner to renter ratio and implement programs to assist and encourage home ownership (see Chapter 7 – Housing).

Since 1990, the total number of vacant housing units increased in both the Boroughs and the County as a whole, although the percentage increase in the Boroughs was much greater than that of the County. Also, the total number of occupied housing units in the Boroughs declined by a modest 3.0%, which mirrors the population decline in the area during the same time period. The vacancy rate is a major indication of a housing market's ability to meet demand. Between 3% and 5% represents an acceptable range. The area's 4.7% vacancy rate falls within this range, suggesting that the supply of available housing is adequate.

TABLE 2-4 HOUSING OCCUPANCY, 1990-2000										
Housing Occupancy	Three-Borough Total					Delaware County				
	1990	Pct.	2000	Pct.	Percent Change	1990	Pct.	2000	Pct.	Percent Change
Total Housing Units	5,775	100.0%	5,729	100.0%	-0.8%	211,024	100.0%	216,978	100.0%	2.8%
Vacant Housing Units	148	2.6%	268	4.7%	81.1%	9,650	4.6%	10,658	4.9%	10.4%
Total Occupied Units	5,627	97.4%	5,461	95.3%	-3.0%	201,374	95.4%	206,320	95.1%	2.5%
Owner-occupied	4,396	78.1%	4,206	77.0%	-4.3%	146,281	72.6%	148,384	71.9%	1.4%
Renter-occupied	1,231	21.9%	1,255	23.0%	1.9%	55,093	27.4%	57,936	28.1%	5.2%

Source: U.S. Department of Commerce, Bureau of the Census, 1990 and 2000

CHAPTER 3

HISTORIC PRESERVATION

CHAPTER 3

HISTORIC PRESERVATION

The pasts of the three Boroughs, Brookhaven, Parkside, and Upland, are evident in their contemporary identities. Visual reminders such as street patterns, landscapes, homes, and buildings evoke the area's proud heritage. The significant historic places in each municipality are community assets. Planning for their protection is an important consideration in comprehensive planning. Many older communities across the country are recognizing that if they are to thrive in the future, they must embrace and build upon their history rather than ignoring it.

A community's built environment evolves over time; likewise, preservation of historic resources is an ongoing process. Preservation consists of three steps: identification, evaluation, and protection. First, a community must *identify* those buildings, areas, or landscapes that exhibit historical characteristics and significance. Once a general listing has been created, each record must be carefully *evaluated* by collecting and documenting historical and physical data. This will enable the community to determine the degree of integrity the resource has retained and where it fits in with the history of the community, region, or nation. Finally, the community establishes appropriate and secure methods of *protection* so that these resources will be preserved for future generations.



Upland Baptist Chapel and streetscape

A municipality that values its past can foster a strong sense of community identity. Brookhaven, Parkside, and Upland Boroughs still exhibit much of their history through the built environment, and these unique characteristics should be protected. The three Boroughs should actively pursue historic preservation through the steps described above and throughout this chapter.

GOAL: To identify and evaluate noteworthy historic development patterns, individual places, and character-defining features and to protect and maintain these resources to strengthen community identity, generate economic vitality, and sustain them for the future.

HISTORIC COMMUNITY CHARACTER

Objective 3-1: To identify elements contributing to the area’s unique historic community character, including development patterns, and to design strategies for retaining and preserving those most valued.

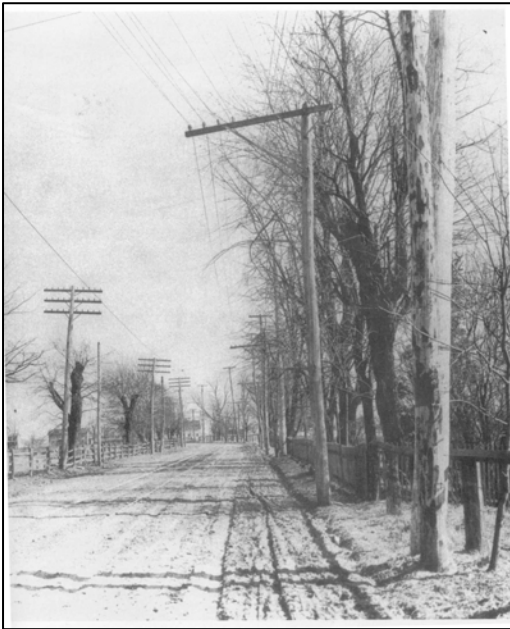
The community character of the plan area (Brookhaven, Parkside, and Upland Boroughs) displays historic development patterns that predominate in all the municipalities. Because the physical growth of a community provides the built environment that residents and visitors use in shaping their version of that place’s identity, it is essential to examine these elements.

Historic Development Patterns

Like many Delaware County municipalities, all three Boroughs began as rural and agricultural communities. Each evolved in different ways in response to increasing populations and changes in national trends. The historical growth patterns coincide with modern-day neighborhoods and municipal boundaries, providing illustrations of their evolution. The patterns discussed in this section contribute to the contemporary identity of the area and provide the basis for guiding new development as well as preservation and revitalization.

Early Agricultural Farmstead and Road Development – As with many of the surrounding areas that were all part of Chester Township, both Brookhaven’s and Parkside’s land use was agricultural through most of their history. Parkside comprised just three large agricultural parcels. In Brookhaven the original land grants were 300 acres or more. These expanses were eventually subdivided into smaller tracts of 100 acres or less that were farmed into the late 1800s. By the early 20th century, John P. Crozer of Upland had established livestock farms on these parcels. He owned more than 280 acres in Brookhaven. Much of this initial farmland has since been subdivided and developed, leaving very few visual reminders of the land’s past.

Some of the roads within these Boroughs began as trails that were used by the Lenni-Lenape Indians, and were later adapted by European settlers for use. One such trail passed from Darby Borough along present-day MacDade Boulevard into Chester, by way of present-day Upland Avenue and along Chester Creek and the Pusey Plantation. The 1687 Edgmont Great Road was a major link from Upland and Chester to more interior areas of Middletown and Aston, running through present-day Brookhaven and Parkside. These early roadways provided a path for modern development.



Old Edgmont Avenue, Brookhaven

Crossroads Village Development –

Crossroads, or intersections of major roads, became commercial and social gathering places for scattered agricultural farmsteads. Edgmont Avenue was crossed by Bridgewater Road, now Brookhaven Road. At this intersection, a small cluster of commercial and social places developed called Sneath's Corner, later Brookhaven. A school, general store, physician's office, wheelwright, church, and other businesses existed in the 19th century. Very few of the buildings have survived.

Early Industrial Development –

The presence of Chester Creek made the southwestern border of Upland an ideal settlement area as far back as the days of the Lenape. It was a site of industry for well over 200 years, starting with Chester Mills in 1683. This location, selected

by William Penn's associate Caleb Pusey, allowed for distribution of goods down the creek, along the Delaware River, and out to the other colonies. The mills had many owners over their long histories, and many successes supplying grain, flour, lumber, and eventually textiles to the developing community and beyond.

Industrial Expansion – Although there wasn't a significant industrial effort in Brookhaven or Parkside, the ripples of the vast industrial expansion along the Delaware River waterfront were felt inland. Edgmont Avenue was along this path; it was a primary roadway into the interior of Delaware County. To serve the water needs of nearby Chester City, the New Chester Water Company was built in 1902 at Edgmont Avenue and Dutton Mill Road.

Mill Villages – Residential development exploded when John P. Crozer bought Upland's mill site and surrounding acreage in 1845. Crozer embarked on the creation of a long-lasting mill village, which was successful both in the textile trade and in meeting its residents' housing needs. After adding two more mills in 1852 and 1863, Crozer erected blocks of tenement housing for his workers. At his own expense, he also provided schools to educate the children and the Baptist Church (1851) for the moral direction of the community. After incorporation in 1869, the residential area spreading from the mills

was well in place. Industrial accomplishments prompted the construction of compact streets of sturdy worker housing with grand mansions for the Crozer family sprinkled throughout the Borough. Many public improvements made during this time were done so at the expense and direction of this influential family, and the village continued to grow through the turn of the century.

The eastern and western boundaries of Brookhaven are defined by Chester and Ridley Creeks, both of which attracted early mill development. The Dutton Mill began in the 18th century as the Coebourn Mill, and it prospered for over 100 years as a grist and sawmill. It was destroyed in the floods of 1843. Today only the Dutton Mansion remains. A series of mill industries flourished on Ridley Creek, including the Bancroft Cotton Mill. This mill evolved into the Columbia Worsted Mill and became Sackville Mills in 1918. Unfortunately, no worker housing remains.



Dutton Mansion, Brookhaven

Institutional Development – The civic, educational, and spiritual needs of Upland residents were well met, often by the generosity of the Crozer family. In 1849, the first schoolhouse was built at Race Street, with new locations established as enrollment grew. In 1857, John P. Crozer erected the Upland Normal Institute to train teachers. During the Civil War, it served as a hospital for wounded soldiers. It was also briefly occupied by the Pennsylvania Military Academy. The building was later associated with the Crozer Theological Seminary, hosting student Martin Luther King, Jr., before being purchased by the Crozer-Chester Medical Center when the seminary moved out of state. The Crozer Home for Incurables (c. 1897) and Crozer Hospital (1902) began the area's medical center, which is still known and active today.

Early Suburban Development (Turn of the Century to World War II) – Industrialization in the second half of the 19th century helped increase rail and eventually automobile use. As the automobile gained popularity, people were able to travel greater distances more quickly and live within commuting distance of their place of employment. The result was the emergence of the suburb, as apparent in the development patterns of Brookhaven and Parkside.

The first of Brookhaven's subdivisions was 38-acre Chester Terrace, which was laid out circa 1910. About the same time, subdivisions were created off of Dutton Mill Road on Shepherd and Greenwood Streets. By 1934, Edgmont Villas was laid out along Virginia and Barlow Avenues and Ridge Boulevard.

Parkside saw the bulk of its development during this era, with its 1919 incorporation as a borough fueling the building boom. The area was primarily residential, due to economic and social growth in nearby Chester that created a perfect bedroom community. In the “Norfolk Plan,” south of Edgmont Avenue, streets were platted and lined with single-family homes. In the “Parkside Plan,” to the north of Edgmont Avenue, more brick twins filled the lots. A linear hub ran along Edgmont Avenue between Elbon and Avon Roads,



Two-story mixed use development along Edgmont Avenue in Parkside

creating a local business district. Combined with the elementary school (1919), the Parkside United Methodist Church, and the electric Chester trolley line running along Edgmont Avenue, Parkside was meeting its residents’ commercial, educational, and spiritual needs.

Later Suburban Development (1947 to 1970) – The post-World War II era brought rapid change to America. Prior to World War II, Brookhaven was still primarily rural, with a population of 642 and just 150 homes. This changed rapidly in 1945 when the Borough was

incorporated. Developers purchased and subdivided family farms and built similar housing structures within the new developments. These patterns followed the national norm at that time, with the designs following a curvilinear roadway and houses separated from each other with limited access to the more frequently traveled arterial streets. Similar post-World War II designs appeared in all three Boroughs, such as small cul-de-sacs in Parkside in the area formerly known as “Kynvatten Manor” and the federally funded Auburn Village in Upland. The proliferation of the automobile during this period substantially altered the major patterns of development. Businesses and commercial activity developed along Edgmont Avenue. Commercial areas, housing, municipal institutions, and schools, among other places, were now centered on the automobile. This form of development still dominates today.

RECOMMENDATIONS

The Boroughs should:

- 3-1 Identify significant resources that are examples of both early and later development patterns. In the areas of clustered developments of mill villages and later suburban areas, develop design criteria for each neighborhood for building types, bulk, height, roof lines, architectural styles, and streetscape features such as sidewalks, curbs, and street trees.

- | | |
|-----------------------|--|
| Funding Sources: | Community Development Block Grants (CDBG)
Pennsylvania Historical and Museum Commission (PHMC) Historic Preservation Grants
Certified Local Government (CLG) Program
Elm Street Program |
| Technical Assistance: | Delaware County Planning Department (DCPD) |
- 3-2 Develop voluntary design guidelines using the design criteria established for each type of resource. The guidelines may specify preferred rehabilitation and maintenance alternatives and should be made available to residents and developers as they apply for construction permits. They may also include incentives for the retention of historic resources such as the granting of conditional use permits for the reuse of historic properties.
- | | |
|-----------------------|--|
| Funding Sources: | CDBG
PHMC Historic Preservation Grants
CLG Program
Elm Street Program |
| Technical Assistance: | DCPD |
- 3-3 Target historic business centers and established villages that offer opportunities for revitalization, and consider using the “Main Street” approach.
- | | |
|-----------------------|--|
| Funding Sources: | CDBG
National Trust Main Street Program
Pennsylvania Department of Community and Economic Development (DCED) Main Street Program |
| Technical Assistance: | DCPD |
- 3-4 Identify vacant and/or underutilized commercial or industrial sites for adaptive reuse, and consider creating redevelopment plans that take advantage of the historic character of these places.
- | | |
|-----------------------|--|
| Funding Sources: | Rehabilitation Investment Tax Credits
New Markets Tax Credits |
| Technical Assistance: | DCPD |

HISTORIC RESOURCES

- Objective 3-2:** To prepare Borough-wide inventories that represent a full range of significant historic resources and to provide the necessary records for evaluation, documentation, and preservation.

Historic preservation is the act of safeguarding significant places from the past. Historic resources can include any portion of a community’s built environment that is 50 years or older and that is important to the community, region, or nation. Similarly, they may

encompass all of a community's key features, including elements such as parks, open space, and archaeological resources. Some of these resources are significant and should be protected and preserved. Others may meet the age criterion but have little historic significance and therefore do not warrant protection.

Community character and historical development should first be identified to provide a background for the selection of resources to be preserved. The resources should reflect both the uniqueness and commonalities of the Boroughs. The architectural styles, street patterns, and other features such as porches and stone walls, can identify neighborhoods, commercial areas, individual buildings, former farmsteads, or early industrial centers. Together, they create and reflect community identity. The following section highlights each Borough's character as a means for identifying, interpreting, and preserving significant sites and areas.

Municipal Snapshots

Brookhaven is divided almost in half from northwest to southeast by the major commercial corridor of Edgmont Avenue. Large shopping centers and strip malls predominate the landscape heading towards the community's earliest commercial center – Sneath's Corner, located at the intersection of Edgmont Avenue and Brookhaven Road. Today, unfortunately, very little of that historic spot remains, and only a few early 20th century residences still stand along Brookhaven Road. The roads leading away from Edgmont Avenue are all residential.

The earliest subdivisions date from the first few decades of the 20th century and are located just east of Edgmont Avenue in the center of Brookhaven, encompassing Maple, Grandview, and Wellington Avenues, and Seiger and Houston Streets. The majority of these homes are Bungalows and Cape Cods, laid out in a gridiron plat. A few scattered buildings remain that represent the earlier agricultural period.

Another early subdivision is located at Shepherd and Greenwood Streets off of Dutton Mill Road. This area was also laid out with small narrow lots on a grid plan. The remainder of Brookhaven's development consists mostly of well-maintained Cape Cods, Colonial Revival, and split-level homes on curvilinear streets. Most date to the 1950s, 60s, and 70s and have consistent setbacks on similarly sized lots, as was common with the advent of the auto-related subdivision.

Parkside, one of the smallest municipalities in Delaware County, has a very livable quality and a strong community pride in its friendly "small town" character. Predominantly residential, the Borough was almost completely developed in a relatively short time – a 25-year span from around 1910 to 1935. This short, early-to-mid 20th century development period helps explain the shared architectural characteristics of the many blocks of single and twin homes. There is a range of architectural styles with a predominance of frame Victorians, Bungalows, and brick ranch homes. They share many other community characteristics such as scale, block size, setback, and porches.

Pedestrian orientation is a prime ingredient of Parkside, encouraging social interaction. The tree-lined sidewalks, front-facing entrances, open front porches, and the human scale of the homes all contribute to the Borough's friendly and intimate character. Parkside's strong neighborhood vitality is evidenced by people of all ages conducting the daily business of their lives – walking, doing yard work, pushing carriages, and playing and socializing in the business district, which appears to be the hub of Borough activity. In Parkside, one has a sense of being in a thriving, safe, and comfortable community.

Industrial heritage and the solid community that grew as a result of the mills define **Upland**. Its location along the swiftly running Chester Creek and the short distance to Delaware River ports made this area an ideal early location for residential, commercial, industrial, and institutional development. Chester Mills, established in 1683, gave "Landingford Plantation" the distinction of being one of the first English industrial ventures in Pennsylvania. When the mills came under Crozer family ownership, present-day Upland began to take shape, from the worker housing (c. 1845) to the family mansions and estates to the community's schools, parks, and gathering spots.

When Upland was incorporated in 1869, much of the land had been developed with Victorian homes. In some of the oldest parts of Upland, some Federal style homes were residences for the mill workers. These new neighborhoods contained useful and attractive elements such as sidewalks, stone walls, porches, and a close, densely built residential atmosphere. The homes and streets were made of brick and stone and contained wrought iron features – sturdy and long-lasting materials fitting for Upland. From the steeple of the Baptist Church down the hilly streets lined with homes well over 100 years old, this community provides a glimpse into history. Today's residents also share a sense of diversity and determination with Upland's earliest inhabitants.



Church Street in Upland

Architectural Styles and Building Types

Although the three Boroughs are separate communities, they share some of the architectural styles that are prevalent throughout Delaware County. Although many styles of buildings can be found in the Boroughs, the following images represent two of the most common. The mix of these building types contributes to each Borough's visual and historic image and helps establish community identity.



Bungalow style home, Parkside



Italianate style Davis home, Upland

Windshield Surveys

The inventories created for this comprehensive plan are intended to summarize each Borough's historic built environment. These preliminary lists, created by way of windshield surveys, are a crucial first step for preservation planning. These inventories are separated by Borough, as subsequent preservation planning is typically done on a municipal level. The inventories combine individual historic resources and representative examples of groups of resources that share a common development pattern or style. Some references may not seem historic, as they are from the more "recent past"; however, they may qualify as legitimate entries in a Borough inventory if they add to a strong neighborhood character. It is also important to note that while the resources listed on the windshield surveys are significant to each Borough's history, they may not be eligible for listing on the National Register of Historic Places.

These windshield surveys (Tables 3-1, 3-2, and 3-3 below) were created through research and site visits. They are not complete listings of every resource within the Boroughs. They should be considered as the basis for a more comprehensive and detailed survey that each community should complete to initiate the process of local preservation. Maps 3-1, 3-2, and 3-3, which precede each respective windshield survey, show the location of the resources within each Borough.

○ Historic Resource

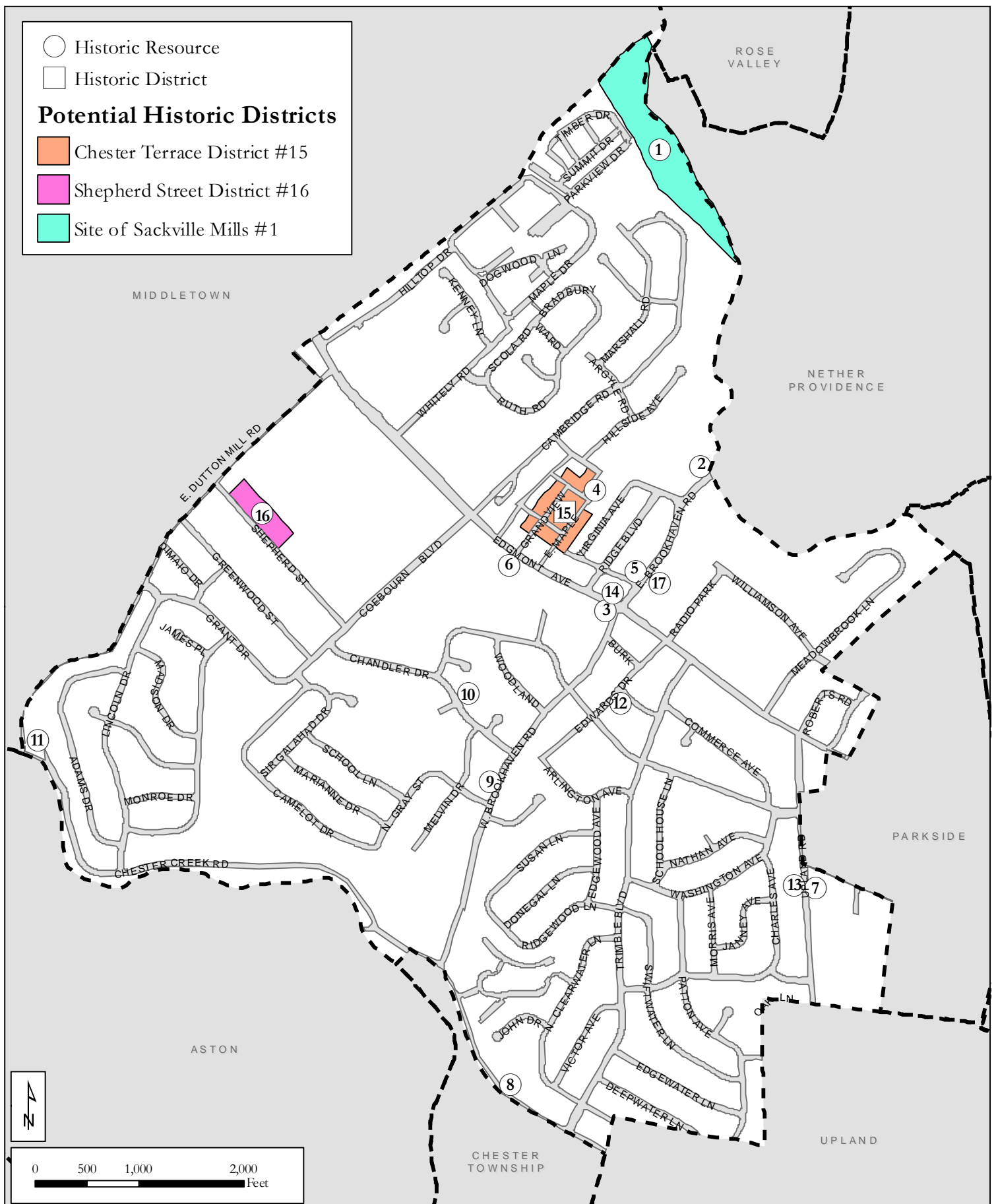
□ Historic District

Potential Historic Districts

■ Chester Terrace District #15

■ Shepherd Street District #16

■ Site of Sackville Mills #1



Brookhaven
Borough

Map 3-1 Brookhaven Historic Resources

NOTES:
1. USGS - Municipal Boundary and Water
2. Delaware County Board of Assessments - Roads
3. Delaware County Planning Department - Historic Resources

Disclaimer
This map is for analytical purposes only. The reliability of this map depends on the accuracy of the underlying data sources which have not been verified.

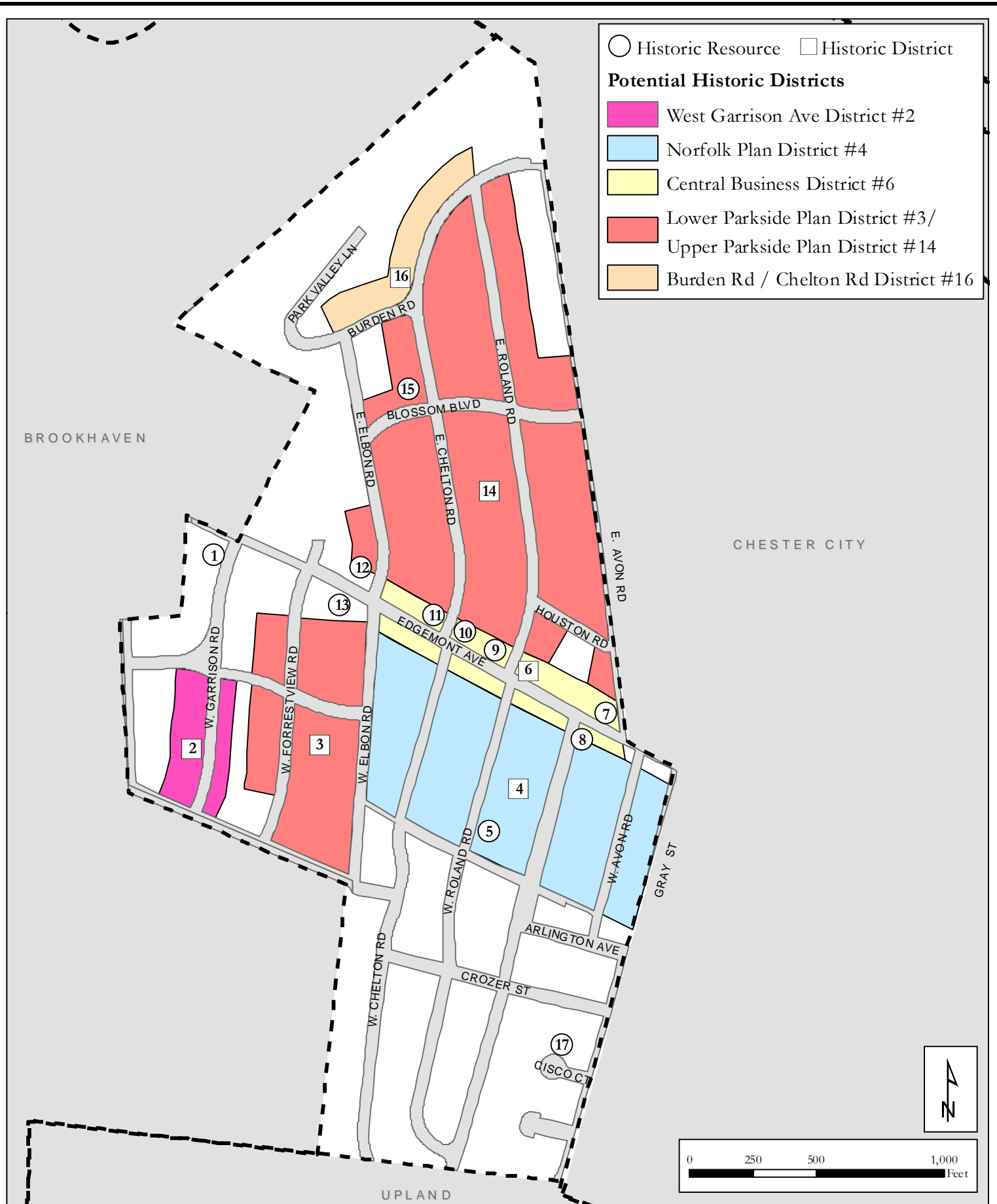


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2009

**TABLE 3-1
BROOKHAVEN HISTORIC RESOURCE WINDSHIELD SURVEY**

Map #	Name/Location	Comments
1	Sackville Mills	Site of former mill buildings dating to the 18th century. Possible archaeological resources may remain.
2	Barn at Ohev Sholom Cemetery 320 E. Brookhaven Road	Former stock barn for Crozer stock farm, c. late 1800s.
3	4 Brookhaven Road	Frame residence from old Brookhaven now commercial. A typical example of the 1930s Bungalow that was built around Brookhaven.
4	S. S. Jones Farmhouse 200 E. Maple Avenue	Stone farmhouse built in 1738.
5	Barlow Homestead 4111 Barlow Avenue	Built c. 1840 and was home to the Barlow and Beatty families.
6	Former Dairy Queen	Outstanding example of commercial 1950s roadside architecture.
7	Residence 203 Upland Road	Second Empire residence built c. 1870.
8	“The Poplars” 278 Bridgewater Road	Italianate fieldstone residence built originally in the 1700s and added to in the 1800s. In 1914 was part of the John P. Crozer property.
9	Coebourn School 334 W. Brookhaven Road	Built between 1807 and 1820 as a residence and also served as a private school.
10	Lister Homestead 4225 Chandler Drive	18th century home occupied by the McCay and Lister families.
11	Dutton Mansion 269 Dutton Mill Road	Carpenter Gothic residence built after 1843.
12	Church of Calvary 301 Edwards Drive	Barn converted to a church.
13	Brick residence 136 Upland Road	Residence predating 1913.
14	Brick building 4113 Edgmont Avenue	Residence within a commercial area.
15	Chester Terrace District Wellington, Houston, Grandview, Maple Avenues	First subdivision in Brookhaven laid out by 1913 by Saddler & Henderson and built by 1934 with primarily Bungalows, early “ideal” suburban home. Most have been altered, but the early Bungalow theme is still intact.
16	Shepard Street District	Subdivision laid out about 1930 as a 22-lot development on the north side of Shepherd Street. The Craftsman Bungalows were all built by the same builder.
17	119 Brookhaven Road	A residence from 19th century Brookhaven.

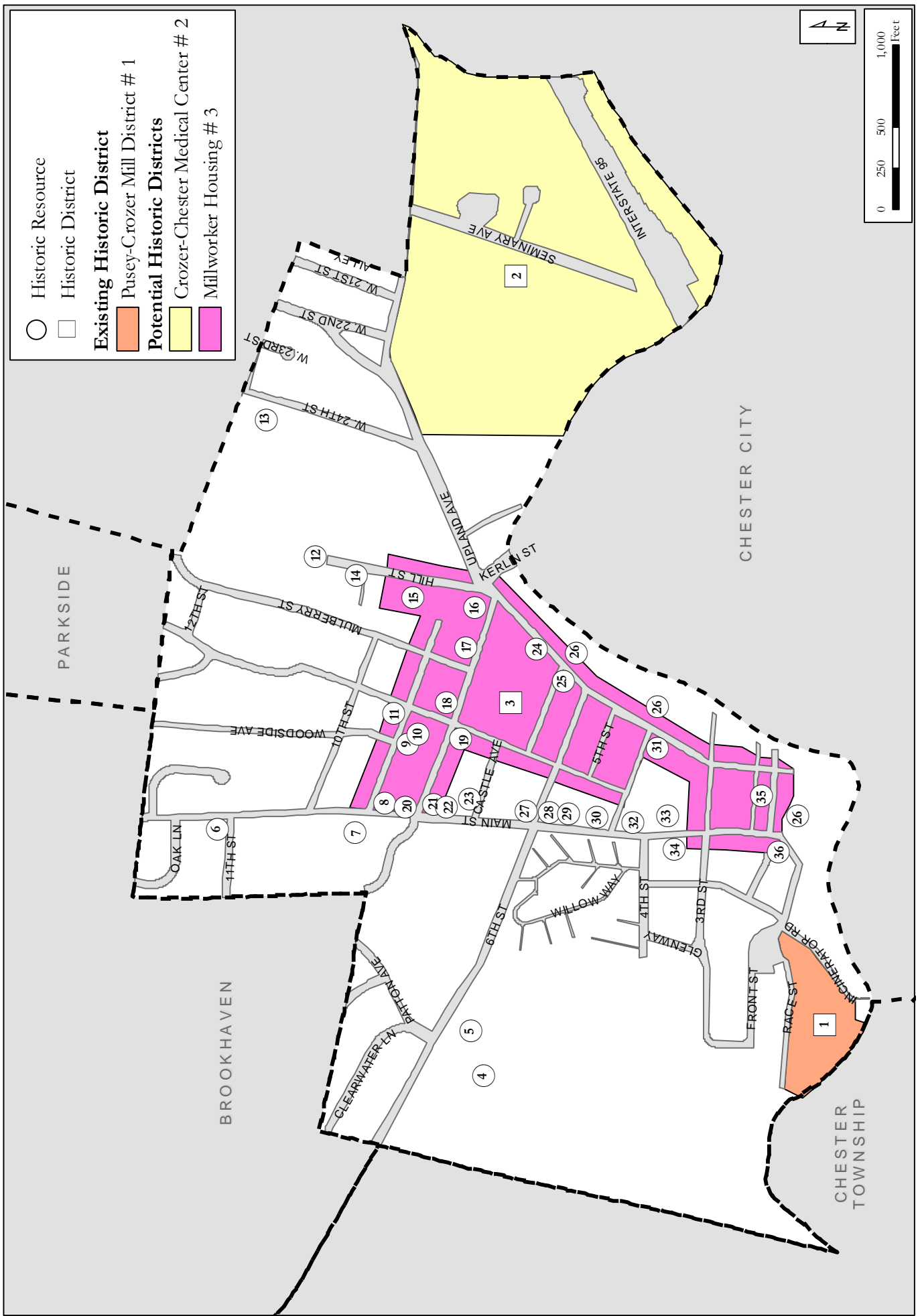
Source: DCPD Windshield Survey, 2005



**TABLE 3-2
PARKSIDE HISTORIC RESOURCE WINDSHIELD SURVEY**

Map #	Name/Location	Comments
1	Edgmont Avenue (west) and Garrison Avenue	Victorian Vernacular gable-end twins built between 1913 and 1934.
2	W. Garrison Avenue	Entire street of similar brick twins built c. 1940-1950.
3	Forrestview Road and west side of Elbon Road	Part of the Parkside Plan developed between 1913-1934, variety of 4-squares, Victorian Vernacular and Bungalow style singles and twins. Examples of bungalows at 18, 20, 100, 101, 103-105, 107, 109, 110 Forrestview and 13, 40, 116, 124, 138 W. Elbon.
4	Norfolk Plan W. Elbon to W. Avon Roads	Five blocks between east side of W. Elbon to east side of W. Avon Road, laid out as the Norfolk Plan by 1913. Many Victorian Vernacular gable-end, gambrel, and pitched roofs and 4-squares, all sited in grid-patterned streets, built c. 1875-1913.
5	Parkside Academy of Music and Dance - 33 Roland Road	Original Parkside Fire Station, with addition, built between 1913 and 1934.
6	Central Business District from Elbon to Avon Roads on Edgmont Avenue	4-block linear commercial downtown strip of early, middle, and later 20th century buildings.
7	2603/05 Edgmont Avenue	Brick commercial building built c. 1934.
8	2620 Edgmont Avenue	Brick commercial building built c. 1934, now Amy's Produce.
9	Parkside United Methodist Church Roland Road and Edgmont Avenue	Stone Gothic Revival church built between 1913 and 1934 with an addition in 1958.
10	2825 - 2831 Edgmont Avenue	Row of brick commercial buildings built c. 1934 - note the roof cornice.
11	2903 Edgmont Avenue	Brick commercial building built c. 1934.
12	3001 Edgmont Avenue	Early filling station with apartment above, built between 1913 and 1934.
13	2912 Edgmont Avenue	Three-story brick commercial building, with two-story oriel window, built c. 1934.
14	E. Elbon, E. Chelton, E. Roland Roads, north of Edgmont Avenue	Part of the Parkside Plan developed between 1913 and 1934, many blocks of twins in various styles such as Victorian Vernacular with gambrel roofs such as at 101, 109 E. Chelton; 29 E. Elbon; 113, 128, 135, 233, 235 E. Roland.
15	E. Chelton Rowhomes	Victorian vernacular six-unit rowhomes built between 1913 and 1934, rare in Parkside.
16	Burden and Chelton Roads	Victorian Vernacular gable-end twins built between 1913 and 1934.
17	Cisco Court Manor House	1787 stone manor house with frame additions.

Source: DCPD Windshield Survey, 2005



Upland Borough

Map 3-3

Upland Historic Resources

NOTES:

1. USGS - Municipal Boundary and Water
2. Delaware County Board of Assessments - Roads
3. Delaware County Planning Department - Historic Resources

Disclaimer

This map is for analytical purposes only. The reliability of this map depends on the accuracy of the underlying data sources which have not been verified.

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Planning Department
2009

**TABLE 3-3
UPLAND HISTORIC RESOURCE WINDSHIELD SURVEY**

Map #	Name/Location	Comments
1	Landingford Plantation Race Street	National Register listed Pusey-Crozer Mill District; contains Caleb Pusey House (1683), Pennock Log House (1790), Schoolhouse (1849), and millhouses (c. 1850).
2	Crozer-Chester Medical Center Upland and Seminary Avenues	Contains multiple buildings, including National Register listed Old Main (1858), former Civil War hospital and later seminary where Dr. Martin Luther King, Jr. studied, as well as other notable structures built c.1860-1880.
3	Millworker Housing Boroughwide	Scattered twins and singles built between 1845-1880s as houses for workers associated with the three mills; variety of styles including Italianate, Federal, Colonial, Penn Plan and more; recommended overlay district, see 1983 Survey for specific addresses.
4	Netherleigh Carriage House Camp Upland Park	Only the shell of the carriage house remains from this 1869 National Register listed Crozer family mansion, in need of immediate preservation.
5	Wyndhurst - 322 6th Street	Former home of Sarah Levis Crozer, built c.1895 in the Dutch Colonial Period Revival style.
6	Cheshire House 1200 Main Street	Well preserved 18th century manor house, also referred to as Maris-Campbell House or Woodside (c. 1700-1716); original section built by stepson of Caleb Pusey.
7	John P. Crozer II House 900 Main Street	National Register listed Crozer family mansion (1879) built in the Queen Anne style.
8	Bullock House 423 9th Street	Queen Anne style home built c. 1870 by Dr. Bullock, the general practitioner of Upland.
9	Walworth House 311 9th Street	Gothic Revival structure built c. 1876 by Benjamin Walworth for his son-in-law, owners of the Shoddy Mills once located on 8th Street.
10	Maris Tenant House 307 9th Street	Penn plan structure, built c. 1800; housed tenant farmers who worked on the land owned by the former Campbell estate (1200 Main Street).
11	Hepworth House 301 9th Street	Italianate house built in the late 1860s by Luke Hepworth, originally serving as a music store.
12	Dranesfield-Oliver House 1100 Hill Street	Georgian house built c. 1860.
13	Bell Homestead or "Shadyside" 400 West 24th Street	Second Empire Victorian style house built in 1865 by J. P. Crozer for his nephew; later belonged to Samuel Bell, father of Senator Clarence Bell.
14	"Poverty Row" 1014 - 1028 Hill Street	Italianate rowhomes built by the Crozer family c. 1870s as student housing for the nearby Crozer Theological Seminary.
15	MacMurry House 32 Hill Street	Revival style house built c. 1860, home of one of the first female physicians, Dr. Ellen MacMurray.
16	Mason House 8 Hill Street	Second Empire Victorian style house built c.1850-1860.
17	Foreman's House 20 8th Street	Early Gothic Revival constructed c. 1880s, presumably to house the foreman for Crozer Mill #3.
18	200 8th Street	Penn plan structure, built c. 1870, presumably as a residence/general store.

TABLE 3-3
UPLAND HISTORIC RESOURCE WINDSHIELD SURVEY

Map #	Name/Location	Comments
19	Upland United Methodist Church and Parsonage 8th and Church Streets	Built 1873 in the Romanesque Revival style, enlarged in 1880 and a Sunday school added in 1926; adjacent Second Empire Victorian Parsonage built c. 1880.
20	Simpers House 236 8th Street	Italianate house built c. 1870, originally occupied by a plumber tradesman by the name of Simpers.
21	Coachman's House 733 Main Street	Early Gothic Revival structure also known as the Tomlinson-Whitely House and garage, built c. 1861 for the coachman for Samuel A. Crozer's nearby mansion estate.
22	Gardener's House 725 Main Street	Early Gothic Revival structure also known as the Gardener's House, built c. 1864 for the caretaker for Samuel A. Crozer's nearby mansion estate.
23	MacQueen Hall Main Street and Castle Avenue	Colonial Revival recreation hall built in 1913 by John Price Crozer, included bowling alleys, modern bathroom facilities, and a swimming pool; current Borough hall.
24	Old Borough Hall 716 Upland Avenue	Italianate structure built in 1871 as the original Borough hall, also used as a jail.
25	Dr. Evans' House 2 7th Street	Early Gothic Revival structure built c. 1875 by Dr. Evans, served as the area's first private hospital prior to the Crozer Hospital.
26	Crozer Mills 61 & 49 Upland Avenue, Front and Main Streets	Textile mills built by the Crozers at Main and Front Streets in 1845, 49 Upland Avenue in 1853, and 61 Upland Avenue in 1863.
27	Mission Room School 43 Main Street	Gothic Revival schoolhouse constructed by George Crozer c. 1877 for the private education of the Crozer children.
28	The Parsonage 36 6th Street	Gothic Revival former parsonage built in 1852 for the Upland Baptist Church.
29	Supervisor's House 39/41 Main Street	Early Gothic Revival twin house built c. 1850s to house the supervisors at Mill #2.
30	Boy's Reading Room/ Athletic Club 33 Main Street	Brick Greek Revival structure built in 1853 by the Crozers to house a public library and meeting room for Upland youth, with a jail in the basement and a brick gymnasium in the rear (1898).
31	Crozer Mill Tool House 24th Street	Samuel Crozer built the tool house, stables, and offices in the mid 1800s in connection with Mill #2.
32	Sexton's House Main and 4th Streets	18th century farmhouse (c. 1745) used by the Crozer family as a gardener's residence and later as the Sexton's house for the Baptist Church across the street.
33	Upland Baptist Church and Chapel 26 Main Street	Built by the Crozers in 1851 and 1869, in Greek Revival (church) and Gothic Revival with tudor elements (chapel).
34	Gatehouse - 320 Main Street	1848 Italianate gatehouse was once part of a Crozer estate.
35	Stone wall South side of 2nd Street	Wall built c. 1850-1860 to hide the outhouses behind millworker housing along Front Street; also note other stone walls throughout the Borough such as along Main Street.
36	Mill office Main and Front Streets	Office building for Mill #1 constructed in 1845.

Source: DCPD Windshield Survey, 2005; Upland Borough Historic Sites Survey, 1983

National Register of Historic Places Designation

Significant community assets, both architectural and archaeological, can be deemed worthy of receiving national distinction. These historic resources are placed on the National Register of Historic Places. A resource may be individually listed or it may be listed as a contributing resource in a district. To receive listing on the National Register, a resource must:

- Be noteworthy on the grounds of displaying distinctive characteristics of a particular period
- Have the potential to yield important historic or prehistoric information
- Be associated with events in history or with the lives of significant persons

Although this designation shows a high level of historic merit, it does not offer ultimate protection to the resource in question, with the exception of a review requirement when federal funding is involved.

Currently, Brookhaven has one resource that has been officially declared eligible for the National Register of Historic Places: the Dutton Mansion. Parkside does not have any resources listed or determined eligible for listing on the National Register. Upland has several resources on the National Register. The Caleb Pusey House in Upland has been on the National Register since 1971, Old Main since 1973, and the John P. Crozer Mansion since 1980. Upland has had a National Register district in the Pusey-Crozer Mill area along Race Street since 1976. Further, one property has been declared eligible for listing: Woodside, or the Cheshire House, at 1200 Main Street.



Caleb Pusey House, Upland



Pennock Log Cabin, Upland

Archaeology

In an effort to encourage the protection of below-ground historic resources for long-term planning and review procedures, a County-wide archaeological survey was produced in 1991. *The Delaware County Archaeological Resource Inventory and Management Plan* provides information that is organized by municipality. The publication consists of maps indicating areas with the potential of both native and early settler archaeology, previous archaeological testing, and a computerized database.

Brookhaven has certain defined areas along Chester and Ridley Creeks that may have archaeological resources relating to the early industrial and milling industries along the waterways. In contrast, the Chester Water Authority property along Edgmont Avenue may have archaeological resources relating to Native American culture; here most of the ground is undisturbed. Some of the earlier farmsteads such as the Lister property and Coebourn School may also contain archaeological resources.

Parkside's main road, Edgmont Avenue, was laid out in 1687 but there was little development in this area until much later. There are no areas of perceived archaeological significance in Parkside Borough.

Upland is judged to have a high sensitivity for artifacts related to a mid-19th century industrial town in areas along Chester Creek as well as the mills and the early residential core of the Borough. There is a moderate potential associated with the location of the Crozer-Chester Medical Center campus because of its former role as a civil war hospital and the possibility of Union soldier guard barracks foundations remaining beneath a parking lot.

RECOMMENDATIONS

The Boroughs should:

- 3-5 Create a complete and official survey of historic resources from the inventory provided in this plan from which further preservation planning could be based. The plan should be amended to include this survey when completed.

Funding Source:	PHMC Historic Preservation Grants
Technical Assistance:	DCPD

- 3-6 Consider nominating significant historic resources and districts to the National Register of Historic Places.

Funding Sources:	PHMC Historic Preservation Grants CLG Program
Technical Assistance:	DCPD

- 3-7 Consider applying for grants for the creation and distribution of maintenance manuals for the key architectural styles.

Funding Source:	PHMC Historic Preservation Grants
Technical Assistance:	DCPD

PRESERVATION PLANNING IN THE BOROUGHES

Objective 3-3: To assess preservation efforts in the Boroughs to date, and to determine which techniques and level of local participation are most appropriate moving forward.

Historic preservation can be encouraged, promoted, and even mandated at all levels of government. No longer relegated to a few historically minded members of a community, preservation activities entered the realm of federal governmental actions with the enactment of the *National Preservation Act* of 1966. While nationally recognized designations may promote awareness of historic resources, preservation is most effective at the *local* level, since municipalities are the only governmental bodies with the legal authority to create and mandate preservation regulations. The Pennsylvania Municipalities Planning Code (MPC) Act 247 specifically enables local government to plan for and regulate cultural resources. However, simply having the MPC as a guide for local municipalities does not ensure protection. It is the responsibility of each Borough to become an active participant in preservation. Not taking full advantage of these legal opportunities may result in the loss of valuable historic fabric and community character.

Municipal Commissions and Task Forces

An Historical Commission or task force is the most common type of group that can be appointed by the municipality to formally oversee preservation efforts. Members are appointed by municipal officials and should include both Borough residents and officials. Typical activities may include:

- Recording historical data
- Identifying significant community resources in survey format
- Acting as a review board for historic overlays and districts as well as subdivision and land development plans
- Advising residents and officials on potential historical activities
- Recommending incentives and methods for preservation and revitalization

Another way to create a formally recognized advisory body is by establishing a task force or subcommittee of the local Council or Planning Commission. The Historical Commission is granted its legal right via the same portion of the MPC that allows for the Planning Commission. Parkside recently established an Historical Commission, but neither Brookhaven nor Upland currently has one. It is suggested that the three municipalities form a joint Historical Commission. The histories of the municipalities overlap, and rarely does the knowledge and interest in the heritage of the community stop at municipal borders. Talented and knowledgeable volunteers for such a Commission could be shared.

Municipal Historic Ordinances

Local governments have the authority to protect historic resources through establishing ordinances. Many communities are wary of historic ordinances, however, because they perceive that these ordinances may limit a homeowner's personal control over his property. This is simply not the case. Historic ordinances directly reflect the characteristics that the community values most, and can be as rigid or as flexible as the individual Borough deems appropriate. An ordinance can influence rehabilitation, demolition, new development, and financial incentives. The ultimate goal of such an ordinance is to maintain the shared character of the community. There are two major types of ordinances that are used to protect historic resources.

Local Historic District (Act 167 District)

Adoption of a certified Local Historic District through an Act 167 state-enabling historic district ordinance is an important tool for the protection of *clusters* of historic resources in a municipality. Once certified by the Pennsylvania Historical and Museum Commission (PHMC), this ordinance provides for local review of changes in the district by establishing an Historical and Architectural Review Board (HARB) that serves in an advisory capacity to the municipal governing officials. The Local Historic District acts as another layer of regulation upon the base zoning of the area, be it residential, commercial, or industrial. Design guidelines regulate physical changes within the district and are specifically tailored to the individual municipality. The district does not need to be listed on the National Register of Historic Places.

Upland enacted a Local Historic District in 1977, but it was repealed in 1982. The Borough's resources are situated close together, lending the area both historically and geographically to district designation. This preservation tool is the natural choice for management of Upland's many valuable homes and buildings. Close care must be taken with re-enacting a Local Historic District in order to gain community support. Encouraging involvement and creating guidelines agreed upon by district residents will ensure success.

Zoning Overlay District

Another useful tool for municipal level preservation is the zoning overlay, which is adopted into the community's local zoning ordinance. In addition to regulations in the base zoning districts, the zoning overlay applies additional guidelines to those resources identified in the municipal historic resource survey, whether clustered in groups or widely scattered. These regulations may address such factors as demolition, new construction, alterations, additions, buffering, visual protection, and more. Incentives may be offered through the overlay, to provide property owners with additional use or density opportunities. The review body is generally an Historical Commission with members appointed by the municipality.

Protection of historic resources at the local level can be achieved through any number of ordinances and zoning activities to best meets the needs of the community. The Act 167 district and HARB approach, as well as municipal zoning through overlay districts, local landmark designations, and demolition ordinances are all viable legislative tools for preservation.

Citizen Involvement

Citizen involvement is an integral part of the preservation process. The three Boroughs have an historically interested constituency, but would benefit from establishing officially recognized historical bodies. To date, while there exists much pride throughout the Boroughs, neither Brookhaven nor Parkside has an organized group dedicated to preservation. In Upland, the Friends of the Caleb Pusey House, Inc. was formed in 1961. This group has done an invaluable job of saving and restoring this landmark building. These dedicated citizens continue to successfully maintain the property and offer educational events. However, a Borough-wide historical society has not existed for some time.

RECOMMENDATIONS

The Boroughs should:

- 3-8 Consider creating an official joint historic preservation advisory body such as an Historical Commission.

Technical Assistance: DCPD

- 3-9 Consider establishing Act 167 districts and form accompanying HARBs to maintain the character of these districts. This is especially applicable to Upland Borough.

Funding Sources: PHMC Historic Preservation Grants
CLG Program

Technical Assistance: DCPD

- 3-10 Consider establishing historic preservation ordinances or historic zoning overlay districts and amending preservation language into the Boroughs' zoning ordinance.

Funding Sources: PHMC Historic Preservation Grants
CLG Program

Technical Assistance: DCPD

CHAPTER 4

ENVIRONMENT

CHAPTER 4

ENVIRONMENT

The natural environment is an important consideration in the comprehensive planning process since it can directly affect the type, location, and intensity of land use. For this reason, this chapter focuses on soils, topography, wetlands, floodplains, stormwater, and water quality issues affecting the three-Borough area. Although portions of the area are heavily developed, natural features and areas of open, undeveloped space still exist and should receive consideration as an integral part of the comprehensive planning process.

GOAL: To preserve and enhance the quality of life in the three-Borough area by encouraging sustainable development and redevelopment practices that protect and maximize the existing natural resources and unique environmental character of the area.

NATURAL FEATURES

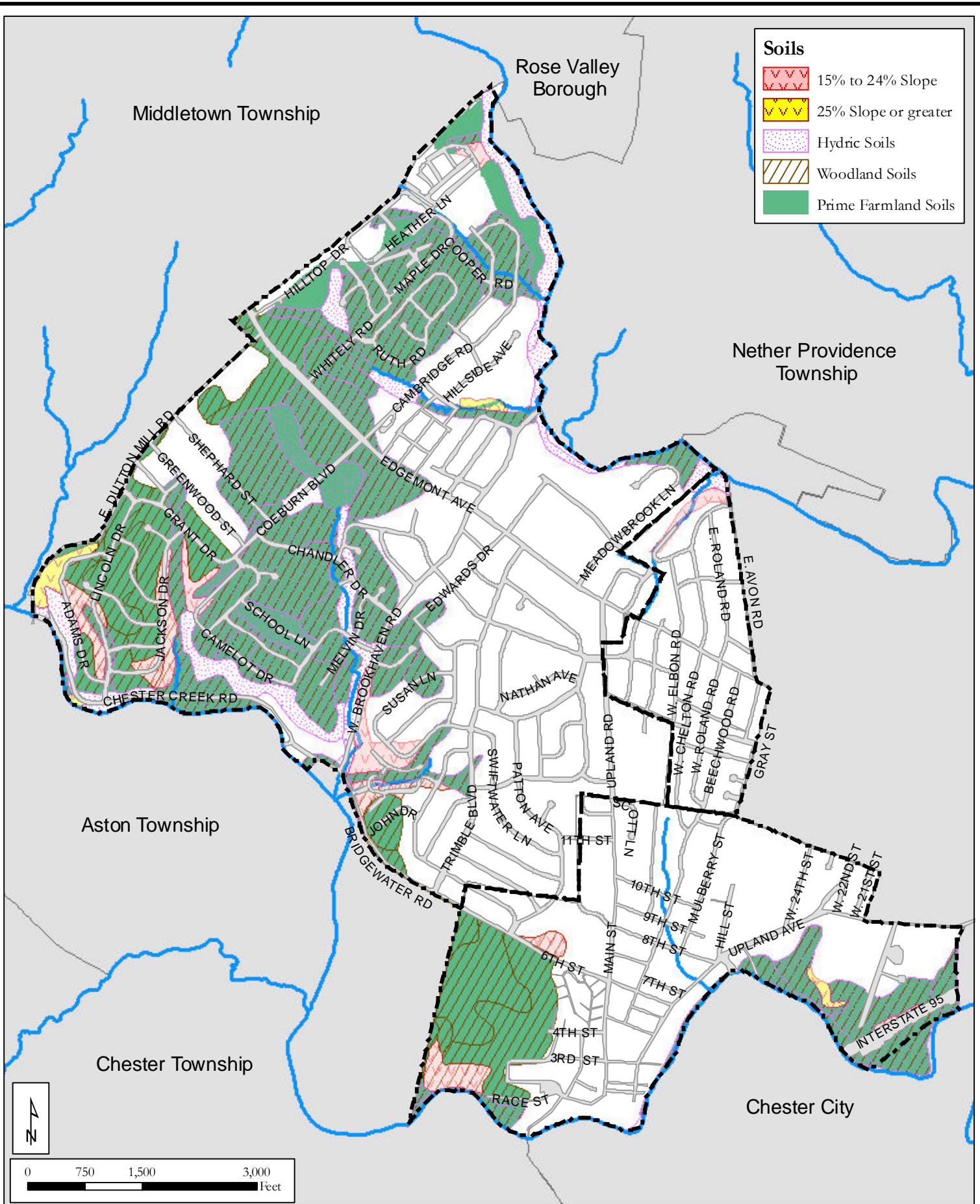
Objective 4-1: To manage natural features such as soils, floodplains, and wetlands in a manner that preserves their productivity and function, protects the public, and provides for the continued viability of the resources.

Soils and Topography

According to the *Soil Survey of Chester and Delaware Counties, Pennsylvania* (May 1963), a large portion of the soils within the study area consists of a soil group known as Made Land (Ma). This term refers to a type of soil mixture present after grading and earthmoving during construction. The amount of Made Land actually present within the study area could be greater than the *Soil Survey* shows due to development that has occurred during recent decades.

Agricultural and woodland soils, which are also present within the study area, particularly along the north/northwest borders and along the stream valleys, are discussed in more detail in the next section. The majority of soils within the stream valleys are predominantly hydric soils or soils with hydric inclusions, indicating that they hold water. Map 4-1 on the following page shows the distribution of soil classifications for the three Boroughs.

Topography is analyzed by examining the nature and severity of slopes in a given area. According to the *Soil Survey*, the municipalities in the three-Borough area are generally flat, although there are pockets of steep slopes along portions of Chester and Ridley Creeks (see Map 4-1).



Brookhaven,
Parkside, and
Upland Boroughs

Map 4-1 Natural Features - Soils

- NOTES:**
1. USGS - Municipal Boundary and Water
 2. NRCS - Soils
 3. Delaware County Board of Assessments - Roads

Disclaimer
This map is for analytical purposes only. The reliability of this map depends on the accuracy of the underlying data sources which have not been verified.



Prepared by
Delaware County
Planning Department
2006

Steep slopes are very sensitive to change, making their preservation important. Development along steep slopes results in the removal of stabilizing vegetation leading to erosion. Where slopes occur along creek valleys, as is the case in the three Boroughs, erosion leads to sedimentation of the creek, degrading it aesthetically and biologically. The lack of vegetation also increases stormwater runoff, resulting in increased flooding. Additionally, the degradation of steep slopes impacts their aesthetic quality, altering the visual character of the community. Because of this sensitivity to change, the use of steep slopes for development should be severely limited.

Agriculture and Woodlands

The three-Borough area is generally urbanized with small pockets of natural features and undeveloped land in parks and along stream corridors that offer visual relief. As mentioned in the previous section, a large portion of the soils in the study area is classified as Made Land. The majority of the remaining soils in the study area fall within the general categories of prime farmland and woodland. Large portions of these soils are listed as Class I and II, indicating that they are of the highest quality for the purpose of agriculture or forestry. These well-drained soils are important indicators of the potential for agricultural and forestry uses. While agriculture and forestry may not currently be common practices in the area, consideration should be given to areas with these soil types when preserving future open space.

The northwestern corner of Brookhaven Borough has a large concentration of woodland and agricultural soils. A portion of the area is currently open space owned by the Chester Water Authority. Upland Borough has a limited amount of woodland and agricultural soils in the western corner where Upland Park is located. While the *Soil Survey* does not show any significant woodland or agricultural soils in Parkside, the Borough does have a small wooded area along Hinksons Run and Ridley Creek.

Preservation of these limited areas of woodlands is important. Woodlands serve vital roles for the natural environment. The vegetation found within woodlands serves as a habitat and food source for birds, mammals, and other wildlife. When located along stream valleys, the canopy shades the stream and maintains cooler water temperatures, which is important for the survival of many aquatic species. Woodlands also offer recreational opportunities to nearby residents. Furthermore, they are aesthetically valuable, maintaining and enhancing the visual character and providing relief from urban landscapes. Woodlands are essential resources, and every step should be taken to preserve their integrity.

Section 603(f) of the Pennsylvania Municipalities Planning Code (MPC) states that municipal zoning may not unreasonably restrict forestry activities. It further states that a zoning ordinance must be designed to “preserve prime agriculture and farmland considering topography, soil type and classification, and present use.” Since one of the main themes of the MPC is the requirement that zoning ordinances be generally consistent with the comprehensive plan, it is important that this plan does not designate future development in areas that could be considered for forestry activities. Borough

officials need to be mindful of this when considering proposals for revisions to their zoning ordinances.

Shade Trees

It should be noted that the study area has a limited number of shade trees along the streets. Shade trees can greatly enhance the visual quality of the area and would, therefore, be important assets to the community. Street trees help to buffer noise from passing cars, increase property values, improve air quality, beautify the area, and contribute to community pride. A Shade Tree Commission is an excellent method for a community to increase and manage its shade trees.

Shade Tree Commissions are formed through ordinance adoption and consist of three to five residents. They can lead the way in developing planting plans and managing the trees already present within the community. While Parkside formed a Shade Tree Commission in 2005, neither Brookhaven nor Upland currently has one.

Wetlands

Wetlands play a crucial role in the function of natural systems, including stabilizing the water regime, improving water quality, and providing habitat for plants and animals. In addition, because of their aesthetic value and species diversity, wetlands offer opportunities for passive recreation and education. There are a limited number of wetland areas, as identified in the National Wetlands Inventory (NWI, 1991), within the area, mostly on low-lying lands adjacent to exposed streams. Map 4-2 on the following page shows the location of wetlands and other water features in the three Boroughs.

Floodplains

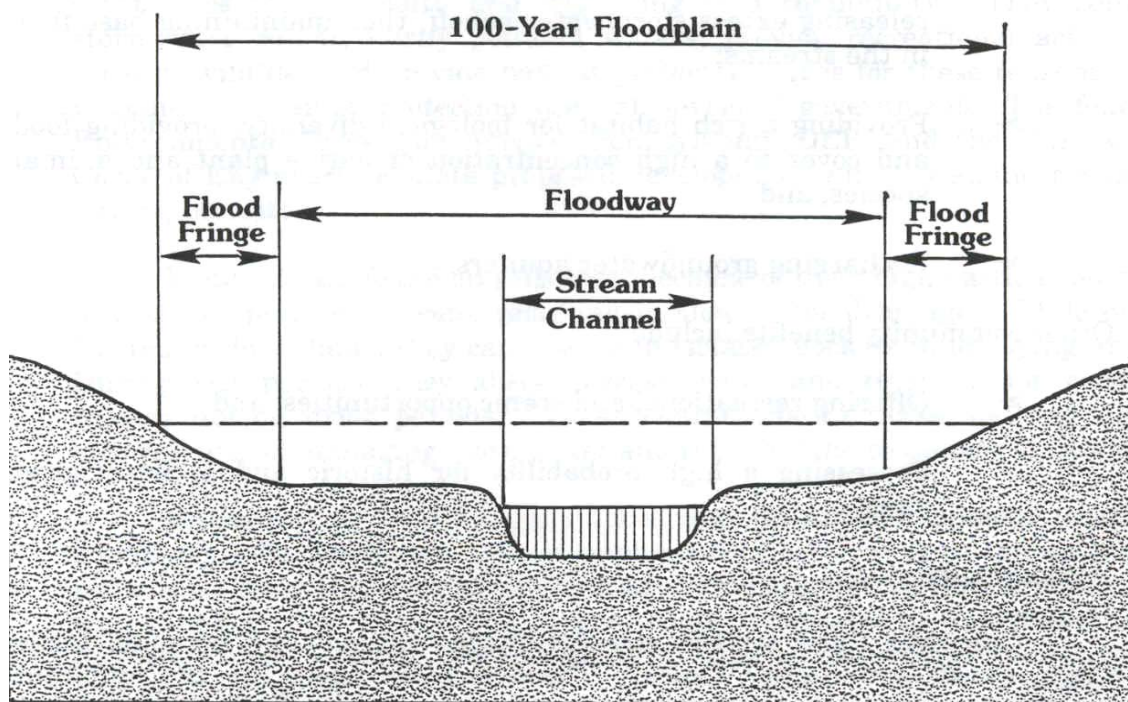
When rainstorms or snowmelt generate more runoff than watercourses can accommodate, streams overflow their banks and drain to adjacent low-lying areas. This condition is known as flooding. When this process occurs repeatedly over time, it creates a natural overflow area called a floodplain. Floodplains play an important role in maintaining water quality and supply. They act as overflow areas for floodwaters, serve as wildlife habitat areas, and support vegetation. Any alteration of the floodplain, such as damming, stream diversion, or development, will disrupt natural flow and drainage patterns, which is likely to increase the level of flooding and, thus, threaten the health and safety of residents.

Floodplains are the most common natural feature regulated by municipalities. In 1968, Congress passed the *National Flood Insurance Act*, providing federally subsidized flood insurance for structures that lie within floodplains. The Pennsylvania General Assembly enacted Act 166 in 1978. It requires flood-prone communities to regulate uses and activities in the floodplain through local ordinances meant to prevent loss of life and property.

The Pennsylvania Department of Community and Economic Development (DCED) defines the following flood-related terms (see Figure 4-1):

- 100-year Floodplain – The floodway and the maximum area of land that is likely to be flooded by the 100-year flood as shown on the floodplain maps provided to municipalities by the Federal Emergency Management Agency (FEMA).
- Floodway – The portion of the 100-year floodplain, including the watercourse itself and any adjacent land area, that must be kept open in order to carry the water of a 100-year flood.
- Flood-fringe – The portion of the 100-year floodplain outside of the floodway.

**FIGURE 4-1
FLOODPLAIN SCHEMATIC**



Source: Delaware County Planning Department

Floodplain areas within the Boroughs fall along the stream corridors of two major watersheds: Chester and Ridley Creeks. In addition to these larger creeks, the Boroughs also have a series of small, often unnamed streams that flow into the larger streams, and have the potential to flood.

Floodplain development in each Borough is regulated by individual municipal ordinances. All three Boroughs have freestanding floodplain management ordinances that comply with state and federal requirements. This qualifies them for the National Flood Insurance

Program (NFIP). NFIP allows property owners in the floodplain to purchase federally backed flood insurance. Map 4-2 indicates the locations of floodplains in the three Boroughs.

Brookhaven and Parkside Boroughs have a limited amount of development within the floodplain and, therefore, have a small number of properties susceptible to stream channel flooding. Unfortunately, Upland Borough has a large amount of development within the floodplain of Chester Creek that has resulted in property damage due to stream channel flooding. In an effort to mitigate flooding from Incinerator Road to Kerlin Street, Upland Borough undertook a flood abatement project. With the cooperation of the City of Chester and Delaware County, and with funding provided through the Delaware County Revitalization Program (formerly the Delaware County Renaissance Program), the Borough had a first phase engineering study completed by Catania Engineers in 2004. The study recommended solutions that would mitigate frequent flooding from the two- and five-year storms as a result of blockages occurring at the Kerlin Street Bridge.

In addition to the channel flooding noted above, surveys completed for the Ridley and Chester Creeks Act 167 Stormwater Management Plans indicate a number of additional flooding problem areas in the three Boroughs. These areas are detailed in the Stormwater Management section of this chapter.

RECOMMENDATIONS

Many of the natural features discussed in this section not only provide important natural functions, but also serve as valuable amenities. In urbanized areas such as the three Boroughs, it is important to protect limited natural resources to the greatest extent possible, for both the function and the visual relief that they provide. When improperly managed through the introduction of inappropriate development, areas such as wetlands and floodplains can no longer function properly, often resulting in harm to the community (e.g., flooding). When properly managed through the use of stream buffers, limitations on intense development, preservation of wooded areas, and introduction of street trees, these resources serve as valuable assets to the community. Such amenities help to attract and keep residents and businesses in the community and help to promote its distinctive character.

The Boroughs should:

- 4-1 Preserve the integrity of the existing woodlands through minimal disturbance practices. Not only will this help to prevent additional stormwater runoff from reaching local streams, it could provide passive recreational opportunities, such as potential nature trails.

- Funding Sources: Community Development Block Grants (CDBG)
Community Conservation Partnerships Program (C2P2)
Growing Greener Watershed Grants
- Technical Assistance: Delaware County Planning Department (DCPD)
Delaware County Conservation District
- 4-2 Revise and/or adopt zoning ordinances that require protective measures such as buffers to protect stream corridors and wetland areas from paving, channelization, or fill, and provide strong enforcement of these ordinances.
- Technical Assistance: DCPD
- 4-3 Regulate development in floodplains through strict enforcement of local floodplain ordinances, including prohibition of structures such as sheds or storage of loose or floatable items, and enact any amendments necessary as new Flood Insurance Rate Maps become available or regulations change.
- Funding Source: Floodplain Land Use Assistance Program
- Technical Assistance: DCPD
Delaware County Conservation District
Floodplain Land Use Assistance Program
- 4-4 Consider adopting floodplain ordinances with slightly more stringent management standards that prohibit certain types of development in the flood-fringe and the floodway areas. Upland Borough should implement the flood abatement recommendations for Chester Creek found in the Revitalization Program Planning Area 2 Action Plan.
- Funding Source: Floodplain Land Use Assistance Program
- Technical Assistance: DCPD
Delaware County Conservation District
Floodplain Land Use Assistance Program
- 4-5 Establish regular maintenance/clean-out programs for all streams, particularly in channelized areas, to remove debris and other potential obstructions that could create blockages during storm events. Such programs could be conducted jointly to maximize manpower and resources.
- Technical Assistance: Delaware County Conservation District
Chester-Ridley-Crum (CRC) Watersheds Association
- 4-6 Protect the riparian buffers and floodplain areas along Chester and Ridley Creeks as well as all of their tributaries and other unnamed streams in the area. Such protection could be accomplished through stream restoration projects. Efforts along these two creeks should be coordinated with the Chester and Ridley Creeks River

Funding Sources:	CDBG Conservation District Mini-Grants Growing Greener Watershed Grants
Technical Assistance:	Delaware County Conservation District Growing Greener Watershed Program CRC Watersheds Association Delaware County Community Service Program

Brookhaven and Upland should:

- 4-7 Consider creating Shade Tree Commissions for the planting and protection of street trees.

Funding Sources:	Pennsylvania Urban and Community Forestry Council TreeVitalize
Technical Assistance:	Pennsylvania Urban and Community Forestry Council

ENVIRONMENTAL ISSUES

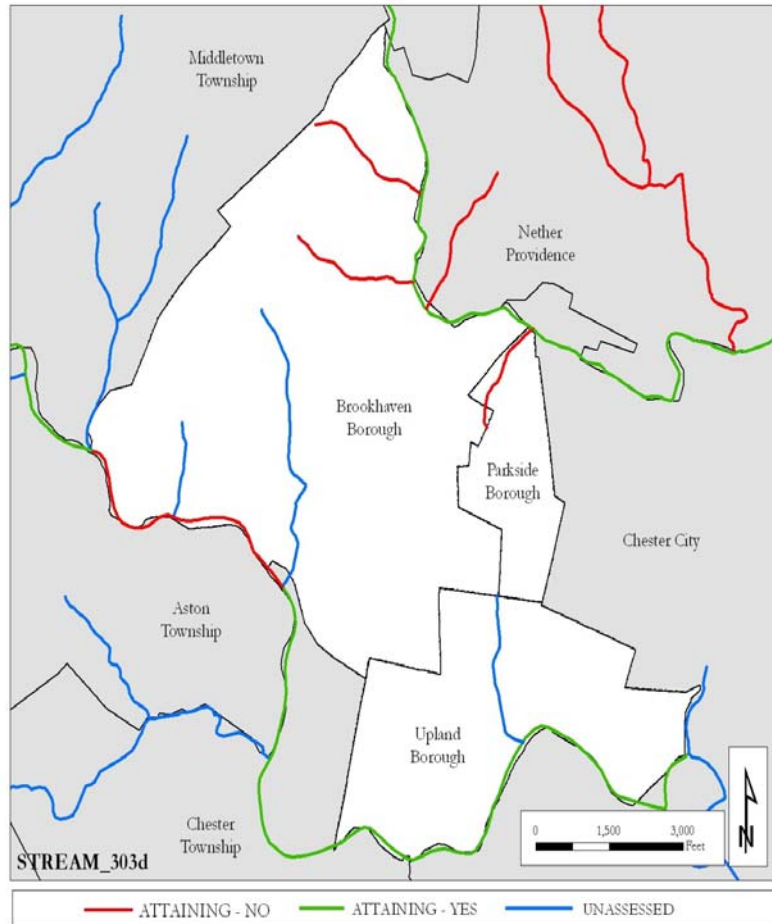
Objective 4-2: To properly manage local resources in compliance with federal and state requirements and local ordinances in order to protect the health, safety, and welfare of area residents.

Water Quality

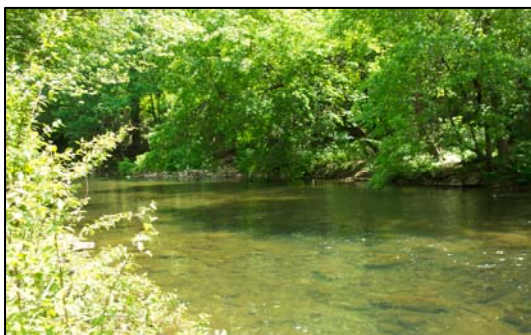
Water quality is important for maintaining the health of humans, flora, and fauna and contributing to a healthy quality of life. Sources of water pollution are usually described as either “point” or “nonpoint.” Point sources are identifiable and confined, such as discharges into waterways from industries and municipal sewage treatment plants. Nonpoint sources are diffuse and unconfined, resulting when rain washes oil, litter, fertilizers, or animal waste into streams and rivers from streets, parking lots, lawns, and farmlands.

Under Chapter 93 of the *Clean Streams Law*, the Department of Environmental Protection (DEP) assesses the aquatic life of each stream in Pennsylvania to determine whether that stream is attaining its designated use. The four categories used by DEP for these designations are cold water fishery, warm water fishery, migratory fishery, and trout stocked fishery. Stream sections that are not attaining their use are placed on the State’s 303(d) Water Quality Assessment List of impaired waters. According to DEP’s 2004 303(d) list (see Figure 4-2 on following page), sections of Chester Creek and several tributaries to Ridley Creek are impaired relative to their warm water fishery

designation. Suspected sources of pollution include urban runoff/storm sewers, siltation, and habitat modification. The DEP will develop plans to improve water quality to ensure that Chester Creek meets its water use designation. Current plans involve the development of a Total Maximum Daily Load (TMDL) to be completed sometime in 2007. The TMDL will determine how much of a certain pollutant can enter the creek from point and nonpoint sources and still allow the water to be used for its designated purpose. The only identified point source discharge to Chester and Ridley Creeks and their tributaries in the plan area is from the Brookhaven Borough Wastewater Treatment Plant. This facility discharges effluent into a tributary of Chester Creek. Since storm sewer outlets are known sources of discharge for nonpoint source pollution from stormwater, it is important to consider that the water quality of the streams is most greatly impacted by the land use activities and associated nonpoint pollution within the watershed.



**FIGURE 4-2
IMPAIRED STREAMS IN THE THREE-BOROUGH AREA**



Downstream view of Chester Creek in Upland

Streams can be aesthetically pleasing and can serve as valuable community assets if they are kept clean and properly maintained. The most effective way of managing water quality is a watershed-based approach. Since the activities of one municipality will affect the water quality of others downstream, it is imperative that all municipalities in a watershed work together to ensure the health of their streams.

Stormwater Management

Stormwater Management Act (Act 167)

Stormwater, as defined by the *Stormwater Management Act* of 1978 (PA Act 167), is “drainage runoff from the surface of the land resulting from precipitation, including snow or ice melt.” Although stormwater runoff occurs naturally, the quality, quantity, and velocity of stormwater can be influenced by construction and other development activity. Typically, the more impervious a surface within a watershed is, the less precipitation is able to percolate into the ground, resulting in stormwater runoff flowing directly into streams. This stormwater, which picks up oil and gasoline deposits from parking lots and driveways, road salts, and other chemicals from streets and lawns, is believed to be a primary source of non-point source pollution in waterways.

A major objective of Act 167 is to ensure that the maximum rate of stormwater runoff is no greater after development than before. The Act also seeks to manage the quantity, velocity, and direction of stormwater runoff in a manner that protects health and property. Additionally, recent guidance from DEP requires stormwater management plans to address the issues of streambank erosion, infiltration (groundwater recharge), water quality through the use of best management practices (BMPs), overbank flooding, and extreme event management.

The Act requires Pennsylvania’s counties to prepare stormwater management plans for each state-designated Act 167 watershed within their boundaries. In turn, municipalities in these watersheds are required to adopt stormwater management regulations consistent with the watershed plan. To date, Delaware County has adopted Act 167 watershed management plans for Ridley, Chester, and Darby Creeks. A plan for the Crum Creek watershed is currently underway. All three Boroughs lie within an Act 167 watershed. Brookhaven and Parkside are within the Chester and Ridley Creek watersheds while Upland lies entirely within the Chester Creek watershed. Therefore, all three Boroughs have adopted ordinances consistent with Act 167 requirements.

Stormwater Problem Areas

Surveys completed for the purpose of the Ridley and Chester Creeks Act 167 Stormwater Management Plans identified a number of stormwater management problems, many of which are attributable to the frequent flooding and stream erosion experienced along the Boroughs’ streams.

Problems identified in the Ridley and Chester Creeks Act 167 Plans include:

1. Coebourns Run, a tributary to Chester Creek in Brookhaven Borough, experiences channel flooding and erosion along the banks of the creek.
2. Camelot Drive, located near an unnamed tributary of Chester Creek in Brookhaven Borough, has water problems related to groundwater.
3. Shepherd Street in Brookhaven Borough experiences private property flooding.

4. Dutton Mill Road in Brookhaven Borough experiences street and intersection flooding near the intersection with Chester Creek Road.
5. Creek Road at Bridgewater Road in Brookhaven Borough experiences street and intersection flooding.
6. Meadowbrook Lane, near the vicinity of Ridley Creek in Brookhaven Borough, experiences erosion and property damage caused by inadequate drainage.
7. Ridge Road in Brookhaven Borough experiences erosion and property damage caused by inadequate drainage.
8. Cambridge Road in Brookhaven Borough experiences erosion and property damage caused by inadequate drainage.
9. Kerlin Street Bridge in Upland Borough experiences stream flooding, street and intersection flooding, and private property flooding.
10. The entire length of Chester Creek through Upland Borough experiences problems with siltation, stream flooding, street and intersection flooding, private property flooding, and sedimentation.
11. Parkside Borough near Ridley Creek experiences excessive erosion caused by stormwater runoff from paved areas directly to the creek along Hinksons Run.
12. Robins Run in Parkside Borough experiences erosion caused by inadequate drainage.
13. Hunters Run in Parkside Borough experiences erosion caused by inadequate drainage and a broken storm drain.
14. Chelton Road near Ridley Creek in Parkside Borough experiences erosion caused by inadequate drainage.
15. Park Valley Road in Parkside Borough along the proposed “Woodlot” green space experiences flooding.

NPDES II Requirements for Municipal Separate Storm Sewer Systems

Recent revisions (2001) to the *Clean Water Act*’s Water Pollution Control Program require small, urbanized municipalities (e.g., Brookhaven, Parkside, and Upland) to obtain permits under the Environmental Protection Agency’s (EPA’s) National Pollutant Discharge Elimination System (NPDES) program for their storm sewer systems. This program also requires municipalities to adopt a local stormwater management program designed to reduce stormwater pollutants transported through the system. Required elements of this program include:

- Public education and outreach
- Public involvement
- Illicit discharge detection and elimination
- Construction site stormwater runoff control
- Post-construction stormwater management for new developments
- Pollution prevention/good housekeeping

As mandated by Act 167, the three Boroughs have adopted regulations that address how stormwater quantity and quality from new construction and redevelopment is managed. These regulations are based on a model ordinance that was a part of the Chester and

Ridley Creeks Stormwater Management Plans. Adoption of the water quality provisions included in the model ordinance will also help to satisfy the post-construction stormwater management for new developments that is required under the NPDES II program. The adoption of such ordinance provisions, particularly if accompanied by the development of a public outreach strategy and a program to map, maintain, and enforce regulations governing discharges, will help the Boroughs to comply with the NPDES II requirements.

Brownfields

In 1980, Congress passed the *Comprehensive Environmental Response, Compensation, and Liability Act* (CERCLA), commonly known as “Superfund.” The primary purpose of this program was to facilitate clean-up of extremely contaminated sites by requiring all “potentially responsible parties” (PRPs) to contribute to the cost. A PRP is anyone who has ever owned, had a legal interest in, or disposed of materials at a given property and who is therefore liable for clean up. Because of this liability, developers and banks have been hesitant to purchase severely contaminated sites for development or redevelopment. The process of identifying severe contamination, obtaining National Priority Listing (NPL) on CERCLA, identifying all PRPs, and actually cleaning the site is a lengthy process that often takes several years.

In addition to severely contaminated sites, there are many sites throughout Delaware County that, at present or in the past, processed materials or manufactured products that could be considered hazardous by today’s standards. The possibility exists that through past disposal practices, storage methods, or accidents, certain sites may have become contaminated. Such sites, which either are or are believed to be contaminated, are most commonly known as “brownfields.” Redevelopment or reuse of brownfields may be complicated by the presence or perceived presence of contamination. Historically, these sites were left abandoned in favor of building on undeveloped land. Cleaning and improving these sites, however, relieves on undeveloped open land. In many instances it is also more cost effective because the necessary infrastructure is already present (e.g., streets, sewers, and utilities).

In May of 1995, Pennsylvania Governor Ridge signed three bills into law (Acts 2, 3, and 4). These Acts constitute Pennsylvania’s Land Recycling Program. Act 2, the *Land Recycling and Environmental Remediation Standards Act*, is the primary piece of legislation that constitutes the Land Recycling Program. The goal of this program is to foster voluntary reuse and redevelopment of brownfield sites. The four major components of Act 2 are uniform clean-up standards, standardized review and time limits, financial assistance, and liability relief. An Act 2 clean-up effort generally involves a private sector initiative to utilize the site for a profit-making venture. Thus, the required level of clean-up is based mainly on the proposed use of the site, and clean-up efforts tend to be completed much more quickly than they would otherwise have been under CERCLA. According to *Pennsylvania’s Land Recycling Program 2003-2004 Annual Report*, since 1995 the program has been responsible for 1,712 clean-ups in the state, 104 of which were in Delaware County. For more details concerning the various elements of the Land Recycling Program, refer to the DEP fact sheets located in Appendix B.

Act 2 sets three standards for clean-up of sites: Statewide Health, Site Specific, and Background. These benchmarks take into account human health and the environment as well as the future use of the property. It is important for the Boroughs to maintain reasonable expectations for the future use of a brownfield site, keeping in mind the potential to attract redevelopment. While the first impulse may be to plan and zone for land uses that require the lowest level of clean-up, this is not always the best option. Despite the negative connotation, brownfield sites remain valuable commodities, and each community should maintain a vision for the “highest and best use” of these properties.

There are currently no known or suspected brownfield sites in the Boroughs. While there are no sites officially listed by DEP or EPA, certain former commercial or industrial sites may fall into the brownfield category. Due to the voluntary nature of DEP’s Act 2 Land Recycling Program, it is in the Boroughs’ best interest to take stock of their abandoned commercial and industrial sites, especially those where they would like to see redevelopment occur. The Boroughs should take a proactive stance by working with the current owners of former commercial or industrial sites, or interested developers, to get them involved in DEP’s program to expedite the clean-up and reuse of these parcels.

While there are no active brownfield sites, there are two sites within Parkside Borough where successful Act 2 clean-ups have occurred: 19 and 46 E. Chelton Road. Both involved fuel oil remediation and the properties were cleaned to Statewide Health Standards.

The actual degree of contamination and relative determination of the clean-up needed for various sites cannot be determined until a site assessment is performed. Site assessments involve collection of historical data concerning uses of the site, an examination of permits and manufacturing processes for the site, and (in some cases) full soil, air, water, and other analyses to determine present-day site conditions. The specifics of the assessments that must be performed on each site will be determined by the State. Depending on ownership and status, funding for a site assessment may be available under Pennsylvania’s Act 2 Land Recycling Program.

RECOMMENDATIONS

Environmental resource management is important for the protection of the health, safety, and welfare of municipal residents. It is also important for the preservation and enhancement of the quality of life in a community. In addition to the floodplain management addressed in the previous section, there are a number of federal and state programs that require municipalities to address other environmental issues in their communities, particularly as they relate to water quality.

In recent years, both federal and state regulatory programs have begun to emphasize improvement and maintenance of water quality, particularly through the control of nonpoint source pollution from stormwater. The federal *Clean Water Act* requires states to develop programs for the protection of waterways. It also requires businesses, and now municipalities, to obtain permits for the discharge of pollutants into waterways. Until recently, such permits addressed point sources only; however, new permit requirements

address nonpoint source pollution from municipal storm sewer systems. Both the Act 167 and NPDES II programs address, to some degree, the importance of maintaining both water quantity and quality.

While the previously mentioned water quality programs address the prevention of and protection from pollution, Pennsylvania's Land Recycling Program focuses on the clean-up and reuse of contaminated land. Municipalities should consider land use regulation and local policies that support both approaches to the management of the environment in their communities.

The Boroughs should:

- 4-8 Work with each other, and partner with other municipalities located in the Ridley and Chester Creek watersheds, to consider the most effective courses of action to protect streams from the impact of stormwater and to enhance the health of streams for public enjoyment.

Technical Assistance: CRC Watersheds Association
Delaware County Conservation District

- 4-9 Consider forming an Environmental Advisory Council (EAC). An EAC can be an excellent resource for advising Boroughs on various environmental issues and problems. Such a group could take the lead in implementing the public education requirements of NPDES II, including storm drain stenciling and outreach to residents and businesses concerning stormwater issues. This program should highlight how activities such as over-fertilization of lawns, dumping of motor oil, and failure to clean up after pets contributes to the level of water pollution.

Technical Assistance: CRC Watersheds Association
Delaware County Conservation District
Pennsylvania Environmental Council

- 4-10 Consider protection (through acquisition, easement, or zoning controls) of streamside parcels for stormwater management and/or public open space use.

Funding Sources: CDBG
Growing Greener Watershed Grants
Technical Assistance: DEP
Delaware County Conservation District

- 4-11 Pursue funding for repair and replacement of storm sewer system components, in accordance with Act 167, to address current and future stormwater problems.

Funding Sources: CDBG
Pennsylvania Infrastructure Investment Authority
(PENNVEST)

- 4-12 Develop a program, possibly in coordination with the EAC, to educate the public about nonpoint sources of pollution from stormwater runoff.

Technical Assistance: DCPD
Delaware County Conservation District
CRC Watersheds Association
Growing Greener Watershed Program

- 4-13 Coordinate NPDES II permitting activities with DEP and adjoining municipalities.

Technical Assistance: DCPD
Delaware County Conservation District
CRC Watersheds Association
Growing Greener Watershed Program

- 4-14 Establish a long-range vision for reuse of some of the older industrial mill buildings along Chester Creek in Upland Borough (see also Chapters 9 and 10).

- 4-15 Remain apprised of legislation concerning brownfields and their development.

Technical Assistance: Act 2 Land Recycling Program
Delaware County Commerce Center

- 4-16 Pursue both economic and institutional opportunities for site assessment and redevelopment of known or potentially contaminated sites within the Boroughs.

Technical Assistance: Act 2 Land Recycling Program
Delaware County Commerce Center

ENVIRONMENTAL PROGRAMS

Objective 4-3: To participate in programs and initiatives that deal with regional and/or watershed issues.

Watershed Protection Coordination

There are currently two watershed-based initiatives active in the Chester and Ridley Creek watersheds: an Act 167 Stormwater Plan and a River Conservation Plan. Both plans offer guidance concerning the relief of stormwater flooding problems and natural areas that should be considered for preservation. Additionally, the CRC Watersheds Association is active within the watersheds and is a great source of information regarding stream water quality. This nonprofit citizen organization works to support and promote the enjoyment, restoration, protection, and prudent management of the natural resources of the Chester, Ridley, and Crum Creek watersheds. The organization is also an excellent resource

for information on organizing streamside clean-ups and educating citizens concerning what they can do to help improve stream water quality.

Environmental Advisory Councils

In December 1973, the Pennsylvania General Assembly adopted Act 148, the *Environmental Advisory Council Law*, which empowers the governing bodies of all municipalities to establish an EAC. The principal purpose of an EAC is to advise local government on issues concerning the conservation of natural resources. An EAC is empowered to:

- Maintain records that define the boundaries and the character of sensitive environmental areas (e.g., open space, floodplains, woodlands, natural animal habitats, bodies of water, etc.)
- Identify problems related to air, water, and land resources
- Recommend appropriate courses of action, such as the adoption of local regulations or the use of state or federal regulatory personnel

Municipal EACs can be an important vehicle for implementing many of the recommendations made in this document pertaining to water quality, stormwater management, and parks and recreation. Typically, the purpose of these councils is to advise the local Planning Commission, Parks and Recreation Board, and elected officials about the protection, conservation, management, promotion, and use of natural resources within a municipality's boundaries. Pennsylvania law provides EACs with this framework rather than a list of specific programs to undertake.

EACs can serve a number of valuable advisory functions ranging from developing inventories of valuable natural resources to citizen outreach programs. This body may also be in an excellent position to work with adjacent municipal EACs and/or environmental organizations on watershed-wide matters.

RECOMMENDATIONS

Environmental issues, particularly those concerning streams and other natural resources, do not follow municipal boundaries. Therefore, it is extremely important that municipalities in the area work together, and cooperate with municipalities outside the area, to address environmental issues of a regional or watershed nature through participation in joint programs and initiatives. By doing so, it is possible to avoid duplication of efforts, achieve better results, and be more cost effective.

The Boroughs should:

- 4-17 Undertake activities associated with water quality improvements. As mentioned above, a watershed-based approach is necessary to address the water quality and quantity issues in the area's streams. Programs such as storm drain stenciling and

citizen monitoring will be effective educational tools and will encourage residents to take an active role in improving water quality.

Technical Assistance: DCPD
Delaware County Conservation District
Growing Greener Watershed Program
Pennsylvania Environmental Council

- 4-18 Participate in the CRC Watersheds Association and coordinate municipal watershed activities with some of the existing programs and activities.

Technical Assistance: DCPD
Delaware County Conservation District
CRC Watersheds Association

- 4-19 Consider forming either their own or a joint EAC.

Technical Assistance: Pennsylvania Environmental Council

CHAPTER 5

PARKS, RECREATION, AND OPEN SPACE

CHAPTER 5

PARKS, RECREATION, AND OPEN SPACE

Open space can take many forms, ranging from a public recreational area to a golf course, cemetery, or even a private natural area. It provides psychological, social, economic, and ecological benefits that relate directly to quality of life in a community. Dense neighborhood development characterizes the Boroughs of Brookhaven, Parkside, and Upland. The street layout is an urban grid in Upland and Parkside, with curvilinear streets and some modern townhouse and apartment development in Brookhaven.

This largely built-out suburban area is fortunate to have a variety of types of open space including athletic fields, playgrounds, natural areas, and stream valley parks. Much of the small amount of land that is still undeveloped and could be used for future parks and open space uses is held in private, institutional, or industrial ownership. Therefore, it is extremely important that the Boroughs maximize the effective use of existing recreational land and facilities, as well as other public and private open space, in order to preserve and enhance the area's livability. It is also important that the Boroughs utilize alternative methods for parkland acquisition aside from purchasing property, such as conservation or access easements.

<p>GOAL: To provide and maintain parks and recreational facilities to meet the needs of the area's residents, provide appropriate programs for all ages, and preserve and maintain the limited natural open space areas.</p>

Measuring current parkland acreage against numerical regional standards is one cursory way of determining whether recreational needs are being met. Brookhaven and Upland are both in the same broad population density category of 500-4,999 persons per square mile. For this category in the Delaware Valley Planning Commission's (DVRPC) Local (Municipal) designation, the standard is 8.00 acres per 1,000 persons. Parkside is in the >10,000 persons per square mile category, for which the standard is 3.08 acres per 1,000 persons.

Based strictly on the numerical standards shown in Table 5-1, the three municipalities could benefit from an increase in municipal parks and open space acreage within their borders. Brookhaven Borough falls below the standard by almost 23 acres, while Parkside falls below by just under 2 acres. While Upland falls well below the standard, the presence of Delaware County-owned Upland Park makes up for the shortfall. Were Upland Park included in the calculations, the Borough would exceed the numerical standard. These numerical standards, however, provide only a rough indication of the conditions in the Boroughs. They do not reflect additional usable open land belonging to school districts, homeowners' associations, or other private owners. Table 5-1 also indicates that each of the three Boroughs would far exceed the DVRPC standards if

Delaware County-owned parks, school district lands, and homeowners' association open space were to be considered in the Local designation along with municipal lands.

TABLE 5-1**REGIONAL NUMERICAL STANDARDS FOR PARKS AND RECREATIONAL AREAS, 2005**

	Brookhaven	Parkside	Upland
Area in Square Miles	1.7	0.2	0.7
2000 Population	7,985	2,267	2,977
2000 Density (pop/sq.mi)	4,724.9	11,931.5	4,510.6
DVRPC Local (Municipal) Standards (acres)*	63.9	7.0	23.8
Municipal Parks and Open Space Acreages	41.0	5.1	4.0
DVRPC Local Deficit/Surplus	-22.9	-1.9	-19.8
County Parks Acreages	0	0	60.0
School District Acreages	20.0	5.0	14.0
Homeowners' Association and Institutional Open Space**	108.0	3.0	42.8
Total: Municipal and County Parks & Open Space + School District + Homeowners' Association Acreages	169.0	13.1	120.8

*Brookhaven and Upland are in the same density category of 500-4,999 persons per square mile. In this category, the local (Municipal) standard is 8.00 acres per 1,000 population. Parkside is in the density category of >10,000 persons per square mile, where the standard is 3.1 acres per 1,000 population.

** Includes the acreage of the wooded open space portion of the parcel owned by the Chester Water Authority behind the Durkin ballfields.

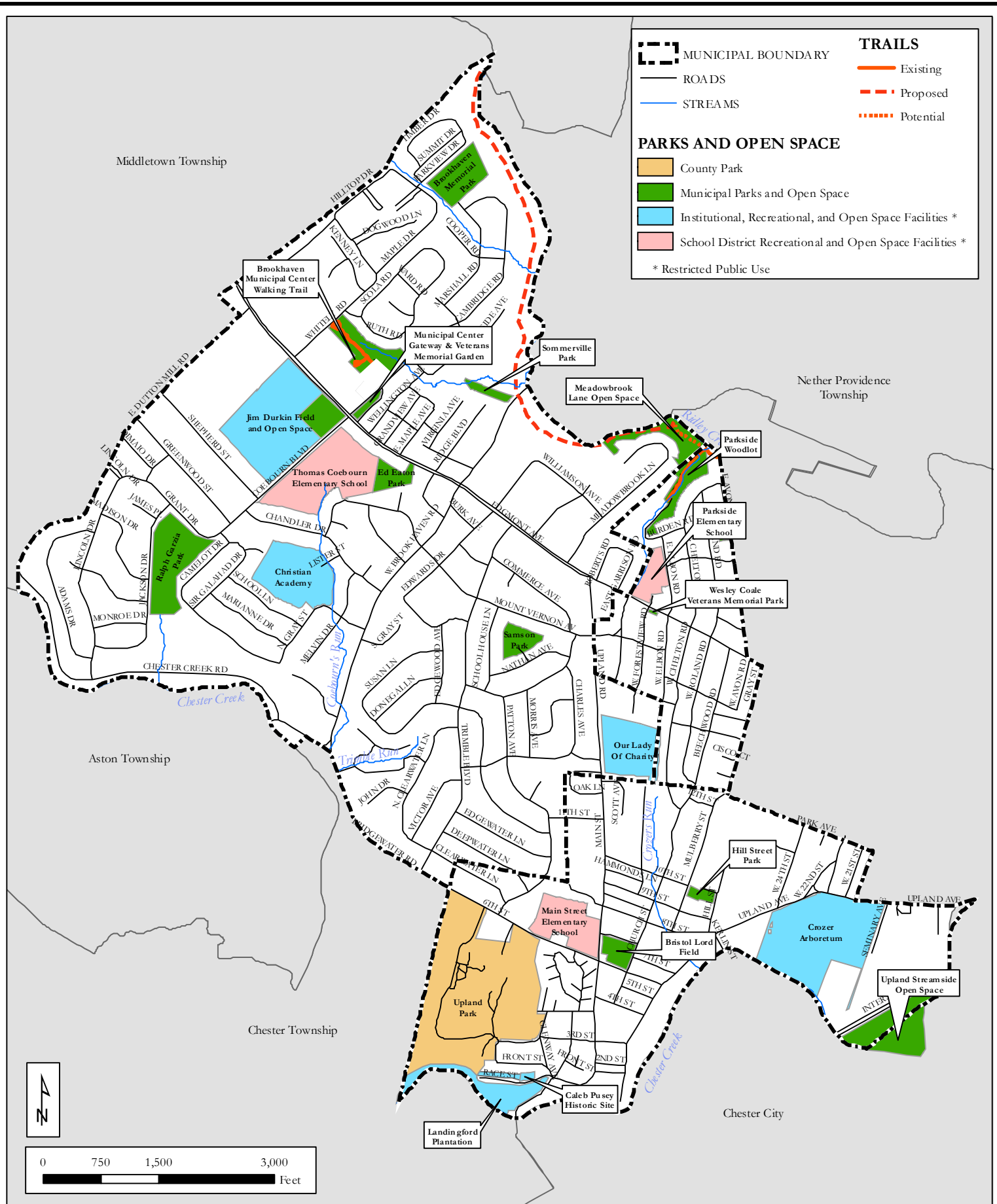
Source: DCPD, DVRPC

In addition, consideration should be given to each community's specific needs based upon demographic factors, including age. Among the three Boroughs, Brookhaven has the smallest percentage in the 19 and below age range. Brookhaven also has a relatively high population in the 20-44 year old range. Though planning of facilities at neighborhood parks should be done on a neighborhood basis, overall Brookhaven may want to provide more recreation land and facilities geared toward 20-44 year olds than for children and young adults

PARKS, RECREATIONAL FACILITIES, AND OPEN SPACE FACILITIES

Objective 5-1: To upgrade conditions and provide new or repaired equipment at recreational facilities in need of improvement.

Each Borough owns and maintains a number of passive and active parks and tracts of open space. The open space types within the study area boundaries include athletic fields, playgrounds, natural areas, and linear stream valley parks. While most of these facilities are Borough-owned, open space, park, and recreational needs are also met through the provision of school district playgrounds, ball fields, and basketball courts. As mentioned



Brookhaven,
Parkside, and
Upland Boroughs

Map 5-1 Parks and Open Space

NOTES:
 1. Delaware County Planning Department - Municipal Boundary, Open Space, Parks, Roads, Streams, Trails (Existing and Potential)
 2. Ridley Creek Watershed Conservation Plan and Delaware County Open Space Mapping Program - Proposed Trails

Disclaimer
 This map is for analytical purposes only. The reliability of this map depends on the accuracy of the underlying data sources which have not been verified.



Prepared by
Delaware County
Planning Department
2009

above, there are also a number of privately owned open space and recreational facilities within each Borough. Map 5-1 and Tables 5-2, 5-3, and 5-4 show public parks and recreational areas within each Borough. A brief overview of the larger municipally owned parks and open space facilities in each Borough follows.

Existing Public Parks, Recreational Facilities, and Open Space Facilities

Brookhaven Borough

Brookhaven Borough presently contains a total of 169 acres of parks and open space. Of these, the Borough owns approximately 37 acres, the Penn-Delco School District owns 20 acres, and private institutions and homeowners' associations own 112 acres.

It should be noted that as part of Delaware County's Open Space Mapping and Technical Assistance Program, the following were produced for the Borough in 2004: a digitized proposed open space network, a large undeveloped parcels map, a mapped commercial district, and a digitized proposed Ridley Creek Trail. The Borough should consult these computerized cartographic resources in future parks and open space planning efforts.

TABLE 5-2
BROOKHAVEN BOROUGH PUBLIC PARKS AND OPEN SPACE, 2005

Owner	Name	Location	Ac.	Facilities
Brookhaven Borough	Brookhaven Memorial Park	Marshall Road	8.0	Baseball/softball diamond, football field, tot lot, restrooms, parking lot, and concessions
	Municipal Center Pedestrian and Bike Trail	Cambridge Road	7.0	Walking trail, chess tables, benches, wooded area, ornamental butterfly garden, gateway street median, gazebo
	Municipal Center Gateway	Cambridge Road	1.0	Butterfly garden and veterans memorial
	Ed Eaton Park	Maple Avenue	3.0	Basketball court, tennis courts, parking lot
	Meadowbrook Lane Open Space	North end of Meadowbrook Lane	7.0	Stream, wooded area, and open space
	Jim Durkin Field and Open Space*	Coeburn Boulevard and Edgmont Avenue	4.0	Baseball/softball diamond, football field
	Ralph A. Garzia Park	Grant Drive	6.0	Playground, woods, walking trail
	Samson Park	Nathan Avenue	4.0	Tennis court, tot lot, and softball / basketball
	Sommerville Park	Virginia Avenue	1.0	Tot lot and older children's playground
Penn-Delco S.D.	Thomas Coebourn Elementary School	Coebourn Boulevard	20.0	Three baseball/softball fields, bleachers

* Durkin Field land leased from the Chester Water Authority

Source: DCPD



Brookhaven Memorial Park ball fields and open space

Brookhaven Memorial Park

Brookhaven Memorial Park is the largest athletic recreational facility in the three-Borough area. Careful maintenance and corporate sponsorship keep this park in excellent condition. The park includes four baseball diamonds, one football field with a scoreboard, and a small tot lot. Access to the Park is located off of Marshall Road.

Ed Eaton Park

This park serves the neighborhoods on and around Mount Vernon Avenue. It is separated from the

adjacent Coebourn Elementary School property by a small wooded area. The park is accessible from a parking lot off of Maple Avenue, or from the Bateman Funeral Home parking lot off of Edgmont Avenue. Eaton Park appears neglected and poorly maintained. The tennis court and shuffleboard area are in poor condition and are overgrown with grass and weeds. The basketball court is missing backboards and nets, swings are broken, and there are no trash receptacles.

Jim Durkin Field

Formerly called the Chester Water Authority Park, this land is leased from the Water Authority and contains a baseball diamond and a football field. The park is adjacent to private woodlands that are also owned by the Water Authority. It is located across Coebourn Boulevard from Coebourn Elementary School, and across Edgmont Avenue from the Cambridge Square Shopping Center. Parking is located on an unpaved area along Edgmont Avenue.

Municipal Center

The Brookhaven Municipal Center contains a pedestrian and bike path at the rear of the complex. It also contains a veterans' memorial and butterfly garden in the form of a gateway median on Cambridge Road.

Ralph A. Garzia Park

This is a well-maintained playground with a mulch surface, picnic table, wooden edging, entrance gateway, and nice playground structures and equipment. A dirt trail beginning at the back of the playground area leads into the woods along Shepherds Run to the Brookhaven Swim Club property on Chester Creek Road.

Samson Park

Samson Park was undergoing renovations when observed for this plan in spring of 2005. Landscaping, facilities construction, and other work had yet to be completed for this improvement project. At that time the park contained two tennis courts, two basketball

courts, one baseball field, a few pieces of painted concrete playground equipment, and new paved walking paths. Subsequently, the old concrete playground equipment has been removed and replaced with new playground installations.

Sommerville Park

The park consists of a small playground on municipal land at the end of Virginia Avenue; Ridge Road borders it to the south. An overgrown wooded open space lies to the east of this park, near a Ridley Creek tributary stream and the neighboring Ohev Sholom Cemetery.

Parkside Borough

Parkside Borough contains a total of 13.1 acres of parks and open space. The Borough owns 5.1 acres, the Penn-Delco School District owns 5 acres, and the Green Tree planned residential development owns the remaining 3 acres.

**TABLE 5-3
PARKSIDE BOROUGH PUBLIC PARKS AND OPEN SPACE, 2005**

Owner	Name	Location	Ac.	Facilities
Parkside Borough	Parkside Woodlot	Burden Road	5.0	Wooded area, wildflower meadow, benches, paved trails, stream
	Wesley Coale Veterans Memorial Park	Edgmont Avenue and Forrestview Road	0.1	War veterans memorial
Penn-Delco S.D.	Parkside Elementary School	Edgmont Avenue and Elbon Road	5.0	Playground, basketball court

Source: DCPD, 2005

Parkside Woodlot

The Parkside Woodlot is a long, narrow, forested park on Burden Road. It is across from the Green Tree Apartments, near the border with Brookhaven and Ridley Creek. The municipal boundary at the north end of the park (where the Woodlot ends and Chester City's Chester Park begins) is unmarked. A Woodlot Master Plan project currently underway has four main objectives: a complete park clean-up, a landscaping upgrade, repair and replacement of the walkways, and the creation of a tot lot play area.



Walking trail in the Woodlot, Parkside

Wesley Coale Veterans Memorial Park

This is a new, small park on the southeast corner of Edgmont Avenue and Forestview Road. It consists of a circular concrete path surrounding a flagpole and obelisk memorial. Two paths extend from the circle to the sidewalk, and there are benches for sitting.

Upland Borough

Upland Borough contains a total of 121 acres of parks and open space. The Borough owns 4.0 of those acres as Bristol Lord Field and Hill Street Park, the Chester-Upland School District owns 14 acres, private institutions own 43 acres, and Delaware County owns 60 acres as Upland Park.

**TABLE 5-4
UPLAND BOROUGH PUBLIC PARKS AND OPEN SPACE, 2005**

Owner	Name	Location	Ac.	Facilities
Upland Borough	Bristol Lord Field	7th Street between Main and Church Streets	3.0	Baseball field, swings, pavilion, see-saw, tot lot
	Hill Street Park	Between Mulberry and Hill Streets at 10th Street	1.0	Playground, shade trees, lawn, pedestal picnic tables
Delaware County	Upland Park	South side of 6th Street, western edge of the Borough	60.0	Game courts, formal play fields, open areas, picnic facilities, park benches, playground equipment, buildings, parking
Chester-Upland S.D.	Main Street Elementary/Middle School	Northwest corner of Main Street and 6th Street	10.0	Athletic fields, baseball/softball field, playground, basketball court
	Upland Streamside Open Space	South of I-95, next to Chester Creek	4.0	Woodland, stream

Source: DCPD, 2005

Bristol Lord Field

This large Borough-owned park is across the street from the municipal building. The park contains baseball fields, a small pavilion, a veterans' memorial, swings, a seesaw, and a tot lot playground structure. The park is mostly open with a few large shade trees. The Borough recently applied for and received County Community Development Block Grant (CDBG) funds for new sidewalks and tot lot equipment for the park.



Hill Street Park, Upland

Hill Street Park

This park has one entrance at Mulberry and 10th Streets and another entrance at Hill Street. A stone wall and concrete stairs separate the upper and lower levels of this multi-level park. The park contains some playground equipment, swings, and a few large shade trees. The park also contains a number of benches and pedestal picnic tables that were recently refurbished.

Additional Parks and Open Space in the Three Boroughs

Upland Park

At 60 acres, Upland Park is one of four major parks in the Delaware County park system. The park's features include a playground with a new tot lot structure and swings, softball fields, picnic areas, lawn areas, and a parking lot. The County purchased the park, formerly owned by the Salvation Army, in 1968. Driveways and cul-de-sacs run to the southern end of the park where demolished camp buildings once stood. The southern end of Upland Park also contains some dense woods with a short trail ending at Rainer Road in bordering Chester Township.

The recently renovated Redwood Community Center building has become a leading attraction of the park. Its programs are directed towards senior citizens and include over 100 performances a year by jazz bands, big bands, and vocal groups. County-sponsored events and charitable functions are also featured about four times a month on evenings and/or weekends.



Playground and tot lot at Upland Park

The most recent master plan for Upland Park was prepared for Delaware County in 1988. Some of the major renovation and demolition recommendations in the plan have been implemented. Others, such as updated and improved signage, hiking trails within the park linking to the Caleb Pusey House and Chester Creek, and new picnic and recreational facilities in the park's southern portion, have not.

Public School District Recreational Facilities

School district land requires special consideration since it is reserved for daytime school use during the school year. After school hours and in the summer months, these properties are, in many cases, made available to the general public when they are not in use by school athletic teams and clubs.



**Recreational space and sports field at
Coebourn Elementary School**

Parkside Borough has a written recreational agreement with the Penn-Delco School District to use the new Parkside Elementary School for the Easter event family night. Additionally, Penn-Delco School District demolished the old Parkside School building and plans to expand the existing playground into a multi-use recreational space. This will be a good opportunity for the Borough to increase its inventory of recreational facilities. Area youth athletic leagues also regularly use the fields at the Coebourn and Main Street Elementary Schools during non-school hours and weekends. Public school

district properties located in the three Boroughs are listed in Tables 5-2, 5-3, and 5-4, and are shown on Map 8-1.

Caleb Pusey Historic Site and Landingford Plantation

The Friends of the Caleb Pusey House, Inc., own and maintain two key open land areas in Upland Borough. The Caleb Pusey Historic Site, on the north side of Race Street, contains an historic schoolhouse and cottage. Upland Park lies adjacent to these parcels to the north. The Landingford Plantation is also connected to Upland Park and to Race Street. This wooded site abuts Chester Creek to the south and contains an historic log cabin at Race Street.

Crozer Arboretum

The Crozer Arboretum, located on Medical Boulevard at the Crozer-Chester Medical Center, is a passive park with woods, a trail leading to Chester Creek, and the ornamental Leona Gold Garden. The estate was formerly a seminary before it was used by the Crozer-Chester Medical Center. The location can be reserved for picnics and wedding photography.

Private School Facilities

Brookhaven Borough includes two private schools that have areas of recreational open space. The Christian Academy, off of Chandler Drive, has basketball hoops and tennis nets in the parking lot as well as school athletic fields. Brookhaven Borough reported that the Christian Academy rents out its gymnasium to sports groups. Our Lady of Charity Elementary School, on the east side of Upland Road, contains a large athletic field for football or soccer and a tot lot playground.

Church Fields

It should be noted that a few religious organizations that are not affiliated with a private school also have recreational fields and tot lots available for church and community activities by special permission. The largest of these are Brookhaven Baptist Church and Faith Community Church in Brookhaven. Over the last twenty years, multiple proposals have been submitted for the approximately 9-acre open meadow at Faith Community Church, but none have been approved. The future of these fields should be addressed in a municipal open space plan.

Homeowners' Association Open Space

Some of the newer residential developments in Brookhaven Borough contain substantial areas of open land that are officially owned and maintained by all of the residents of the development (collectively known as the “homeowners’ association”). One of these open areas, Hilltop in Brookhaven Borough, contains a tennis court and swimming pool. The remaining spaces – Meadowbrook Lane Open Space, Scola Road Open Spaces, The Mills at Rose Valley, The Summit, and Victoria Woods in Brookhaven – are natural, passive recreational areas such as woodlands, wetlands, floodplains, stream valleys, and open meadows.

These places are important for the preservation of valuable environmental resources. Occasionally, after a number of years of residential ownership the land is dedicated to the municipality. This usually occurs because the responsibility of maintaining the land becomes too great for the residents, or because they would like the Borough to implement a plan to develop a municipal park. Homeowners’ association open spaces are shown on Map 5-1.

Vacant Lots

Periodically, privately owned areas of land become vacant lots. Some of these areas are made up of two or more adjoining parcels of land. Depending on their size and location, these vacant lots could become viable options for the development of neighborhood pocket parks.

RECOMMENDATIONS

Collectively, the Boroughs have done a good job of providing adequate parks and recreational areas to serve their neighborhoods. Considering the limited land area available for new public parks, more park usage agreements between the municipalities and school districts would help satisfy the needs of both the Boroughs and the schools. The Boroughs should also continue to pursue the acquisition of strategically located vacant lots, as well as maintaining stream corridors for flood protection and visual and/or passive recreation.

The Boroughs should:

- 5-1 Have individual master plans prepared for the parks specified in this plan as part of the implementation of a broader multi-municipal Parks, Recreation, and Open Space Plan for the three Boroughs. The plans will help determine how the parks might be improved and prioritize what facilities and landscaping design to include in the future.

Funding Source:	Community Conservation Partnerships Program (C2P2)
Technical Assistance:	Department of Conservation and Natural Resources (DCNR) Bureau of Recreation and Conservation Pennsylvania Recreation and Park Society, Recreation and Parks Technical Assistance Program (RecTAP)

- 5-2 Develop and maintain an inventory of privately owned land parcels and vacant lots of which a significant portion is open space, and determine whether these lands present opportunities for linkages with other significant open spaces.

Technical Assistance:	Department of Conservation and Natural Resources (DCNR) Bureau of Recreation and Conservation Pennsylvania Recreation and Park Society, RecTAP Program
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- 5-3 Enter into further agreements with the school districts to share recreational facilities for both the Boroughs and school programs to maximize the use of recreational land.

Technical Assistance:	Department of Conservation and Natural Resources (DCNR) Bureau of Recreation and Conservation Pennsylvania Recreation and Park Society, RecTAP Program
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- 5-4 Provide their input to future Delaware County planning efforts concerning recreational developments within Upland Park. The communities surrounding the park should encourage the County to follow the remaining unimplemented recommendations of the 1988 Upland Park Master Plan, and to produce an updated version of the plan.

COMMUNITY RECREATIONAL PROGRAMS

Objective 5-2: To create and provide a wide variety of recreational programs and activities designed to meet the needs of residents of all ages.

Recreational programming is the process by which a municipality creates opportunities for people to engage in recreational experiences. In contrast to park development and maintenance activities, which often require financial support from the municipality's general fund budget, recreational programs are often self-supporting through activity fees. It is important for a municipality to coordinate activities among all of the community's recreation providers and to offer programs to meet the needs of residents of all ages and interests. Recreational and park master planning is best handled by a municipal or multi-municipal recreation board. If there is a large demand for recreation and parks services, a municipality may consider employing a recreation and parks professional. The following is a summary of the recreational programs that exist in the three Boroughs as of June 2005.

Brookhaven Borough

The Brookhaven Recreation Board consists of volunteers appointed by Borough Council. A member of Borough Council oversees the Recreation Board, which organizes Family Day, an Easter egg hunt, a golf outing, a Halloween haunted house, youth dances, and photo events with Santa and the Easter Bunny. Citizens can get involved in the programs by filling vacancies on committees, chaperoning dances, and serving on the Family Day committee.

Parkside Borough

The Parkside Woodlot Park Planning Commission is a volunteer group that plans for the Borough's only recreational park. The Borough Shade Tree Commission is also made up of volunteers. The Borough runs the Fourth of July parade and festival at the municipal building, and the Easter egg event at both Parkside Elementary School and the Woodlot. Citizens are invited to take an active part in these events, and turnout is always very good. The events are organized by the Borough Council recreation liaison.

Upland Borough

Upland Borough has a Recreation Board, but it is inactive at this time. Currently, there are no recreational programs to serve the Borough. The Borough devotes some funding to maintaining and improving facilities, but there is no recreational or facilities master

planning. The Borough reported that insurance liability and a lack of funds have stopped it from expanding its parks and recreational programming. As such, there is also no defined way for volunteers to get involved.

RECOMMENDATIONS

In a built-out urban environment such as the study area, the amount of recreational land is essentially set at its current level. Therefore, it is important for each of the three Boroughs to have good recreational programs in place to serve residents of all age groups and of varied interests.

With an active Volunteer Recreation Board, Brookhaven has the most extensive programming structure of the three Boroughs. Parkside has a Park Planning Committee for its one and only recreational park, but its few programs and special events are organized by a Borough Council member because there is no Recreation Board, citizens athletics, or recreation association. Upland Borough should reactivate its Recreation Board and administer both athletic and non-athletic programs for all ages.

Borough officials from all three municipalities should examine their program structures for areas in which they can improve and better serve their residents. The Boroughs should plan to meet community needs, by finding out the specific activities their residents would like to have provided for them. Wherever possible, the Boroughs should combine their efforts, either with multi-municipal coordination meetings or by having a joint recreation and parks department and a parks or athletics association.

The Boroughs should:

- 5-5 Develop a multi-municipal Open Space, Parks, and Recreation Plan to determine the adequacy of existing facilities, identify potential areas for public recreational use, and coordinate use of open space and recreational programs and funding.

Funding Source: C2P2
Technical Assistance: DCPD
 Pennsylvania Recreation and Park Society,
 RecTAP Program

- 5-6 Have an appointed Recreation Board in place either individually or jointly, as well as a citizens' volunteer association. The association could be a multi-municipal group. After a Recreation Board is in place, it should plan to meet community needs, organize to offer recreational programs, and evaluate the success of such offerings.

Technical Assistance: DCNR Bureau of Recreation and Conservation
 Pennsylvania Recreation and Park Society,
 RecTAP Program
 National Recreation and Parks Association (NRPA)

OPEN SPACE AND RECREATIONAL OPPORTUNITIES

Recreational open space should be evaluated in terms of active versus passive use. Passive open space serves a number of functions, including the protection of natural resources such as floodplains and woodlands, as well as offering aesthetic and psychological benefits to residents. Pocket parks and ballfields represent some of the most identifiable active open space opportunities. Making connections with greenways and making streetscape improvements would offer both active and passive recreational opportunities.

Pocket Parks

The “greening” of an urban area is not limited to developing recreational fields and playgrounds, but also includes establishing smaller “pocket parks” and community gardens on vacant properties. The three Boroughs could establish protected open spaces and provide scenic enhancements by restoring and reusing vacant or underutilized properties, utility rights-of-way, and stream corridors.

Greenway Linking Opportunities

As defined in *Pennsylvania Greenways: An Action Plan for Creating Connections* (2001), “...a greenway is a corridor of open space. Greenways vary in scale, from narrow ribbons of green that run through urban, suburban, and rural areas to wider corridors that incorporate diverse natural, cultural, and scenic features. They can incorporate both public and private property and can be land- or water-based.” The two best ways for the three Boroughs to make greenway connections are stream corridors and railroad or utility rights-of-way.

Stream Corridors

There are two watershed main stem streams in the study area: Chester Creek and Ridley Creek. Major branches from Ridley Creek are Hinksons Run and its tributary Shaw Run in Parkside Borough, and two unnamed Ridley Creek tributaries in northern Brookhaven. Major branches from Chester Creek are Shepherds Run, Coebourns Run, and Trimble Run in Brookhaven Borough, and Crozers Run in Upland Borough. Map 5-1 illustrates that many municipal parks are situated with creeks at their boundaries or running right through them.



Jim Durkin Field and surrounding open space is bordered by the Coebourns Run tributary of Chester Creek

While it is encouraging to see the amount of streamside with public ownership or access, there are also many creek areas that are restricted by private ownership, especially at

the main stem streams of Chester and Ridley Creeks. These stream corridors present several opportunities for public benefit. First, the portions of the stream corridors under private ownership could, if properly managed, protect Borough residents from flooding and provide for visual relief in this dense urban environment. Second, the segments of stream corridor that lie within public property (or where an easement can be obtained on private property) can be utilized to create connections among parks, natural areas, community buildings, and business areas, thus elevating the quality of life for residents.

Chester Creek Branch Rail-Trail

The planned Chester Creek Branch Rail-Trail will be a multi-use rail-trail on the unused Chester Creek Branch rail line right-of-way along Chester Creek. The Friends of the Chester Creek Branch are conducting this effort. Their mission is “to convert the existing Chester Creek Branch rail between the Caleb Pusey Plantation in Upland and the rail intersection with the SEPTA R3 line in Wawa to a multi-use trail.” Some portions of this trail are on the eastern edge of Aston and Chester Townships on the opposite side of the creek from Brookhaven and Upland Boroughs. The trail would be ideal for recreational uses such as bicycling, walking, running, and cross-country skiing. It would also provide access to Chester Creek for fishing, and would preserve valuable green space while connecting many culturally and historically significant points along the route. The list of proposed linkages from the trail to locations in the study area includes Brookhaven Swim Club, Toby Farms (Delaware County public housing in Chester Township), Upland Park, and the Caleb Pusey Historic Site.

The Chester Creek and Ridley Creek Conservation Plans propose trail linkages in the conservation network maps. These trails would be in the open land along Ridley Creek and are also proposed on Brookhaven’s digitized Ridley Creek Trail map. A proposed conservation network is mapped along all of Chester Creek and its tributary streams.

RECOMMENDATIONS

There are opportunities to provide open space resources other than active playfields in the three Boroughs. This open space can be small, linear, passive, solely visual, and need not be under public ownership to be a valuable amenity in a community. The following recommendations can help to maximize open space opportunities.

The Boroughs should:

- 5-7 Implement the recommendations of the Chester Creek and Ridley Creek Conservation Plans.

Funding Sources:	C2P2
	DCNR Rivers Conservation Program
	PECO Green Region Open Space Grant Program

- Technical Assistance: Chester-Ridley-Crum (CRC) Watersheds Association
Delaware County Planning Department (DCPD)
DCNR
- 5-8 Obtain easements on streamside parcels to protect and preserve connected open space along stream corridors.
- Technical Assistance: CRC Watersheds Association
DCPD
Friends of the Chester Creek Branch
- 5-9 Develop a trail system along stream corridors to link parks within the study area. Brookhaven Borough should also explore the development of trails in their utility rights-of-way, which would connect to parks, greenways, and stream corridor trails.
- Funding Sources: C2P2
DCNR Rivers Conservation Program
PECO Green Region Open Space Grant Program
- Technical Assistance: CRC Watersheds Association
DCPD
Pennsylvania Recreation and Park Society,
RecTAP Program
- 5-10 Brookhaven and Upland Boroughs should support the Friends of the Chester Creek Branch in their efforts to convert the abandoned rail line along Chester Creek into a multi-use trail. Connections should be made to existing Brookhaven and Upland parks and trails when the rail-trail is complete.
- Funding Source: C2P2
- Technical Assistance: DCNR Bureau of Recreation and Conservation
Pennsylvania Recreation and Park Society,
RecTAP Program
CRC Watersheds Association
DCPD
Friends of the Chester Creek Branch

CHAPTER 6

COMMUNITY FACILITIES AND SERVICES

CHAPTER 6

COMMUNITY FACILITIES AND SERVICES

This chapter discusses and analyzes the existing conditions of local community facilities and services in Brookhaven, Parkside, and Upland Boroughs, and offers recommendations for improvements. Community facilities and services can be either physical or programmatic. They are provided by public, quasi-public, or private institutions. The facilities and services discussed here include Borough administration and municipal facilities; emergency services including police and fire protection; education; utilities and related services including sanitary sewer, water, solid waste, and recycling services; and library services.

The complexity of the services needed and provided is evident in both their number and variety. Each facility and service should be evaluated in the context of the others, in hopes that they can work together even more effectively and efficiently. Each service should also reinforce this chapter's goal, as well as the vision established for the entire comprehensive plan (see the Vision Statement on page 1-3).

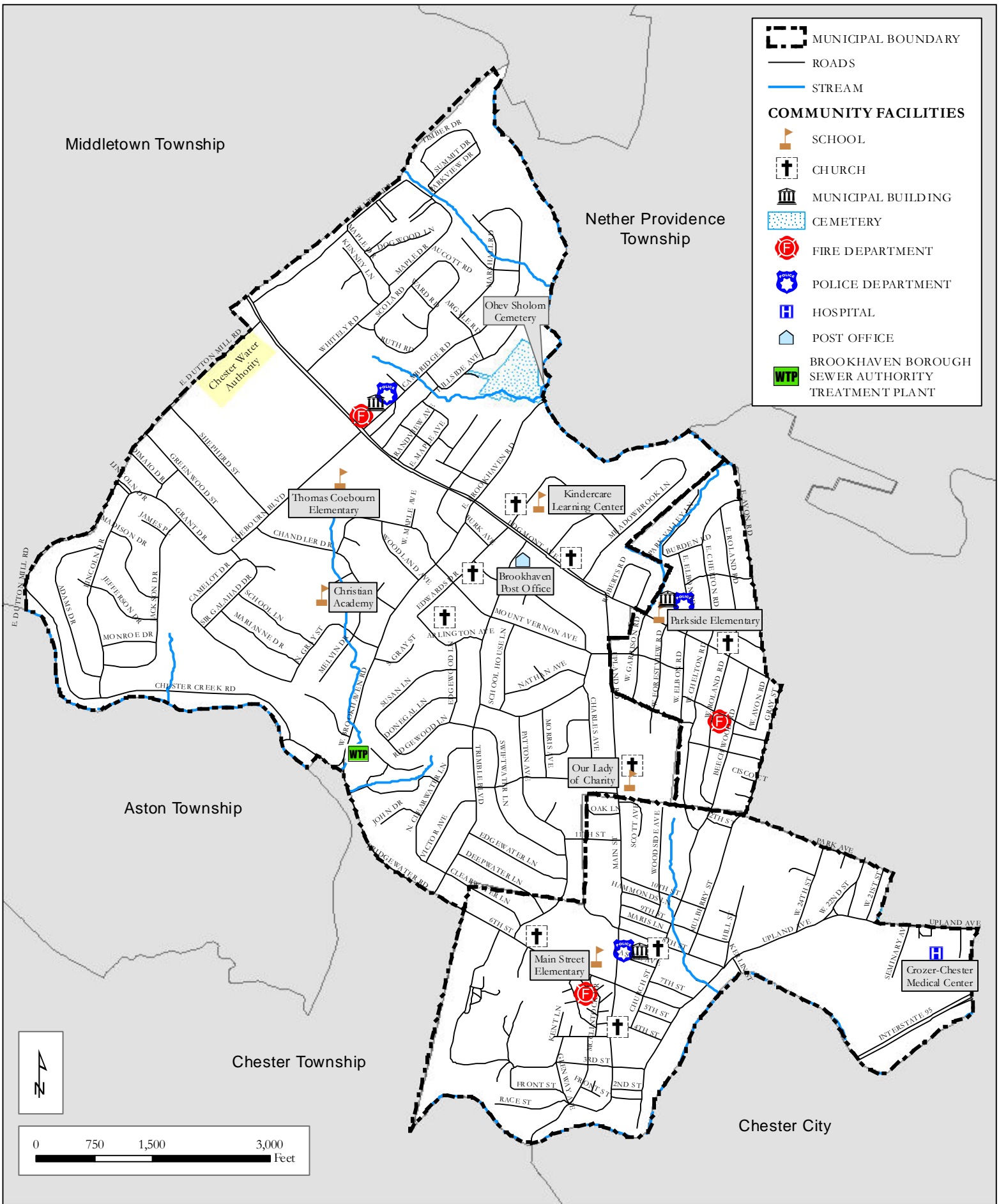
The various public facilities and services provided by the three Boroughs can have a significant impact on the lives of their residents. They represent local efforts to improve the quality of life throughout the Boroughs. They are also an important part of creating an environment that attracts investments from the private sector. A municipality whose residents support superior services is more attractive to private investors and prospective residents than one that does not. Map 6-1 shows the location of key community facilities in the Boroughs.

<p>GOAL: To provide high quality community facilities and services to all residents of the three Boroughs in the most efficient and cost-effective manner.</p>

BOROUGH ADMINISTRATION AND FACILITIES

Objective 6-1: To provide municipal administrative services and facilities that meet the needs and desires of local residents and businesses.

The Pennsylvania Constitution gives local units of government the right to operate under the laws of the Commonwealth. Local municipalities are empowered by the State to levy taxes, authorize expenditures, borrow money, direct government administration by their appointees, and make policy decisions. Local municipal functions include police and fire protection, maintenance of local roads and streets, provision of water supply, sewage collection and treatment, parking and traffic control, local planning and zoning services,



parks and recreation, garbage collection and recycling, health services, libraries, licensing of businesses, and code enforcement.

Borough Administration

Brookhaven, Parkside, and Upland Boroughs are each governed by a seven-member Council and an elected Mayor in what is called a “weak mayor” form of government. The Mayor is elected to a four-year term, and Council members are elected to four-year overlapping terms. All three Borough Councils are supported by administrative functions of a Borough secretary/manager; office clerks; a treasurer; an engineer; a solicitor; building, electrical, and plumbing inspectors; code enforcement officers; a facilities maintenance staff; and a public works staff. Brookhaven and Parkside also employ health inspectors. All three Boroughs employ part-time animal control officers.

Brookhaven Municipal Facilities

The Brookhaven Borough municipal building is located at 2 Cambridge Road, just north of Edgmont Avenue. Constructed in 1995, the building has an area of approximately 25,000 square feet. In addition to the Borough’s administrative offices, the building contains Council’s chambers and public meeting room, a Council workroom, the police department, district court facilities, a community room for Borough and non-Borough sponsored events, a gymnasium with a basketball court and bleacher seating, a kitchen, and a storage area.



Brookhaven municipal building

The police station is located in the west wing of the building and has its own entrance. The County District Court for Brookhaven Borough, Upland Borough, and Chester Township is located at the back of the building. Its facilities include courtrooms, judges’ and administrative offices, a holding cell, a kitchen, and bathrooms.

The recently completed Borough fire station is adjacent to the municipal building on the south side. This new,

approximately 9,180 square feet building features five bays, a small community room, a break room, a radio room, and a bathroom on the first floor. The second floor will be used for emergency medical services and training purposes.

In addition to the municipal building and new fire station, Borough property in the Cambridge Road area includes a landscaped walking and biking path behind the courts

building. Also, a butterfly garden and veterans memorial is located on the median running along the center of Cambridge Road. The Borough also owns and operates a sewage treatment plant on Bridgewater Road that serves approximately 20% of Borough households; a public works garage adjacent to the treatment plant; and the clubhouse at Memorial Park that contains a kitchen, snack bar, and meeting room.

Parkside Municipal Facilities

Parkside Borough government operations are located at the newly renovated municipal building at 22 E. Elbon Road. It was completed and occupied at the end of 2005. The renovation cost approximately \$700,000. The new, approximately 9,400 square foot building is fully Americans with Disabilities Act of 1990 (ADA) compliant. Prior to the renovation, administrative offices were located in a nearby temporary modular building and then at the old Parkside Elementary School.

The new building contains the municipal administrative offices, Council's chambers and meeting room, and the Borough police station. The building significantly increases the amount of space for the police department and provides offices for the Council president, Borough fire marshal and deputy, Borough treasurer, and building inspectors. There are five parking spaces for municipal officials in front of the building, with additional spaces at the adjacent parking lot of the new elementary school.



Parkside municipal building

The newly renovated municipal building also serves as a community center with rooms available for senior citizens' meetings, yoga and fitness-related classes, and rentals for social occasions. The Borough's newly completed public works garage is adjacent to the municipal building. It houses the sanitation equipment, snowplow truck, and other departmental equipment. The garage was built on land obtained from the Penn-Delco School District.

Upland Municipal Facilities

The Upland municipal building is located at Main Street and Castle Avenue, across the street from the Bristol Lord Field athletic and recreational facilities. The approximately 11,500 square foot building, MacQueen Hall, was built in 1902 in the Colonial Revival style. Prior to its use as the municipal building, it served as the Upland Civic Center. In the 1950s the building underwent major renovations, including and electrical and utility

upgrades, in its conversion to the present use. In the late 1980s and early 1990s, upgrades were made to the air conditioning, kitchen, and bathrooms. An elevator to the second floor was added in 2004. The facility is fully ADA compliant. The adjacent parking lot provides approximately 30 parking spaces.



MacQueen Hall, the Upland Borough municipal building

MacQueen Hall contains the Borough administrative offices, Council's chambers, a second story public meeting hall, a basement, two sub-basements, and a two-floor attic. The meeting hall can accommodate up to 300 people. It is used for senior citizens' club meetings and for Council meetings when a large public turnout is expected. The meeting hall is presently not available for rental for social occasions.

In addition to MacQueen Hall, the Borough also owns and maintains the adjacent Bristol Lord Field, Hill Street Park, a public works garage and storage shed at Kent Lane and 4th Street, and the Borough fire station at McClintock Drive.

RECOMMENDATIONS

Parkside recently completed a major renovation and expansion of its existing municipal building. Brookhaven's municipal facility is still relatively new; it was completed in 1995. Upland's municipal building, MacQueen Hall, is a substantially older structure that has been diligently maintained and upgraded over the years as noted above.

The Boroughs should:

- 6-1 Continue to examine ways to maintain and upgrade their municipal facilities, including the expansion of existing space if necessary and feasible, and the use of current information technology such as Geographic Information System (GIS) and telecommunications systems.

Funding Source:	Local Government Capital Projects Loan Program
Technical Assistance:	Borough Engineers

- 6-2 Pursue environmentally sustainable, "green" building technologies for municipal construction projects whenever possible to reduce long-term energy costs and environmental impacts.

- | | |
|-----------------------|--|
| Funding Source: | Local Government Capital Projects Loan Program |
| Technical Assistance: | Delaware Valley Green Building Council |
- 6-3 Consider the feasibility of joint property maintenance code enforcement. This would be especially beneficial for Upland, which does not currently have a dedicated code enforcement officer.
- | | |
|-----------------------|---|
| Funding Sources: | Shared Municipal Services Program
Code Enforcement Initiative Grants |
| Technical Assistance: | Department of Community and Economic
Development (DCED) |
- 6-4 Consider linking their websites under the three-Borough banner. Upland Borough recently developed and went online with a new Borough website to communicate with residents and other individuals and organizations that have business to conduct with the Borough.
- | | |
|-----------------------|---|
| Technical Assistance: | Pennsylvania State Association of Boroughs (PSAB) |
|-----------------------|---|

EMERGENCY SERVICES

Objective 6-2: To maintain and enhance the level of service being offered by the Borough's fire and police departments.

The Delaware County Emergency Services Department operates its Communications and Management divisions from Lima, Middletown Township. Requests for police, fire, and ambulance assistance from a majority of townships and boroughs are received here and are routed to the appropriate local department. The County's enhanced "911" system, regarded as one of the nation's best, reported 490,522 computer aided dispatch (CAD) calls countywide in 2003. Of those calls, 431,013 were for police departments, and 59,509 were for fire departments. In extreme cases, the departments of surrounding municipalities, or even those outside of the County, respond after being called via a common radio frequency.

The County, as well as the three Boroughs, maintains emergency response plans. A local Emergency Management Coordinator in each of the Boroughs coordinates the local response with all other entities and has authority to initiate actions such as evacuations. The Emergency Services Training Center in Darby Township that opened in 1992 provides course instruction, training grounds, and facilities for 78 volunteer fire companies, 33 ambulance services, and 31 municipal police departments in Delaware County. Facilities include an indoor pistol range, burn building, confined space training facility, three-story live fire training building, propane training area, flashover simulator, driver's training area, and six classrooms.

Fire Protection and Emergency Medical Services

Fire protection services are provided to residents in the three Boroughs by each municipality's own department. As is the case throughout Delaware County, the three Borough fire departments consist entirely of volunteers. Additionally, each Borough employs a fire marshal to review building plans, enforce codes, conduct arson investigations, handle hazardous materials accidents, and maintain the emergency management plan. Mutual aid agreements for fire protection services exist among the three Boroughs as well as with other nearby municipalities.

The Brookhaven Fire Company and the Parkside Fire Company provide emergency medical services.

Brookhaven Fire Protection and Emergency Medical Services

At the beginning of the preparation of this plan, the Brookhaven Fire Company was located on Barlow Avenue. The fire chief indicated a number of problems with this location including the station and truck bays fronting on a dead-end residential street, the need for additional space for trucks and other vehicles, and inadequate heating and cooling systems.

In response to these issues, the fire company and the Borough decided to build a new



New Brookhaven Borough Fire and EMS Station

station on Cambridge Road, adjacent to the municipal building. The new station broke ground in August of 2005 and was completed and occupied in June 2006. The approximately 9,180 square foot station features five bays, a radio room, a small community room, a break room, and a bathroom on the first floor. The second floor is used for emergency medical services and training purposes. The building features larger bays and provides adequate room for the new basic life support ambulance.

Presently, the Brookhaven Fire Company has 60 active volunteer firefighters. They are required to complete 180 hours of Firefighting Level 1 training, which is the national certification required of all firefighters. Company officers are also required to successfully complete Firefighting Level 2 training. Additionally, each member is required to complete training for certification as a hazardous materials (HAZMAT) technician, and for the National Incident Management (NIMS) 100, 200, 700, and 800 certification. The average response rate per incident is 20 firefighters, based on a 24-hour time period.

The main equipment of the fire company includes the following:

- 2008 Smeal Sirius 75' quint with a 2,000 gpm pump and 600 gallon capacity
- 2008 Ford Horton BLS ambulance
- 1995 Ford Horton BLS ambulance
- 1999 M & W engine/rescue with a 2,000 gpm and 1,000 gallon capacity
- 1992 Engine Spartan EE1 with 1,500 gpm and 1,000 gallon capacity
- 1992 Engine Spartan EE1 rescue with hydraulic rescue and air supply

The fire chief indicated a need for bio-detection and air monitoring equipment for chemicals and gas, in light of the 9/11 attacks on New York City. The fire company receives funding (e.g., for the purchase of new vehicles) through a combination of federal and state monies and grants, various fundraising events, and the Borough.

For emergency medical services, the Brookhaven Fire Company began operation of a basic life support (BLS)¹ ambulance service in June of 2004. The service maintains and uses two ambulances for BLS calls. The Borough still uses the Parkside/Crozer ambulance service for advanced life support (ALS) calls.

Parkside Fire Protection and Emergency Services

The Parkside Fire Company was formed in 1918 and is located on W. Roland Road. Built in 1958, the station house contains approximately 17,000 square feet. Recent renovations and upgrades were completed in 1999, when a new engine room and second floor for offices were added.



Parkside Borough firehouse

The fire chief indicated that the company has 65 active-duty volunteers but averaged less than 15 volunteers per call. As in Brookhaven, all active-duty volunteer firefighters are required to complete 180 hours of Firefighter Level 1 training. In addition to the chief, company officers include one deputy chief, two assistant chiefs, two engine captains, and two engine lieutenants.

¹ BLS service does not include invasive emergency techniques while ALS includes the most sophisticated services and includes the capability to administer emergency procedures.

Fire company vehicles/equipment include the following:

- 1991 Pierce Lance engine rescue with 1,250 gpm and 750 gallon capacity
- 1990 Pierce Lance with 1,500 gpm and 750 gallon capacity
- 1989 Pierce dash with 1,250 gpm and 750 gallon capacity

The company also owns three thermal imaging cameras and two multi-use gas detectors. The most important equipment needs cited by the chief were new trucks/engines, new fire gear, and additional new breathing apparatus.

The fire company obtains funding through a variety of sources including federal and state funding programs, third-party billing for ambulance services, and local fundraising events and drives. Borough Council recently enacted an emergency municipal services tax that will cost nonresidents working within the Borough limits \$52.00 annually. The company does not receive any funding directly from the Borough budget.

Upland Fire Protection and Emergency Services

The Upland Fire Company was organized in 1925-26 and is currently located at 1 McClintock Drive. Built in 1975, the station contains three truck bays, an office, a radio room, a crew room, a kitchen, and a community hall. The chief indicated that a new addition is planned for an as-yet-undetermined time in the future.

The fire chief indicated that the company retains 35 active volunteers and averages eight responders for any given incident. In addition to the chief, there are two assistant chiefs, a chief engineer, and two assistant engineers.

The company's vehicles include the following:

- 2004 Seagraves engine with 1,250 gpm and 750 gallon capacity
- 1999 Ford mini pump with 200 gpm and 250 gallon capacity
- 1992 Seagraves engine with 1,250 gpm and 500 gallon capacity

The company also owns two thermal imaging cameras, a portable hydrant, and a cascade air system. The chief indicated the need for new air packs, which were last upgraded over five years ago. The company is funded through a 1% Borough fire tax, federal and state funding, and a variety of fundraising events held throughout the year.

Police Protection

Police protection services in the three Boroughs are provided by each municipality's own department. As is the case throughout Delaware County, Borough police officers are paid employees. Mutual aid agreements for additional police support when needed exist among the three Boroughs, as well as with other neighboring municipalities.

Brookhaven Police Department

The Brookhaven Police Department is located in the Borough's municipal building. The department contains a patrol area, four offices, a processing room with two adult detention cells and two juvenile holding rooms, an evidence room, an interview room, a storage room, a kitchen, and a bathroom with lockers and showers. The chief indicated the need for additional, secure storage space and a larger evidence room.

The department currently employs eight full-time officers, four to ten part-time officers, and one administrative staff person. The part-time officers do not receive benefits. There are always two officers on duty per shift. According to the Federal Bureau of Investigation (FBI), the suggested officer-to-resident ratio for adequate police protection is 1.9 full-time officers per 1,000 residents. In the year 2000, Brookhaven had 7,985 residents, which would require 15 full-time officers to meet the FBI standard. It should be noted that this is only a suggested standard that does not account for part-time officers. The part-time officers bring the department closer to meeting the FBI standard, although part-time officers are often difficult to retain.

The department maintains five marked and one unmarked police cars, as well as two SUVs and the EMS ambulance. All cars are equipped with a mobile data terminal (MDT) funded by the County. The department also has four mountain bikes for bike patrol. The department maintains an active presence in the schools. The chief periodically speaks to middle and high school students, and two Drug Abuse Resistance Education (DARE) officers teach in the elementary and parochial schools. The chief also coordinates a successful citizens police academy program with the Pennsylvania State Police. The department offers advanced classes in CPR/First Aid and firearms, which several hundred residents have completed.

The majority of the funding for the police department budget comes from Borough taxes, including the real estate tax and occupational licensing tax, as well as from allocations from the Borough's general fund.

Parkside Police Department

The Parkside Police Department is located in the new Borough municipal building on E. Elbon Road. The approximately 3,000 square foot station contains the chief's office, a holding room, an interrogation room, an evidence room, an officer work area, three storage rooms, officers' lockers, and a bathroom. The chief indicated that he was very satisfied with the layout and security of the new station.

Currently, the department employs three full-time officers (one of whom is also an investigator), nine part-time officers, and one administrative staff person. The officers work three shifts over the full twenty-four hour period and in the summer. On Friday and Saturday evenings, bicycle shifts are employed. With a year 2000 population of 2,267, the department would need to employ four full-time officers to fully meet the FBI

standard. However, the nine part-time officers bring the department closer to meeting that standard.

The department currently owns three vehicles, two squad cars, an SUV, and three mountain bikes. Each car is outfitted with an MDT, and each officer carries a portable radio. The chief cited the need for new guns due to the existing ones being at least ten years old, a software upgrade to the MDTs, and upgraded hardware for the office computers.

Upland Police Department

Located in the municipal building, the Upland Police Department contains a main office area, two back rooms that contain fingerprinting equipment, gun and uniform lockers, and space for files and records storage. The department employs the police chief, three full-time officers, nine part-time officers, and one part-time secretary. With a year 2000 population of 2,977, Upland would need to employ five full-time officers to meet the FBI standard. However, the part-time officers bring the department closer to meeting that standard. There is always one officer on duty, twenty-four hours per day, seven days a week. Additionally, the department operates a bicycle patrol on Fridays and Saturdays during the summer.

The department presently maintains three police cars that are outfitted with MDTs. The chief indicated that the most pressing needs were additional space for operations, more storage space, and a larger area for police officer lockers. He noted that the department and Borough are planning for a separate police department building at an as-yet-undetermined time in the future.

RECOMMENDATIONS

Intergovernmental cooperation among neighboring municipalities in the operation of police, fire, and emergency services departments has been an increasing trend both nationally and regionally. With the rising costs of operating local government protective service departments, and the proximity of the Boroughs to each other, Brookhaven, Parkside, and Upland should continue to look for opportunities to implement cooperative agreements for shared services and the daily operations of their departments.

The Boroughs should:

- 6-5 Consider the use of regional approaches to the provision of police and fire protection services to increase efficiency and offset rising operating costs.

Funding Sources:	Shared Municipal Services Grant Program U.S. Communities Government Purchasing Alliance Regional Police Assistance Grant Program
Technical Assistance:	PSAB DCED

Brookhaven and Parkside should:

- 6-6 Look for grants and other funding opportunities to help obtain new officer gear, new equipment, and upgrades to computer hardware and software.

Technical Assistance: Delaware County Department of Intergovernmental Affairs

Parkside should:

- 6-7 Examine ways to raise additional revenue, and/or explore state grant and funding opportunities to replace one or more of their aging fire engines.

Funding Sources: Emergency Responders Resources and Training Program
Local Government Capital Projects Loan Program
Assistance to Firefighters Grant Program
Technical Assistance: Delaware County Department of Intergovernmental Affairs

Upland should:

- 6-8 Examine ways to provide the police department with additional space, whether within MacQueen Hall or at a new or additional location.

Funding Source: Local Government Capital Projects Loan Program
Technical Assistance: Borough Engineer

EDUCATION

Objective 6-3: To provide the highest level of educational services to children in both school districts in the study area.

The Penn-Delco School District (PDSD) and the Chester-Upland School District operate the public schools in the three Boroughs. Penn-Delco serves Brookhaven and Parkside Boroughs, and Chester-Upland serves Upland Borough.

Penn-Delco School District

Located in southwestern Delaware County, Penn-Delco School District encompasses Brookhaven Borough, Parkside Borough, and Aston Township and contains approximately 26,000 residents. The district was founded as the Penn-Delco Union School District Authority in 1958, but changed its name to the current Penn-Delco in 1987. Approximately 3,300 students are enrolled in the district's four elementary schools, one middle school, and one high school. Of these six schools, only Coebourn Elementary in Brookhaven and Parkside Elementary in Parkside are located within the study area.

A School Board composed of nine members governs the Penn-Delco School District. Each member is elected to a four-year term. The annual budget for the district for the 2005-06 fiscal year was \$42,690,807. Approximately 75% of funds came from local funding sources (primarily the real estate and earned income taxes), 24% came from the State, and less than 1% came from federal grants. The total amount budgeted for the district has increased over the past few years, from \$34.7 million in the 2001-02 fiscal year to \$38.8 million in the 2003-04 fiscal year to \$40.8 million in the 2004-05 fiscal year.

Enrollment in the district has increased slightly since the 1990s, from 3,100 students in 1991-92 to 3,332 in 2004-05. Projections show a peak enrollment of 3,360 students in 2004-05, then a slight decline to 3,163 students in 2011-12. The racial composition of the student body is almost entirely White, with small numbers of Blacks, Hispanics, Asian/Pacific Islanders, and American Indian/Alaskan natives.

Technology is fully integrated into all programs and activities. All classrooms are equipped with at least one computer, and there are mobile computer labs with wireless Internet access available for class instruction. Multi-media presentation capabilities are available in most classrooms, and computers are always available in labs as well as in the library



Parkside Elementary School

qualified children in grades two through five. An instructional support program is available for students experiencing learning difficulties or displaying social and behavioral problems.

A new Parkside Elementary School was recently constructed. It is located immediately behind the old elementary school at Forestview Road. Parkside Elementary School enrolls approximately 250 students in kindergarten through fifth grade. In addition to the core academic areas, students receive instruction in physical education, music, art, guidance, and library science. Spanish is available to third, fourth, and fifth graders. A gifted student program is available for

Current staff at the school includes the principal, ten classroom teachers, three arts and music teachers, a Spanish teacher, a physical education teacher, a technology assistant, a speech therapist, a reading specialist, a learning support specialist, a behavioral specialist, a librarian, a guidance counselor, a nurse, three administrative office workers, a custodian, and morning and afternoon day care aides.



Coebourn Elementary School, Brookhaven

Coebourn Elementary School, located at 1 Coebourn Boulevard in the northwest section of Brookhaven, enrolls approximately 325 students in kindergarten through fifth grade. As at Parkside and the other elementary schools in the district, students receive instruction in the core academic areas, with additional learning opportunities in physical education, music and art, guidance, and library science. Coebourn

offers a gifted student program for talented high-achievers, as well as appropriate special needs support for students who need assistance behaviorally or socially.

In addition to the principal, current staff includes twelve classroom teachers, three arts and music teachers, a physical education teacher, a computer assistant, a speech therapist, a reading specialist, three special education specialists, a gifted student specialist, a behavioral specialist, two librarians, a guidance counselor, a nurse, two administrative office workers, and a custodian.

Chester-Upland School District

The Chester-Upland School District encompasses the City of Chester, Chester Township, and Upland Borough. Overall, the district operates four elementary schools, three middle schools, one high school, and one alternative school. Student enrollment in the district was 5,062 for the 2004-05 fiscal year. The district operates only one school, Main Street Elementary, in the study area.

The district also funds three charter schools: the Chester Community Charter School and the Village Charter School, both located in Chester Township, and the Widener Partnership Charter School, located in Chester City. In total, these three schools enrolled approximately 2,500 students in the 2006-07 school year. As residents of the district, children from Upland Borough are eligible to attend the charter schools and receive first preference in enrollment. As enrollments in the charter schools have risen over the past decade, there has been a corresponding drop in the district's enrollment, which has ranged from 6,645 in 2000-01 to 4,253 in 2006-07.

Due to educational shortcomings and problems with financial management, the State of Pennsylvania declared the district "distressed" in 1994. Its financial operations were taken over by a three-member State Board. Because of the district's continuing low academic achievement and test scores, the State assumed administrative control of the district in June 2000 through the passage of the *Educational Empowerment Act* by the State Assembly. Under the Act, the district was placed under the control of an appointed three member Board of Control. The Act also required the preparation of a school

improvement plan. The plan that was developed, *The Chester-Upland District Strategic Plan 2002-2007*, set a series of goals for the district to achieve prior to the established School Board regaining authority over the district from the newly appointed Board of Control.

In 2001, as mandated by the *Educational Empowerment Act*, the district selected three private companies to operate eight of its nine schools. Eventually, Edison Schools, Inc., became the sole private operator in the district. However, at the end of June 2005, the district's contract with Edison expired, and the operation of the schools was turned back over to the Board of Control.

At the beginning of 2006, the State of Pennsylvania attempted to have the district placed in receivership due to continuing financial irregularities and management problems occurring under the supervision of the Board of Control. The State requested that the three Board of Control members resign their posts so that the State Department of Education could oversee district operations. The Board of Control fought this move, and the State took the members to court. In October 2006, the Commonwealth Court appointed a temporary receiver to oversee the operations of the Board. Finally, in March of 2007, the Pennsylvania Secretary of Education removed the existing Board, citing improved financial controls, and appointed a new Educational Empowerment Board. One of the Educational Empowerment Board's first actions was to place a cap on new enrollments in all three of the charter schools.

The Main Street Elementary School is located on Main Street in Upland Borough. It is the only Chester-Upland School District school located in the plan area. The school was originally built in 1954, with renovations completed in 1974. The school serves students in kindergarten through eighth grade; it is the only school in the district that serves both elementary and middle school students. The official enrollment in 2004-05 was 311 students. The facility has a rated pupil capacity of 355.



Main Street Elementary School, Upland

RECOMMENDATIONS

As of the preparation of this plan, the newly appointed Educational Empowerment Board is overseeing the operations of the Chester-Upland School district. The Chester Community Charter School continues to outperform most of the district's other schools in achievement scores, and enrollments have been increasing. The Village Charter School, on the other hand, has performed at or below the levels of most of the district schools,

and its financial performance has been weak. The Widener Partnership Charter School is in its first full year of operation, and thus it is too early to judge the school's student achievement results.

- 6-9 Upland Borough should closely monitor the ongoing performance of the three Chester-Upland charter schools to ensure that they consistently attain or surpass state standards of student achievement.
- 6-10 Upland Borough should encourage either the new state receiver or the present Board of Control to involve and more proactively engage the elected School Board in the operation of the district.

LIBRARY SERVICE

Objective 6-4: To provide the highest level of library services to area residents by publicizing resources and programs of existing libraries in surrounding localities.

There are presently no libraries located within the three Boroughs. Residents of the Boroughs do have access to libraries located in neighboring boroughs, townships, and the City of Chester. The nearby libraries which area residents would be likely to use are:

- Aston Free Library
- Media-Upper Providence Public Library
- Helen Kate Furness Library in Wallingford
- Middletown Free Library
- Swarthmore Library
- J. Lewis Crozer Library in Chester

All libraries mentioned above are members of the Delaware County Library System (DCLS). The DCLS is a federated system comprising 26 libraries throughout Delaware County. It maintains an online catalog of over 1.2 million books and other materials, and has rotating collections of DVDs, videocassettes, and books on CD. The DCLS offers programs for toddlers, children, and young adults, as well as outreach services for older adults. Through the DCLS, patrons can take advantage of the inter-library loan program with a linked catalog system. This makes the entire County collection accessible to residents, usually within 48 hours. Another benefit of the inter-library loan program is that it eliminates the need for extensive storage areas to house a complete literary collection.

RECOMMENDATIONS

As the Boroughs do not presently have a library within their boundaries, and appear to be adequately served by the libraries of surrounding jurisdictions, there are no recommendations at this time.

UTILITIES

Objective 6-5: To ensure efficient operation and continued availability of necessary public facilities and services such as water supply, sewage treatment, and solid waste disposal.

Sanitary Sewers – Act 537 Planning

The three Boroughs are almost completely sewered. Less than 1% of the homes and businesses in Brookhaven rely on individual on-lot systems, and Parkside and Upland reported no on-lot systems. When failing on-lot systems are discovered, they are generally connected to public sewers where feasible. The age of the sanitary collection systems in Brookhaven and Upland date back more than 60 years. Parkside's system is approximately 50 years old. These systems were originally composed of terracotta, but sections have been replaced with more modern piping when repairs were made. Problems characteristic of aging conveyance systems have arisen in the study area, such as overloads caused by inflow and infiltration, and blockages caused by roots and pipe failures.

Parkside and Upland Boroughs are part of the Delaware County Regional Water Quality Control Authority (DELCORA) Western Service Area/Western Regional Drainage District, directing their flows to the DELCORA Western Regional Treatment Plant (WRTP) in the City of Chester.

Parkside and Upland currently recognize the *Delaware County Act 537 Sewage Facilities Plan Update: Eastern Plan of Study* (2002) as their Official Municipal Act 537 Sewer Plan. The plan offers recommendations to municipalities (i.e., Parkside and Upland) that are connected to the WRTP in Chester regarding the repair and maintenance of each of the collection systems. By adopting the sewage facilities plan, the Boroughs committed to undertaking the necessary actions to maintain the system in good working order, including implementing five-year corrective action plans as needed.

Brookhaven Borough has its own municipal Act 537 Sewage Facilities Plan (November 1995, latest revision September 2002). In April 2004, the County completed an Act 537 Sewage Facilities Plan for the western half of Delaware County, which includes Brookhaven. This plan catalogues the existing treatment facilities in the western municipalities and addresses future needs to continue effectively treating and conveying their wastewater. It also identifies and recommends opportunities for inter-municipal cooperation for current and future wastewater conveyance needs. This is a unifying plan for the wastewater facility needs of western Delaware County.

Presently, two different sewer authorities and Brookhaven Borough own and operate treatment and conveyance facilities. The Borough owns and operates the Brookhaven Wastewater Treatment Plant (WWTP) at Brookhaven and Bridgewater Roads, and the majority of the conveyance system within its borders. Approximately 850 units are conveyed through Borough lines to the Brookhaven WWTP for treatment. The largest portion of the Borough wastewater is treated by DELCORA (although the lines are

owned and maintained by Brookhaven Borough) via the Ridley Creek Interceptor, which directs flows to the WRTF in Chester. A small section of the Borough sanitary sewer system is owned and treated by the Southwest Delaware County Municipal Authority (SWDCMA) at its Baldwin Run Treatment Plant across Chester Creek in Aston Township.

The Brookhaven WWTP, built in the 1950s and located in the southwestern portion of the Borough near Chester Creek, has a current average design flow of approximately 0.2 million gallons per day. The *Delaware County Act 537 Sewage Facilities Plan Update: Western Plan of Study* (2004) notes that the treatment plant has historically experienced flows in excess of twice the plant's permitted capacity during wet weather events. This is indicative of an inflow problem in the sewage collection system. The Borough has discussed this topic in its newsletter and stressed the importance of disconnecting sump pumps and roof drains. The plant was upgraded in 2001 to increase holding capacity during wet weather and to increase treatment time before discharging.

Water and Fire Hydrant Service

Chester Water Authority (CWA) is responsible for supplying the study area with potable water. The CWA is supplied with raw water from the Octoraro Reservoir and the Conowingo Pool of the Susquehanna River. The CWA appears to have adequate supplies to serve the long-term needs of the study area residents.

Fire hydrant service is provided to the area by the CWA. Rates are determined using the industry standard American Water Works Association's Basic Extra Capacity Method of Cost Allocation. A rate study is conducted every three years by a private consultant. The most recent study and rate adjustment was completed on January 1, 2003. Currently, the rate for a gravity-supply hydrant is \$387.60/year while a pumped supply hydrant incurs a rate of \$435.60/year. These rates do not reflect the entire cost of the service, because a portion of the fee is absorbed by the CWA. The maintenance and routine flushing of the system by the CWA is included in the rate. Hydrant flows are not metered, and there is no limit to their usage for fire protection demands. Fire hydrants in the Boroughs are supplied by the CWA's tank farm in Aston that contains nine 10 million gallon tanks. Table 6-1 shows the number of hydrants in each Borough along with the annual service expense.

**TABLE 6-1
FIRE HYDRANT WATER BILLING FIGURES**

	Brookhaven	Parkside	Upland	Three Borough Area
Gravity Supplied Hydrants (\$387.60/yr. for each hydrant)	121	21	45	187
Boosted Supply Hydrants (\$435.60/yr. for each hydrant)	0	0	0	0
Total Hydrants	121	21	45	187
Monthly Expense	\$3,908	\$678	\$1,454	\$6,040
Annual Expense	\$46,900	\$8,140	\$17,442	\$72,482

Figures verified by the Chester Water Authority as of June 2005

Solid Waste Management and Recycling

Historically, municipal solid waste disposal was a service provided by the County to all municipalities at no charge. Recently the County instituted waste processing fees that are charged to the local governments; these are in addition to trash hauler fees and other costs associated with local collection. Brookhaven and Parkside contract out their waste collection requirements, while Upland operates its own solid waste disposal department. Total municipal waste and recycling statistics, along with the cost billed to homeowners, are shown in Table 6-4. Both bulk waste collection and commercial collection are privately contracted. All residential and commercial waste is taken to a County transfer station for subsequent transport to the American Refuel plant in the City of Chester, where it is incinerated. The incinerator ash is subsequently transported to the County-owned landfill in Berks County.

Disposal of waste requiring special handling, including infectious, pathological, and chemotherapeutic waste, is not the responsibility of either the municipality or the County. The producer or processor of such waste is responsible for the storage, transport, and disposal of these materials in accordance with their respective operating permits, as issued by the Department of Environmental Protection (DEP).



Delaware County Solid Waste Authority recycling drop-off igloos at Upland Park

Pennsylvania Act 101 (*Municipal Waste Planning, Recycling, and Waste Reduction Act* of 1988) requires municipalities with a population of over 5,000 persons to collect recyclable waste. As such, Brookhaven (pop. 7,985) has a curbside collection program. The Borough collects aluminum and bi-metal cans, clear glass, plastics, and newspaper curbside on a weekly

basis, contracting out for pick-up. Parkside and Upland also have small curbside collection programs, even though their populations are each under 5,000. Upland collects aluminum, glass, and plastic; Parkside collects only newspaper. All three Boroughs have programs in place for periodic curbside collection of yard waste (including branches, weeds, leaves, and shrubbery but excluding grass). Yard waste is picked up by Brookhaven, Upland, and Parkside in the fall and delivered to the County's yard waste composting facility in Marple Township. Parkside and Upland also have igloos available for residents to drop off their recyclable products. At one time, Brookhaven had collection igloos behind the municipal building, but they were not properly used, and most of the recyclable material ended up outside the igloos, littering the municipal complex. Igloo center locations and recyclable items collected at them are listed in Table 6-2 below.

TABLE 6-2
RECYCLING IGLOO LOCATIONS

Borough	Igloo Location		Items Collected
Parkside	Borough hall	E. Elbon Road	Clear, green, & brown glass, aluminum
Upland	Borough garage	4th Street	Clear, green, & brown glass
Upland	Upland Park	6th Street	Clear, green, & brown glass, aluminum

Source: Delaware County Solid Waste Authority

The Delaware County Solid Waste Authority (DCSWA) reports that in 2004, the Boroughs collectively delivered 6,191 tons of solid waste to the County's transfer station and recycled 2,609 tons, a recycling rate of 30%. Table 6-3 on the following page shows detailed solid waste information for 2004.

The County presently conducts a regular household hazardous waste collection program. It permits drop-off of designated items several times a year at various County facilities.

RECOMMENDATIONS

Public services such as sewage disposal, water supply, and solid waste disposal are critical to public health. All measures should be taken to ensure the continued availability and effectiveness of these services.

The Boroughs should:

- 6-11 Conduct an inflow and infiltration study to identify deficiencies in the municipal sewage collection system and implement corrective action or programs as needed.

Funding Sources: Community Development Block Grants (CDBG)
 Pennsylvania Infrastructure Investment Authority
 (PENNVEST)

TABLE 6-3
SOLID WASTE STATISTICS
 (2004 figures unless otherwise indicated, waste amounts in tons)

	Brookhaven	Parkside	Upland	Three-Borough Area
2000 Population	7,985	2,267	2,977	13,229
Curbside Recycling Program	Yes	Yes	Yes	N/A
Recycling Rate	32%	1%	40%	30%
Total Municipal Solid Waste (trash)	3,449.9	1,241.1	1,500.2	6,191.2
Total Recycling	1595.9	16.2	996.6	2608.7
Total MSW + Recycling	5045.8	1257.3	2496.8	8799.9
Recycling Includes				
Igloo (Drop-Off):				
Glass :	0.0	1.3	1.3	2.6
Aluminum:	0.0	0.1	0.0	0.1
Curbside:				
Commingled*:	133.7	0.0	56.0	189.7
Yard Waste:	187.4	8.0	28.6	224.0
Paper & Cardboard:	187.8	0.0	0.0	187.8
Appliances:	0.0	0.0	3.4	3.4
Commercial:				
Paper & Cardboard:	1018.5	0.0	871.0	1889.5
Commingled*:	20.8	0.0	0.0	20.8
Mixed and Other Plastics:	5.8	0.0	0.0	5.8
Flood Waste:	30.2	6.7	5.1	42.0
Other**:	11.7	0.0	31.2	42.9
All Drop Off:	0.0	1.4	1.3	2.7
All Curbside:	508.9	8.0	88.0	604.9
All Commercial:	1087.0	6.7	907.3	2001.0
Times per week res'l waste collected (2005):	1	2	2	N/A
Cost of service to Borough (per year)	\$275,000	\$48,000	Dept. Budget	N/A
Cost Borough bills homeowners/year (2003):	\$130	\$65	\$85	N/A
* Commingled material includes glass, bimetallic, aluminum, and plastic. **Other material includes rubber tires, electronics, and flourescent tubes.				
Source: DCSWA, Boroughs of Brookhaven, Parkside, and Upland				

- 6-12 Consider implementing a portable sewage flow-metering program to monitor flows within the system and identify areas requiring inflow and infiltration reduction measures.

Funding Sources: CDBG
PENNVEST

- 6-13 Work with the County Recycling Coordinator to ensure that ample possibilities for recycling are available to the public. Each Borough should consider adding new igloo drop-off locations. Parkside and Upland should study the feasibility of expanding curbside programs to collect a wider range of products.

Technical Assistance: Delaware County Solid Waste Authority (DCSWA)

- 6-14 Consider the feasibility of establishing joint Borough recycling operations to reduce costs for each of the Boroughs.

Funding Source: Department of Environmental Protection grants
Technical Assistance: DCSWA

CHAPTER 7

HOUSING

CHAPTER 7

HOUSING

Strong residential neighborhoods are essential to creating and maintaining healthy and stable communities. This chapter examines existing housing conditions in the three Boroughs and offers recommendations and strategies for improving the housing stock, encouraging homeownership, and strengthening the overall residential community.

All three Boroughs are nearly fully developed. Parkside and Upland are more compact than Brookhaven and have a more walkable scale. Edgmont Avenue, a major commercial/retail corridor, bisects both Brookhaven and Parkside. While the Boroughs do not contain any regional rail stations, SEPTA buses provide service along Edgmont Avenue.

This chapter provides a framework to organize the efforts of the three Boroughs to preserve and build upon the positive features of their housing stock, while also addressing existing housing problems.

GOAL: To maintain and support the existing residential character of the three Boroughs, to keep Upland and Parkside free of vacant and deteriorated housing, and to address areas of declining housing in Brookhaven.

HOUSING CONDITIONS

Types of Housing

The Boroughs contain all major housing types: single-family detached, twins, rows, duplexes, and multi-family dwellings. Table 7-1 shows the percentage of each housing type in the three Boroughs.

**TABLE 7-1
HOUSING TYPES, 2000**

	Housing Type		
	Single-family Detached	Twins and Rows	Multi-family
Brookhaven	53.8%	26.7%	19.6%
Parkside	40.7%	47.5%	11.8%
Upland	25.3%	69.5%	5.3%

Source: U.S. Department of Commerce, Bureau of the Census, 2000

Age of Housing

The study area has a rich history that is reflected in the housing stock. However, an aging housing stock has implications for the condition of that housing stock, which is evaluated in more detail in the next section. Table 7-2 shows that the vast majority of the housing stock in Parkside and Upland was built before 1970, while Brookhaven experienced continuing construction in the following decades.

**TABLE 7-2
AGE OF HOUSING STOCK**

	Built Prior to 1960	Built 1960 to 1969	Built 1970 to 1979	Built 1980 to 1989	Built 1990 to 1999
Brookhaven	35.8%	22.4%	22.1%	15.6%	4.1%
Parkside	77.5%	9.5%	10.7%	2.0%	0.0%
Upland	66.4%	15.0%	15.5%	3.1%	0.0%

Source: U.S. Department of Commerce, Bureau of the Census, 2000

Field Surveys

In the spring of 2005, the Delaware County Office of Housing and Community Development (OHCD) and Delaware County Planning Department (DCPD) performed a drive-by assessment of the housing stock throughout Brookhaven, Parkside, and Upland Boroughs. The survey evaluated the condition of the housing stock based on the five criteria identified below.

Housing Conditions Survey Criteria

Foundation/Structural - No cracks or signs of stress.

- Some cracks, holes, etc.
- Severe cracks, holes, etc.

Exterior

- No peeling or cracking paint/stucco, siding/capping in good condition, fascia boards in good condition.
- Some cracking/peeling in paint/stucco, missing siding and/or capping, worn fascia boards.
- Severe peeling/cracking paint/stucco, missing siding/capping and/or paint/stucco, missing/rotting fascia boards

Roof

- Appears in good condition, no sagging, and no missing or deteriorated shingles.
- Some sagging and/or deteriorating shingles.
- Severely deteriorating, holes, missing shingles, etc.

- | | |
|------------------------|---|
| Windows | <ul style="list-style-type: none"> - No broken or boarded windows. - Some broken or boarded windowpanes. - Extensive broken windows or boarded up windows. |
| Yards/Sidewalks | <ul style="list-style-type: none"> - No or minimal cracks in sidewalks, well maintained yards and common areas, no trash. - Some cracks in sidewalks, some trash, some yards in need of maintenance. - Extensive cracks in sidewalks, steps, trash, overgrown yards. |

Source: Housing Conditions Survey, DCPD/OHCD, 2005

Rather than evaluating each house within the Boroughs, the survey analyzed housing by block or street, and the overall condition and appearance of the area was noted.

Overall, the housing stock is well maintained in Brookhaven, Parkside, and the majority of Upland. However, the survey noted blocks containing houses that need rehabilitation and maintenance on the exteriors and roofs, as shown in Table 7-3. It should be noted that the survey did not evaluate interior conditions.

**TABLE 7-3
BLOCKS REQUIRING EXTERIOR MAINTENANCE AND REHABILITATION, 2005**

	Street	Blocks
Brookhaven	Brookhaven Road	Near the intersection of Edgmont Avenue
Parkside	Park Valley Road	Off of Burden Road
Upland	Race Street	Off of Upland Road
Upland	Front Street	Between Main Street and Upland Avenue
Upland	2 nd Street	Between Main Street and Upland Avenue
Upland	3 rd Street	Between Main Street and Upland Avenue
Upland	4 th Street	Between Church Street and Upland Avenue
Upland	5 th Street	Between Church Street and Upland Avenue
Upland	6 th Street	Between Church Street and Upland Avenue
Upland	Church Street	Between 4th and 9th Streets
Upland	8 th Street	Between Church Street and Upland Avenue
Upland	9 th Street	Between Church and Hill Streets
Upland	Upland Avenue	Between 24th and Kerlin Streets

Source: DCPD/OHCD Housing Conditions Survey, 2005

During the survey, sixteen properties were classified as noticeably vacant: four in Brookhaven, two in Parkside, and ten in Upland. Clusters of vacancies in occurred in Brookhaven near Edgmont Avenue, and in Upland along Front and 9th Streets.



Vacant home on Front Street, Upland



Vacant home on Brookhaven Road, Brookhaven

OPPORTUNITIES TO MAINTAIN, REPAIR, AND REHABILITATE EXISTING HOUSING

Objective 7-1: To identify areas in the Boroughs where the housing stock requires or would benefit from maintenance, repairs, or rehabilitation; to fully utilize existing programs; and to devise creative new techniques to acquire funds for such physical improvements.

Residential Areas Targeted for Improvements

The housing conditions survey conducted by OHCD and DCPD identified areas in the three Boroughs where the housing stock requires additional property rehabilitation and maintenance. It is recommended initial rehabilitation efforts and improvement initiatives focus on the areas listed in Table 7-3. Prioritizing the rehabilitation of these areas would help to stabilize the housing stock and prevent further deterioration, thereby helping to maintain property values and improve the overall look and feel of the neighborhoods in question.

Expansion of Rehabilitation Assistance

A fundamental component in the revitalization of the three Boroughs is housing stabilization and rehabilitation, which preserves and maintains the historic nature of Upland and Parkside. Most assistance programs are available only to low- and moderate-income families. Often, homeowners in the area have incomes that exceed the low-and moderate-income thresholds necessary to qualify for assistance to rehabilitate their properties. These exclusions may lead to further deterioration of properties and neighborhoods. Therefore, it is important that the Boroughs take full advantage of all sources of funding that are potentially available. Also, where possible, they should devise new and creative initiatives to assist persons whose incomes exceed guidelines for most housing assistance programs but are not high enough to properly repair and maintain their dwellings.

RECOMMENDATIONS

The study area's aging housing stock and infrastructure underscore the need to identify a program or programs geared to repair and rehabilitate housing. The Boroughs need the tools to assist homeowners to make repairs and renovations that will improve and maintain the housing stock and neighborhood stability. These housing improvements would thus ensure that the housing stock remains attractive to prospective homeowners and consistent with market demand.

The Boroughs should:

- 7-1 Publicize existing loan programs to assist homeowners with home improvements.

Funding Sources:	Local banks and other lending institutions Keystone Home Energy Loan Program (HELP) Renovate and Repair Loans
Technical Assistance:	AFC First Financial Corporation Pennsylvania Housing Finance Agency

- 7-2 Publicize and market Delaware County's various housing rehabilitation programs within their municipalities.

Funding Sources:	Housing Rehabilitation Loan Program Home Weatherization Program
Technical Assistance:	Delaware County Office of Housing and Community Development (OHCD) Community Action Agency of Delaware County

Upland Borough should:

- 7-3 Work with a local Community Development Corporation (CDC) or private for-profit developer who would acquire vacant or blighted properties, rehabilitate them or construct new homes, and then re-sell them to interested homebuyers.

Funding Sources:	Community Development Block Grant (CDBG) Home Investment Partnerships Program (HOME) Housing and Redevelopment Assistance
Technical Assistance:	Chester Community Improvement Project Community Action Agency of Delaware County Pennrose Properties

Housing Maintenance Concerns

Overall, the housing stock in Brookhaven, Parkside, and the majority of Upland is well maintained. However, as noted in the above survey, some blocks contain houses that need rehabilitation (see Table 7-3). In some instances structural repairs are needed, and in other instances repairs and maintenance on building exteriors are needed, such as siding and brickwork, repainting, roof resurfacing, and windows and window treatments. One important reason for these housing problems is the advanced age of the dwellings. Therefore, maintenance of these structures is a critical, ongoing concern.

It is noteworthy that although the small lots and compact development in Upland and Parkside are positive characteristics of livable communities, these same features intensify the need for diligent maintenance and vigorous code enforcement. Where buildings are located close together in the three Boroughs, deteriorating conditions are more visible and tend to spread more rapidly to other properties in the neighborhood.

Also, the increased number of elderly households expected in the coming decades suggests that there will be more Borough residents who, because of their fixed incomes, might be significantly limited in their ability to afford the high costs of maintaining and/or upgrading their properties.

The recent economic downturn has impacted households by significantly increasing the number of foreclosures throughout Delaware County. The removal of vacant or foreclosed homes, their renovation, and subsequent resale to qualified households will improve neighborhoods by:

- 1) Reducing the negative effects of real estate speculators who might hold property to maximize profit, perform substandard repairs, or become absentee landlords
- 2) Reducing the number of properties currently on the market in a neighborhood, creating a downward trend in home values
- 3) Reducing the incidence of crime and vandalism in unoccupied properties

RECOMMENDATIONS

Improving housing conditions by upgrading inspections and code enforcement procedures, revising codes and ordinances that cause or contribute to undesirable land use patterns, and establishing a vigorous and ongoing rehabilitation program will all be important components in revitalizing the area.

The Boroughs should:

- 7-4 Institute the vigilant regulation and inspection of rental and non-rental units in the Boroughs by strict enforcement of the Pennsylvania Uniform Construction Code and any other appropriate local ordinances.

Funding Sources:	Delaware County Housing Authority (DCHA) Department of Community and Economic Development (DCED) Municipal Budgets
Technical Assistance:	International Code Council Pennsylvania State Association of Boroughs (PSAB)

- 7-5 Consider allowing property tax relief on the value of improvements for property owners who rehabilitate their properties.

Funding Source:	Municipal Budgets
Technical Assistance:	DCED

- 7-6 Develop strategies to minimize the negative effects of vacant, foreclosed properties on the surrounding neighborhood through vigilant code enforcement of exterior maintenance, municipal registration of vacant properties, and coordination with law enforcement.

Funding Source:	Municipal Budgets
Technical Assistance:	DCPD

Upland should:

- 7-7 Create a Vacant Property Review Committee to conduct an inventory of local housing stock to identify properties that could be targeted for rehabilitation efforts or declared blighted and available for redevelopment.

Funding Sources:	HOME CDBG
Technical Assistance:	Delaware County Redevelopment Authority (DCRA)

- 7-8 Develop a home maintenance educational program for local residents.

Funding Source: Municipal Budget
 Technical Assistance: Chester Community Improvement Project
 Habitat for Humanity of Delaware County
 Fair Housing Council of Suburban Philadelphia
 OHCD

- 7-9 Appoint a Citizen Housing Committee comprising homeowners and renters to develop a program to address housing maintenance and rehabilitation needs.

Technical Assistance: OHCD

- 7-10 Conduct periodic clean-up, spruce-up, or fix-up drives in targeted blocks or areas to perform minor repairs and maintenance, as well as cleaning vacant lots in order to improve the appearance of residential areas.

Technical Assistance: Community Action Agency of Delaware County
 Habitat for Humanity of Delaware County
 Delaware County Housing Coalition
 Delaware County Community Service Program

Section 8 Housing

The Section 8 Program is a federal rental assistance program operated by the county's public housing authorities. To be eligible for Section 8 assistance, a household must have an income below 50% of the median family income for the Philadelphia metropolitan area. The eligible household pays 30% of its adjusted monthly income towards rent and utilities, and the Section 8 Program pays the difference directly to the landlord. Table 7-4 calculates the Section 8 assisted units as a percentage of total occupied rental units.

TABLE 7-4
SECTION 8 ASSISTED UNITS, 2005

	Total Number of Occupied Rental Units	Number of Section 8 Assisted Units	Percentage of Section 8 Units	Rental Vacancy Rate
Brookhaven	643	4	.6%	6.7%
Parkside	177	7	4.0%	6.8%
Upland	435	93	21.4%	5.8%
Delaware County			5%*	6%*

*excluding Chester City

Source: Delaware County Housing Authority, Winter 2005; U.S. Department of Commerce, Bureau of the Census, 2000

Delaware County Housing Authority (DCHA) statistics from 2005 indicate that Parkside and Brookhaven had a lower percentage of Section 8 units than the County as a whole. Upland, however, showed a much higher percentage than the County average.

The rental vacancy rates in the Boroughs demonstrate that sufficient rental housing exists in the study area. To address any concerns with the Section 8 rental units, there needs to be improved communication among the landlord, DCHA, and local code enforcement officials.

The areas with greater numbers of rental properties may be prime neighborhoods to focus on code compliance of the rental units (especially unregulated conversions). These areas would also benefit from efforts to transfer ownership from landlords to their tenants through a lease purchase program, or through direct assistance to enable the renter household to purchase the property.

RECOMMENDATIONS

In order to bring about changes in the Section 8 Program, the Boroughs must direct their requests to DCHA.

The Boroughs should:

7-11 Advise DCHA of specific problems and complaints about Section 8 units.

7-12 Request intensive training for landlords and tenants of Section 8 properties.

Technical Assistance: Department of Housing and Urban Development
(HUD)
DCHA

7-13 Request regular inspection of Section 8 properties to be jointly conducted by Borough code officials and inspectors from DCHA.

Technical Assistance: DCHA

7-14 Work with DCHA to strengthen the Section 8 Program in the Boroughs by implementing more stringent landlord and tenant requirements, in order to encourage homeownership and prevent deterioration of neighborhoods.

Conversions

Conversions are dwellings that have been transformed from single-family to two- or multi-family dwellings. In the Boroughs, there are single-family dwellings that could be converted in the future. Given this situation, it is important to control the potentially unregulated or inadequately regulated proliferation of conversions.

One benefit of conversions is that they allow children to provide a place for their aging parents to live. They also allow owners of historic properties to reuse the interior while maintaining the integrity of the façade. On the other hand, conversions may aggravate parking problems and congestion. They may also impact the adjacent neighborhoods because they are not properly regulated in terms of location, lot size, off-street parking, number of units allowed, and other considerations.

RECOMMENDATIONS

The Boroughs should:

- 7-15 Review existing ordinances relating to conversions to determine applicability to current conditions.

Funding Source:	CDBG
Technical Assistance:	DCPD

Upland and Parkside should:

- 7-16 Investigate the possibility of instituting a multi-family housing reverse conversion program to convert multi-family conversion units back to single-family homes.

Technical Assistance:	DCPD
	OHCD

Owner / Renter Ratio

The percentage of homeowners versus that of renters within a given community is a strong indicator of neighborhood stability. While a supply of affordable rental housing is an important resource for every community, homeowners do tend to place greater stock in their neighborhoods and to prioritize the maintenance and improvement of their homes. Over the past twenty years, the percentage of owner-occupied housing units has held steady in Brookhaven, increased in Parkside, and decreased in Upland see Table 7-5). However, it should be noted that only Upland's owner-occupied units percentage in 2000 is less than that of the Delaware County's overall homeownership percentage of 71.9.

TABLE 7-5
OWNER-OCCUPIED UNITS, 1980-2000

	1980	1990	2000
Brookhaven	80.8% (2,338 Units)	81.6% (2,864 Units)	81.5% (2,833 Units)
Parkside	75.2% (672 Units)	82.2% (766 Units)	79.6% (692 Units)
Upland	65.1% (766 Units)	64.5% (766 Units)	61.0% (681 Units)

Source: U.S. Department of Commerce, Bureau of the Census, 1980, 1990, and 2000

The three Boroughs' housing stock continues to be quite affordable for the first-time buyer, as reflected in the tables below. Table 7-6 shows that from 1980 to 2000, the median value of the housing stock has declined relative to that of Delaware County. Table 7-7 shows an increase in median sales prices between 1997 and 2004, which represents a benefit to current property owners. Given these relatively low housing sale prices, many of the properties are affordable to first-time and/or moderate-income buyers. In fact, the construction of a new school in Parkside has made that Borough even more attractive, as reflected in the increased sales prices.

TABLE 7-6
MEDIAN VALUE OF OWNER-OCCUPIED PROPERTIES, 1980-2000

	1980	2000
Brookhaven	\$55,800	\$119,100
Parkside	\$39,800	\$89,500
Upland	\$29,400	\$69,800
Delaware County	\$46,500	\$128,800

Source: U.S. Department of Commerce, Bureau of the Census, 1980 and 2000

TABLE 7-7
MEDIAN SALES PRICES, 1997-2004

	1997	1998	1999	2004
Brookhaven	\$109,750	\$105,000	\$109,250	\$124,950
Parkside	\$83,000	\$83,000	\$84,700	\$113,500
Upland	\$39,200	\$48,250	\$49,900	\$69,950
Delaware County	\$115,000	\$120,000	\$115,000	\$155,000

Source: Inquirer/Realist Home Price Guide, April 1999, 2000, and 2005

External factors (e.g., high property taxes) have negatively affected the older communities in Delaware County. The enactment of meaningful property tax reform would remove the disincentive of high property taxes relative to other communities, and would contribute toward increases in property values.

RECOMMENDATIONS

Table 7-5 shows that over the past twenty years, the percentage of owner-occupied housing units has held steady in Brookhaven, increased in Parkside, and decreased in Upland. It is recommended that the following actions be implemented to help stimulate and encourage homeownership.

The Boroughs should:

- 7-17 Publicize Delaware County's Homeownership First Program. Marketing efforts could include a mailing to all renters of the Homeownership First Program brochures, accompanied by an invitation to a public meeting where renters could have questions answered regarding assistance available to secure the purchase of a home.

Funding Source:	Homeownership First Program
Technical Assistance:	OHCD
	Media Fellowship House
	Chester Community Improvement Project

Upland should:

- 7-18 Use the Department of Housing and Urban Development (HUD) Dollar Home Initiative and any other prospective funding sources for the acquisition and redevelopment or demolition of vacant/deteriorated properties.

Funding Source:	HUD Dollar Home Initiative
Technical Assistance:	HUD

- 7-19 Consider allowing property tax relief on the value of improvements for first-time homebuyers who purchase and rehabilitate a deteriorated property.

Funding Source:	Municipal Budget
Technical Assistance:	DCED

- 7-20 Encourage residents to form a neighborhood association that addresses neighborhood-scale issues, such as maintenance and neighborhood beautification.

Funding Source:	Municipal Budget
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- 7-21 Pursue the housing rehabilitation and other improvement programs discussed in this chapter's section on Areas Targeted for Housing Improvements to provide both additional rehabilitated units and newly constructed units, thus increasing the supply of housing and the percentage of homeowners.

- 7-22 Request that DCHA conduct a Rent Reasonableness Survey to determine if there is a flawed rent structure at DCHA that is resulting in greater financial incentives for investors and undermining the homeowner market. If the rent structure were deficient, the result would be a decrease in fair market rents in the Borough. If this is the case, rents should subsequently be aligned with the actual housing market in Upland, thus removing the economic incentive that favors rental versus homeowner units.

Funding Source: Municipal Budget
Technical Assistance: DCPD

DEVELOPMENT OF NEW FOR-SALE AND MIXED USE HOUSING

Objective 7-2: To achieve the construction of new for-sale housing in Brookhaven, Parkside, and Upland that complements and connects to the surrounding neighborhoods and replaces underutilized or poorly utilized parcels in residential districts.

The Boroughs experienced limited new construction of for-sale units from 1995 to 2000. No units were proposed in Parkside, nine units were proposed in Upland, and ten units were proposed in Brookhaven.¹ From 2000 to 2007, these numbers increased, particularly in Upland, which saw the development of the new public housing community, a mid-size senior citizen apartment complex, and a small townhome development. While new residential construction was not as active in Brookhaven, there was one new large garden apartment development. New construction in Parkside during this period remained stagnant, with no new residential dwellings constructed. These recent residential developments are excellent news for the three-Borough area. However, there is still a need for development of new infill housing and the rehabilitation of existing deteriorating single-family and semi-detached units.

Financing is perhaps the most critical impediment to building infill housing. The risk premium associated with uncommon development types – which, for many lenders, includes most forms of compact and sustainable development – can be considerable. Given their unique character, compact and sustainable developments may take longer to complete and market.

The three Boroughs should emphasize the retention of existing households by providing new construction alternatives for buyers seeking smaller properties, and the attraction of first-time buyers to increase homeownership. The generally small size of infill parcels only permits the development of one or two housing types, which limits the field of potential buyers but also refines the list of potential builders, helping to create a niche market for those who wish to build at this scale of housing. The median sales prices in Brookhaven and Parkside allow for the development of market rate infill housing, but the same may not be true for Upland. In general, the Boroughs should review their zoning

¹ Source: DCPD, 2001

ordinances to assure that regulations provide for the changes and allowances necessary for the construction of compact and sustainable infill residential development, including the requirement of off-street parking.

This new development could include mixed-use properties in the Edgmont Avenue corridor in Brookhaven and Parkside, as well as Main Street/Upland Avenue in Upland. These areas, to some extent, represent older “downtowns” that provide unique amenities in relation to competing larger-scale suburban development such as nearby malls. They are characterized by:

- A compact and walkable environment built at a human scale
- A concentration of mixed uses in one place, such as housing, employment, and shopping
- Civic public places and public parks not found in or near indoor malls
- The presence of historically significant structures that distinguish the downtown from newer suburban development, especially where adaptive reuse has creatively used formerly deteriorated structures

It must be noted that many current zoning ordinances do not adequately provide for and control mixed-use properties. These zoning ordinances would need to be changed to properly accommodate this type of development. Business district redevelopment and neighborhood revitalization cannot happen in isolation. A central business area can possess a wide range of functions in one compact area. By developing housing with a mixed-use component in or near a business district, the capacity to attract the diversity and volume of downtown visitors is greatly enhanced. Types of housing developed could include infill townhouse development, rehabilitation of historic buildings into senior housing, and conversion of underutilized second and third floor commercial space (where it exists) into apartments.

RECOMMENDATIONS

Although on a limited scale, it is important for the Boroughs to identify areas and hold discussions with builders to encourage the construction of new housing at a density generally consistent with the housing stock in nearby neighborhoods.

The Boroughs should:

- 7-23 Initiate and continue actions that make them more livable, walkable, and desirable communities in which to reside, and publicize all such efforts to the consumer market seeking compact and sustainable residential infill development.

Technical Assistance: DCPD
10,000 Friends of Pennsylvania

- 7-24 Use a “charette” process to bring together a parcel’s developer and Borough stakeholders to develop an agreed upon development plan that complies with local ordinances.

Technical Assistance: DCPD

- 7-25 Revise their zoning ordinances to assure that regulations allow for the construction of compact and sustainable infill residential development.

Funding Sources: CDBG (where applicable)
Municipal Budgets

Technical Assistance: DCPD

Upland should:

- 7-26 Work with DCPD and DCRA to designate a housing redevelopment area in the general location bounded by Main, Front, and 6th Streets and Upland Avenue. The designation of a redevelopment area would facilitate any systematic acquisition and redevelopment efforts, using eminent domain if necessary. Any redevelopment plan resulting from this redevelopment area designation should consider the value of residential structures noted as historic resources in Chapter 3 – Historic Preservation of this plan.

Funding Source: CDBG

Technical Assistance: DCPD
DCRA

- 7-27 Use local CDCs that work to acquire local properties that are in the worst condition and then sell the properties to buyers who agree to live in them for a minimum period of time, subject to deed restrictions.

Funding Sources: Private Financing
HOME
CDBG

Technical Assistance: Chester Community Improvement Project
Community Action Agency of Delaware County
Marcus Hook CDC

- 7-28 Seek funds for infrastructure work to underwrite the cost of new housing construction.

Funding Source: CDBG (where applicable)
Housing and Redevelopment Assistance

Technical Assistance: OHCD

- 7-29 Explore new opportunities, created through the *Pennsylvania Conservatorship Act*, Act 135, to address abandoned and blighted properties.

Funding Source: CDBG
Technical Assistance: OHCD

CHAPTER 8

TRANSPORTATION

CHAPTER 8

TRANSPORTATION

The transportation system enables residents, workers, and visitors to travel to work, school, stores, recreation, health care facilities, and other destinations. An effective transportation system improves mobility, expands job and educational opportunities, and enlarges the labor pool and market area for sellers of goods and services.

In the three-Borough area, the transportation system is composed primarily of a street and highway system supplemented by several public transit bus routes, an extensive sidewalk network, a few bicycle facilities, and the CSX freight railroad line. Principal automobile transportation facilities in the Boroughs include Interstate 95 (I-95), Route 352, Upland Avenue, 6th Street, and Kerlin Street.

This chapter provides descriptions of the existing transportation system in the three Boroughs and makes recommendations for improvements. It examines street and traffic issues, walking and bicycling facilities, and public transit service.

<p>GOAL: To provide a safe transportation system for residents, businesses, and employees that offers a choice of travel modes, minimizes pollution, enhances health, and builds a sense of community.</p>

STREETS AND TRAFFIC

Objective 8-1: To provide an ample, safe, and well-maintained roadway system that serves residents, visitors, commercial businesses, and public and institutional uses.

Street Ownership and Classification

The street system of Brookhaven, Parkside, and Upland Boroughs consists of a total of 8.16 miles of state-owned highways and 32.21 miles of municipal streets. Brookhaven Borough has 20.61 miles of municipal streets, Parkside Borough has 4.06 miles, and Upland Borough has 7.54 miles.¹

The main roads in the study area are functionally classified to aid in prioritizing improvements and funding. Collector roads collect traffic from the residential areas and deliver it to the arterials. Minor arterials carry heavier volumes of traffic at slightly higher speeds, usually serving commercial uses, with an emphasis on easy access to land uses. Principal arterials are larger roads that feature higher speeds and some access control.

¹ Source: Pennsylvania Department of Transportation (PennDOT), 2004

They are intended to serve longer-distance traffic and feed into the freeway system. Principal arterials usually serve major employment and shopping centers. Normally, roads of a higher classification are expected to carry more traffic than those of a lower classification.

This classification system is fundamental in deciding which roads are eligible for outside funding. The Pennsylvania Department of Transportation (PennDOT) typically owns roads of higher classifications, as they are of regional importance. In addition to the state-owned roads, there are several Borough-owned streets that are part of the Federal-aid Highway System. Although these roads are Borough owned, they are eligible for federal-aid highway funding because they carry a significant amount of regional or inter-municipal traffic. I-95 is part of the National Highway System (NHS), and is thus eligible for additional funds.

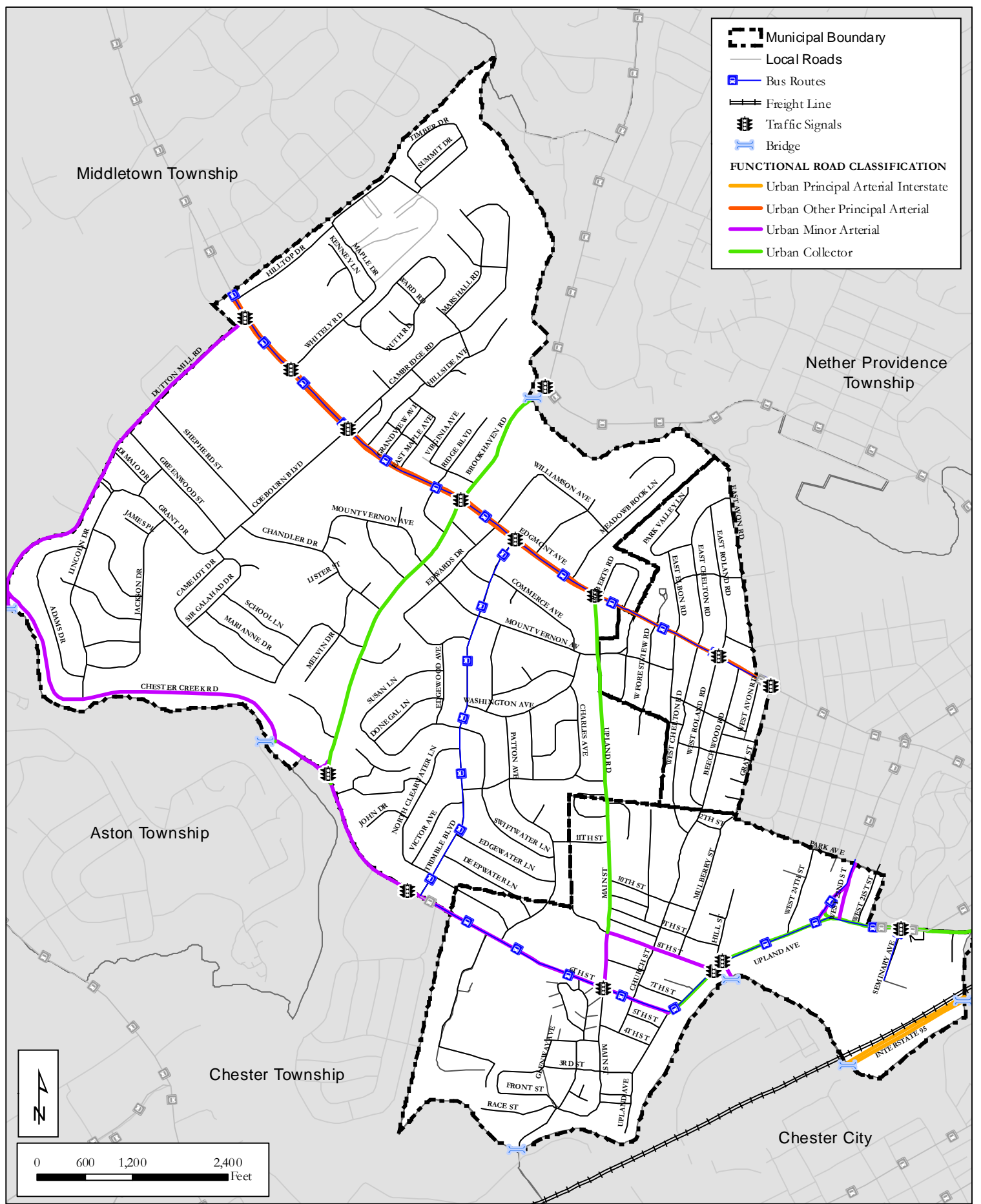
Table 8-1 shows the functional classification and ownership of roads in the study area that are eligible for federal aid. These routes are shown on Map 8-1 – Existing Transportation System.

TABLE 8-1
FUNCTIONAL ROAD CLASSIFICATION

Classification	Street Name	State Route Number	Ownership	Section
Interstate arterial	I-95	95	State	Entire route
Principal arterial	Edgmont Avenue	352	State	Entire route
Minor arterial	22 nd Street	2006	State	Chester City to Upland Avenue
Minor arterial	Upland Avenue	2006	State	Kerlin Street to 22 nd Street
Minor arterial	8 th Street	3001	State	Kerlin Street to Main Street
Minor arterial	Bridgewater Road	3003	State	Creek Road to 6 th Street
Minor arterial	Main Street	3003	State	6 th Street to 8 th Street
Minor arterial	Chester Creek Road	3015	State	Entire route
Minor arterial	Dutton Mill Road	3020	State	Entire route
Minor arterial	Upland Avenue		Municipal	6 th Street to 8 th Street
Minor arterial	6 th Street		Municipal	Main Street to Upland Avenue
Collector	Brookhaven Road	3003	State	Entire route
Collector	Upland Road/Main Street	3003	State	8 th Street to Edgmont Avenue
Collector	Bridgewater Road	3018	State	Creek Road to Aston Township
Local	Upland Avenue	3002	State	22 nd Street to Chester City

Source: PennDOT, 2004

In addition to the road network described above, there are seven bridges in the three-Borough area. These are listed in Table 8-2. There is one Delaware County-owned bridge in the project area: the Upland Bridge in Upland Borough, which carries Upland Road over Chester Creek at the Chester Township/Chester City border. Built in 1967, this



bridge is officially referred to as County bridge number 183. There are three bridges in Upland that are state-owned: the Kerlin Street Bridge that crosses Chester Creek into Chester City, and the bridges that carry I-95 over Chester Creek and a branch of Chester Creek (both on the border of Upland and Chester City). There are three bridges located within Brookhaven Borough, each owned by the State: the Bridgewater Road Bridge and the Dutton Mill Road Bridge that both cross Chester Creek into Aston Township, and the Brookhaven Road Bridge that crosses Ridley Creek into Nether Providence Township. There are no bridges in Parkside Borough. None of the bridges within the three Boroughs currently has a posted weight limit, nor are they listed as projects in the Transportation Improvement Program (TIP).

**TABLE 8-2
BRIDGES**

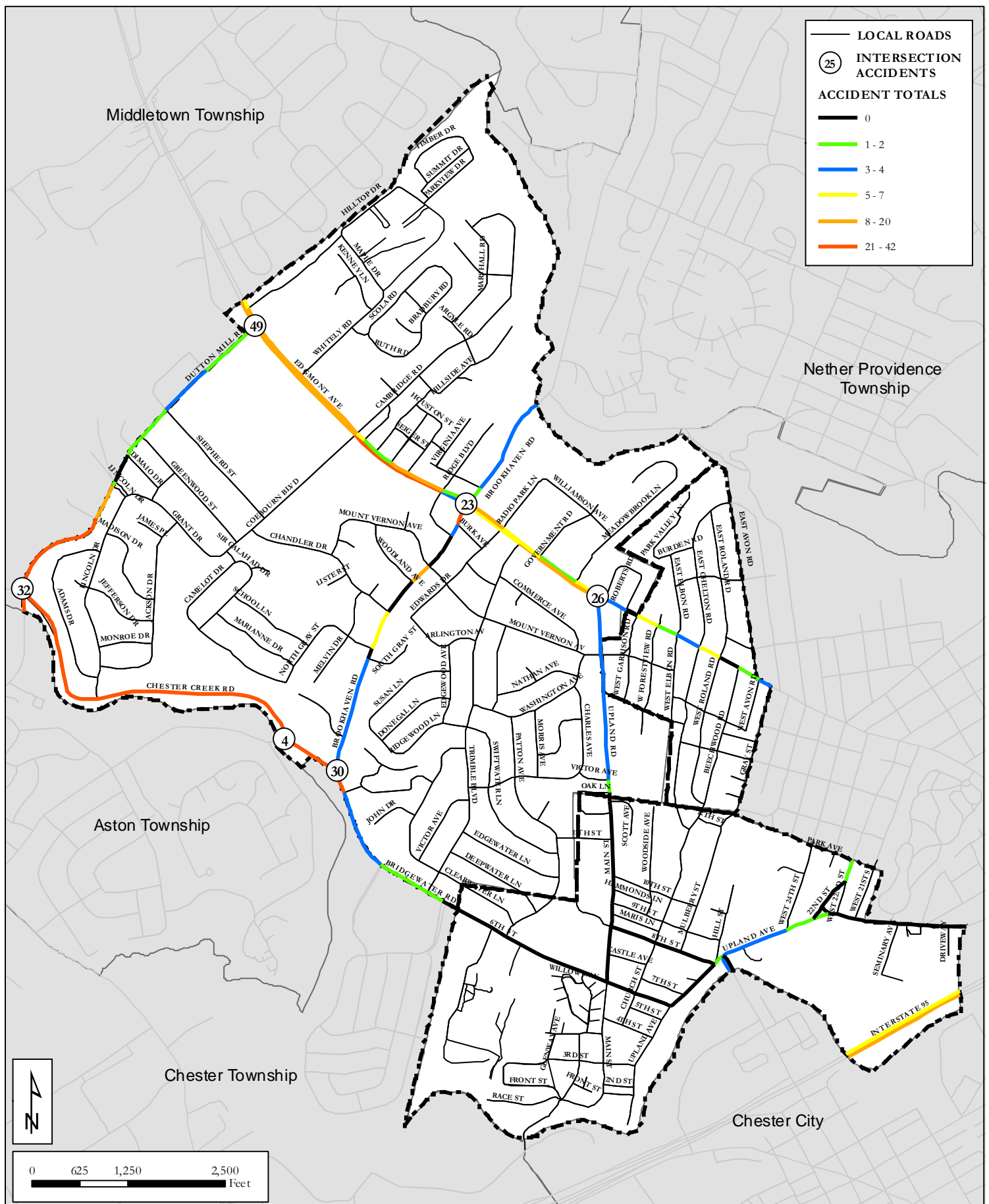
Features Carried	Features Intersected	Borough	Ownership	Year Built
Brookhaven Road	Ridley Creek	Brookhaven	State	1964
Dutton Mill Road	Chester Creek	Brookhaven	State	1966
Bridgewater Road	Chester Creek	Brookhaven	State	1987
Upland/Incinerator Road	Chester Creek	Upland	County	1967
Kerlin Street	Chester Creek	Upland	State	1922
I-95	Chester Creek	Upland	State	1965
I-95	Branch of the Chester Creek	Upland	State	1967

Source: PennDOT

Street Conditions

Generally, the roads in the study area are in good condition. A few areas need minor patching due to potholes or cracking. Dutton Mill and Chester Creek Roads in Brookhaven, both state-owned, are in need of attention. So is the segment where 8th Street meets John F. Kennedy Drive, in Upland. Most of these streets, however, carry mostly local traffic, and their condition may help to prevent motorists from using excessive speed in residential neighborhoods. The streets should be maintained in accordance with road safety, but nothing currently warrants major reconstruction. However, since safety conditions of the roads can change dramatically, especially during the winter months' freezing and thawing, street inspections should be maintained to ensure that roads do not become dangerous.

Map 8-2 – Accident Totals, 1996-2003, shows the accident counts for state-owned roads and functionally classified roadways in the three-Borough area. The highest accident roadways are Dutton Mill and Chester Creek Roads, which recorded 32 accidents between 1996 and 2003. The intersection of Edgmont Avenue and Dutton Mill Road was a high accident intersection, with 49 accidents. These intersections and roads would be ideal to study for potential safety improvements.



Several intersections in the study area have views that are obstructed by shrubbery, parking, or other barriers. These should be remedied where appropriate. However, remedying sight obstructions is not always essential. There are many issues to consider when looking at the removal of such sight restrictions, including the aesthetic and historic qualities of the obstruction, speed of traffic, accident history, and whether opposing traffic is required to stop. Sight-restricted intersections should be evaluated on a case-by-case basis. Concerns are greater where there is an obstruction at a T-intersection, or at a four-way intersection where motorists in at least one lane of travel are not required to stop.



Sight restrictions at an intersection

Some intersections in the study area lack proper travel lane markings. On wider roads this can make it difficult to differentiate how many lanes the road can handle. Even if the roadway is clearly only wide enough for one lane, lane markings help center drivers in that lane, leading to more predictable driving at lower speeds. Lane markings are also important at intersections to distinguish turning from through lanes. Lane markings should be consistently implemented in areas that are either unclear or lack adequate lane markings altogether. Intersections such as these should be evaluated, and the proper number of lanes should be determined so vehicles can more safely use the intersections.

RECOMMENDATIONS

The Boroughs should:

- 8-1 Maintain street inspections and maintenance on a regular basis to ensure that patching and cracking roadways do not become hazardous at their posted speed limits. Resurface Borough streets that are found to be in poor condition as funding is available.

Funding Sources:	Liquid Fuels Tax Program Federal and State Highway Funds for Federal-aid Streets Community Development Block Grant (CDBG) (where eligible) Borough funds
Technical Assistance:	Borough Engineers PennDOT

- 8-2 Study dangerous intersections to determine if sight restrictions are seriously hindering motorist operations, and remedy those deemed problematic. Provisions against sight restrictions at corners (such as shrubs and fences) should be included in the zoning code if not already present.

- | | |
|-----------------------|---|
| Funding Sources: | CDBG (where eligible)
Borough funds |
| Technical Assistance: | Borough Engineers
Borough Planning Commissions
Delaware County Planning Department (DCPD) |
- 8-3 Study dangerous segments of Chester Creek Road, Dutton Mill Road, Chandler Drive, Upland Avenue, and the segment where Mulberry Street becomes Gray Street. Also study the intersections of Dutton Mill and Chester Creek Roads, Dutton Mill Road and Edgmont Avenue, and 7th and Church Streets to evaluate what safety improvements can be made.
- | | |
|-----------------------|--|
| Funding Sources: | Liquid Fuels Tax Program
Federal and State Highway funds for Federal-aid Streets
CDBG (where eligible)
Borough funds
Delaware Valley Regional Planning Commission (DVRPC) special studies
Property owners |
| Technical Assistance: | Borough Engineers
PennDOT
DCPD |
- 8-4 Properly stripe multiple lane roads and intersections to alleviate confusion and optimize the flow of traffic.
- | | |
|-----------------------|--|
| Funding Sources: | Liquid Fuels Tax Program
Federal and State Highway funds for Federal-aid Streets
CDBG (where eligible)
Borough funds
Property owners |
| Technical Assistance: | Borough Engineers
PennDOT
DCPD |

Traffic Volumes

DVRPC has completed several traffic counts in the three-Borough area. Traffic volumes are generally reported in terms of Average Annual Daily Traffic (AADT or ADT). AADT is a statistical estimate of the number of vehicles that pass a particular section of roadway during a period of 24 consecutive hours, averaged over a period of 365 days. AADT is the average traffic volume of the road independent of hourly or seasonal variations.

The highest recorded AADT in the area is on Edgmont Avenue from Coebourn Boulevard to Brookhaven Road. Table 8-3 shows the traffic counts and highlights that segment of Edgmont Avenue with the highest traffic count.

**TABLE 8-3
TRAFFIC COUNTS**

Municipality	Road Name	From	To	Date	AADT	Count Direction
Brookhaven Borough	Bridgewater Road	Patton Avenue	Creek Road	1/5/2004	12,163	Both
Brookhaven Borough	Bridgewater Road	Patton Avenue	Creek Road	11/16/1998	11,475	Both
Brookhaven Borough	Brookhaven Road	Creek Road	Edgmont Avenue	12/10/2003	14,409	Both
Brookhaven Borough	Brookhaven Road	Camelot Court	Edgmont Avenue	11/30/1998	13,698	Both
Brookhaven Borough	Creek Road	Brookhaven Road	Lincoln Drive	10/23/2000	3,198	Both
Brookhaven Borough	Creek Road	Bridgewater Road	Lincoln Drive	7/19/1999	3,179	Both
Brookhaven Borough	Creek Road	Brookhaven Road	Lincoln Drive	4/14/1997	3,725	Both
Brookhaven Borough	Dutton Mill Road	Mary Ann Drive	Greenwood Street	12/9/2003	11,875	Both
Brookhaven Borough	Dutton Mill Road	Mary Ann Drive	Greenwood Street	11/16/1998	11,799	Both
Brookhaven Borough	Edgmont Avenue	Coeburn Boulevard	Brookhaven Road	10/18/2004	11,761	North
Brookhaven Borough	Edgmont Avenue	Coeburn Boulevard	Brookhaven Road	10/18/2004	11,763	South
Brookhaven Borough	Edgmont Avenue	Coeburn Boulevard	Brookhaven Road	10/18/2004	23,524	Both
Brookhaven Borough	Edgmont Avenue	Upland Road	Brookhaven Road	10/21/2002	9,673	North
Brookhaven Borough	Edgmont Avenue	Upland Road	Brookhaven Road	10/21/2002	9,654	South
Brookhaven Borough	Edgmont Avenue	Upland Road	Brookhaven Road	10/21/2002	19,327	Both
Brookhaven Borough	Edgmont Avenue	Coeburn Boulevard	Brookhaven Road	7/19/1999	12,843	North
Brookhaven Borough	Edgmont Avenue	Coeburn Boulevard	Brookhaven Road	7/19/1999	12,411	South
Brookhaven Borough	Edgmont Avenue	Coeburn Boulevard	Brookhaven Road	7/19/1999	25,254	Both
Brookhaven Borough	Upland Road	Edgmont Avenue	Victor Avenue	9/5/2001	8,494	Both
Upland Borough	Main Street	Edgmont Avenue	6th Street	1/21/2004	2,373	Both
Upland Borough	Main Street	8th Street	6th Street	11/18/1998	7,567	Both
Upland Borough	Upland Avenue	Kerlin Street	Upland Avenue	8/15/2001	16,163	Both
Upland Borough	Upland Avenue	Edgmont Avenue	Upland Avenue	8/15/2001	11,378	Both
Upland Borough	Upland Avenue	Upland Avenue	Church Street	8/23/1999	4,688	Both

Source: DVRPC, 2004

Traffic Calming

Methods of slowing or limiting through traffic on streets are referred to as “traffic calming.” Traffic calming can be of particular interest on residential streets that drivers use as cut-throughs to avoid congested arterial streets. The Institute of Transportation Engineers defines traffic calming as, “...the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.”² These vary from expensive street reconstruction to the fairly inexpensive installation of signage. See Appendix D for a list of traffic calming techniques and some of their results.

One example of a commonly used traffic calming technique is the one-way street. This has been implemented at several locations in the Boroughs to limit through traffic, such as Mount Vernon Avenue in Brookhaven, E. Avon Road in Parkside, and many roads in Upland. This is an excellent way of limiting through traffic because it is inexpensive to implement and self-regulating in enforcement. It can cause inconvenience for residents,

² *Traffic Calming, State of the Practice*, Institute of Transportation Engineers, 1999

however, and should only be used in particular circumstances and in locations meeting the requirements of the Pennsylvania Code.

The geometry of the street is a consideration in limiting through traffic speeds on residential streets. Certain factors can encourage speeders and through traffic. Long,



Many roads, including Brookhaven Road above, are currently not striped, which encourages drivers to increase their speed

wide, straight, and/or unimpeded roadways encourage faster speeds, as there is nothing that requires drivers to slow down. Narrowing travel lanes with paint stripes helps to slow traffic because drivers center themselves in their lane and must slow down to stay in the center of a narrower lane. This has been done along Edgmont Avenue in Brookhaven Borough.

Planting trees near the road produces the effect of decreasing drivers' perceived width of the road, thus causing them to slow down. Brookhaven Road, which is owned by the State, would be an excellent candidate for lane narrowing if PennDOT approved it. If the problem with speeding or cut-through traffic is more severe, other more expensive methods can be used to force drivers to slow down.

The use of traffic calming measures such as speed humps and chicanes on long, wide, or unimpeded roadways can discourage speeding by necessitating slower speeds. At intersections, roundabouts can also slow movements. New federal regulations accept roundabouts as an effective traffic control measure, require that they be considered prior to traffic signal installation, and make them eligible for 100% federal funding. Compared with traffic signals, roundabouts save costs on maintenance. In high traffic areas they should include pedestrian amenities to allow pedestrians to cross the street safely.

Although all three Boroughs have extensive sidewalk systems, residential streets in Brookhaven Borough generally do not have many interconnections because they are designed as individual, car-oriented, residential developments. Though this design is good for limiting through car traffic, it can make nearby destinations a long drive away and increase congestion on major roads. One way to remedy this problem without encouraging through traffic is to link developments with sidewalks and multi-use paths, such as the link among Mount Vernon, Nathan, and Washington Avenues through Samson Park in Brookhaven. There are additional places in the Boroughs where formal links could be created.



Traffic Calming Devices: “Curb bump-outs (left), speed humps (center), and traffic circles (right) are more effective than stop signs in slowing traffic on residential streets.”

Source: Institute of Transportation Engineers, www.ite.org/traffic.

One example is within Our Lady of Charity School property. It is located on Upland Road in Brookhaven, but also borders Parkside and Upland Boroughs. The property is already used as a shortcut between Woodside Avenue in Upland and W. Chelton Road in Parkside. Another opportunity for a formal link is through Ed Eaton Park in Brookhaven. The park currently has a walking trail that is in need of maintenance, but could serve as a link among residential homes, Coebourn Elementary School, and a few commercial sites on Edgmont Avenue such as the McDonalds. In general, links to commercial developments should be encouraged. Other possibilities for such connections include Edwards Drive in Brookhaven, which could connect with the Kindercare Learning Center on Radio Park Lane, and connecting the pipe right-of-way north of Edgmont Avenue in Brookhaven with some commercial sites on Edgmont Avenue. To help create these links, pedestrian and bicycle links can be required through revisions to the zoning code.

The Boroughs should:

- 8-5 Identify and prioritize all residential streets with considerable cut-through use and speeding traffic. Examine any traffic calming methods currently in place on those streets and consider updating them. Where one-way streets do not remedy the problem, install roundabouts, speed humps, or other traffic calming measures in compliance with state regulations.

Funding Sources:

Liquid Fuels Tax Program
 Surface Transportation Program (STP)
 Transportation Enhancements (TE) Program
 Hometown Streets Program
 Safe Route to School Program
 CDBG (where eligible)

Technical Assistance:

Pennsylvania’s Traffic Calming Handbook
 (Pennsylvania Department of Transportation, 2001)
Traffic Calming, State of the Practice (Institute of
 Transportation Engineers, 1999)
 PennDOT District 6-0, Traffic Unit
 DCPD

- 8-6 Encourage shoulder striping during road repainting and resurfacing where speeding traffic is an issue.

Funding Sources: PennDOT Surface Treatment Program
Liquid Fuels Tax Program
Borough funds
Technical Assistance: PennDOT
DCPD

- 8-7 Update zoning codes to require pedestrian and bicycle connections between new developments, allowing residents an alternative to using busy streets to access nearby neighborhoods and commercial uses. Work to install pedestrian connections where opportunities currently exist.

Funding Sources: TE Program
CDBG (where eligible)
Developer or property owner funding
Borough funds
Technical Assistance: DCED
Pennsylvania's Traffic Calming Handbook
(Pennsylvania Department of Transportation, 2001)
Traffic Calming, State of the Practice (Institute of
Transportation Engineers, 1999)
PennDOT District 6-0, Traffic Unit
DCPD
Pennsylvania Department of Conservation and
Natural Resources (DCNR) (for park connections)

Signs and Speed Limit Issues

Traffic-related signs are generally in good condition and serve their purpose. Overall, signs are present at almost every intersection. However, there are shortcomings with signs at a number of locations. These are listed in Appendix E.

Signs can be used to create a sense of place in a community or neighborhood, as well as serving as a navigation tool. Street signs should be appropriate for both the character of the area and the use of the street. On streets used for through traffic, large easily visible street signs that can be seen at high speeds should be used. On residential streets, smaller signs posted at pedestrian scale should be used to avoid visual clutter. Street sign designs should have a common theme to convey a sense of place to both visitors and residents. Street signs in the Boroughs usually label both main streets and side streets, which eases navigation for visitors.

Many residential and commercial developments mark their entrances with decorative name signs. Creating decorative Borough welcome signs or banners, such as those present in Brookhaven Borough, can foster a sense of greater community pride and cause

visitors to take in the Borough name and location. The entrance to Upland on Kerlin Street would be an ideal candidate for a decorative Borough welcome sign.

The speed limits in the Boroughs are generally appropriate. However, some roads with a residential character have the unusually high speed limit of 40 mph, notably Brookhaven Road south of Edgmont Avenue, and 6th Street west of Patton Avenue. Some of these roads in Upland Borough are posted for a 25 mph speed limit, which seems more appropriate. These roads could be examined for speed studies or attempts to slow traffic to a more reasonable speed of 35 mph, given their residential nature. The speed limits can be seen on Map 8-3.

RECOMMENDATIONS

The Boroughs should:

- 8-8 Replace faded and missing street identification signs to ease wayfinding for visitors and residents. Identification of major routes, such as Route 352, should also be included at every side street. Also, perform a scan of current street signs to ensure their visibility, and if necessary, change their locations.

Funding Sources:	Liquid Fuels Tax Program Borough funds
Technical Assistance:	PennDOT Borough Engineers DCPD

- 8-9 Provide decorative welcome signs at Borough boundaries to encourage and define a sense of place. These signs serve the dual function of increasing civic pride for residents and increasing awareness of the Boroughs by those who visit.

Funding Sources:	TE Program STP Liquid Fuels Tax Program CDBG Borough funds
Technical Assistance:	PennDOT Borough Engineers DCPD

Middletown Township

Nether Providence Township

Aston Township

Chester Township

Chester City

MUNICIPAL BOUNDARY

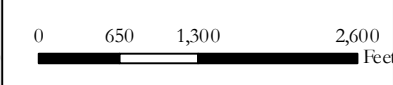
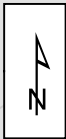
ROAD SEGMENT SPEED LIMIT

25

35

55

LOCAL ROADS




Brookhaven,
Parkside, and
Upland Boroughs

Map 8-3 Major Roads — Posted Speed Limits

NOTES:
1. USGS - Municipal Boundary
2. PennDOT - Road Centerline and Speed Limit Data

Disclaimer
This map is for analytical
purposes only. The reliability
of this map depends on the
accuracy of the underlying
data sources which have not
been verified.



Prepared by
Delaware County
Planning Department
2009

- 8-10 Examine any speed limits that seem to be excessive. Conduct spot speed studies in response to resident requests to see if lower speed limits are warranted on these roads.

Funding Source: PennDOT
 Technical Assistance: PennDOT

- 8-11 Work with local police to increase enforcement of speed limits within the three Boroughs to ensure that road safety is followed.

Traffic Signals

The most common type of signal currently found in the three Boroughs is the actuated signal. Actuation consists of (1) a magnetic loop wire buried below the surface of the side street that indicates to the signal's controller that a vehicle has approached and (2) a push button for pedestrians to use to cross the street. Once actuated by the presence of a side-street vehicle or pedestrian, the light at the major street changes to red, allowing the side street vehicle or pedestrian to cross.

There are a few occurrences of fixed-time operation (timed) signals in the three Boroughs. Timed signals are generally not considered to be state-of-the-art in traffic operations, especially where a major street crosses smaller streets, because the signal timing does not take into account side street traffic volumes. Timed signals are detrimental to traffic on larger through streets because the signal stops traffic on those streets regardless of the need for the light change, i.e., whether anyone is waiting at the cross street or not.

A new type of signal activation system is the closed loop traffic signal system. This system allows for interconnection of signals that are controlled by a master controller. This allows for changes in signal timing from a central location, such as a personal computer at a Borough building, depending on time of day or special events. There is also the possibility of including signal preemption for emergency vehicles and prioritization for transit. These systems can be useful on heavily traveled corridors with signals not farther than one-half mile apart. They allow cars to flow more smoothly through intersections. They also limit pollution caused by starting and stopping at timed lights. Upgrading Route 352 signals to a closed loop system may improve traffic flow by limiting stopping and starting at traffic lights.

As mentioned previously, engineers are moving away from traffic signals towards modern roundabouts as a lower cost, safer alternative to traffic signals. Roundabouts can only be implemented in certain situations, however, and are constrained by traffic volume and land availability. Roundabouts should be looked at before new traffic signals are installed. Roundabouts should also be considered in areas with unusual alignments or with significant numbers of turning movements.

RECOMMENDATIONS

The Boroughs should:

- 8-12 Partner with Middletown Township to study the feasibility of implementing a closed loop signalization system along Route 352/Edgmont Avenue.

Funding Sources:	STP Congestion Mitigation and Air Quality Improvement Program (CMAQ) DVRPC Special Studies
Technical Assistance:	PennDOT, District 6-0 Traffic Unit DVRPC DCPD

- 8-13 Investigate the use of roundabouts where new signalized intersections are being considered or where existing signals are inadequate.

Funding Sources:	STP CMAQ DVRPC Special Studies
Technical Assistance:	PennDOT District 6-0 Traffic Unit DVRPC DCPD

Parking Facilities

Parking varies greatly through the three Boroughs. Parking can be difficult in parts of Parkside and Upland, while it is generally ample in most parts of Brookhaven and the residential neighborhoods of Upland that border Brookhaven Borough. In fact, there may be issues of too much commercial parking in parts of Brookhaven. Excessive parking decreases nearby land values, decreases overall tax revenue by limiting land available for development, and increases costs associated with stormwater runoff.

There are several techniques for ensuring the appropriate number and design of parking facilities. Communities around that country that want to avoid the excess pavement associated with development use the technique of including parking maximums in the zoning code. Maximum parking requirements can be particularly useful in retail areas that tend to overestimate parking demand. They should, however, still include design guidelines to ensure that landscaping is included in the parking facilities. Zoning provisions that allow shared parking agreements could be contingent on municipal approval. Shared parking is particularly useful where uses have different hours of operation, as in the case of a church and an office building. Adding this provision to the zoning code does not force the communities to accept shared parking, but rather allows for its use where it is appropriate.

Parking regulations can also be altered to create a more visually appealing streetscape. These regulations do not typically deal with the amount of parking, but instead encourage both the location of parking behind buildings instead of in front, and the consolidation of multiple access points. There are many benefits of fewer curb cuts. Congestion is reduced because traffic flows more smoothly on major streets due to fewer turning movements. Pedestrians feel safer on the sidewalks because there are fewer points where they conflict with automobiles. The Americans with Disabilities Act of 1990 (ADA) compliance for sidewalks is easier to achieve because there are fewer areas where elevation changes are needed for curb cuts. Drainage issues are improved because there is a more even gutter, which decreases the need for street maintenance. Zoning should also allow for shared driveways in residential developments because they decrease impervious surface, therefore improving water quality.

Though the commercial areas of Brookhaven are at present largely developed, the Borough can still improve access management over time. Access to state-owned roads such as Edgmont Avenue is provided through PennDOT's Highway Occupancy Permit (HOP) process. However, local zoning safety regulations are allowed to be stricter than the current requirements for highway occupancy. As redevelopment occurs or uses change, developers will have to meet the local zoning codes in order to obtain a HOP. PennDOT has produced a *Model Access Management Ordinance* to assist municipalities in adopting safer access requirements, which also decrease congestion. Through redevelopment over time, Edgmont Avenue could function as a more efficient and pleasantly streetscaped road. At a minimum, the adoption of a more access management-oriented code could avoid the issue of parcels being split up, thus resulting in requests for new access points.

There are areas of older development in Upland and Parkside Boroughs where parking is more difficult to find. It is important to encourage a pedestrian-friendly environment in these areas because visitors and residents have to walk farther from parking areas to their destinations. This means preventing cars and service vehicles from parking on or partially blocking the sidewalk. Crosswalks should be boldly marked or textured to increase visibility to drivers. Parking laws should be enforced to maintain sidewalk clearance. Promotional campaigns can inform business owners and employees that parking in front of their stores only makes it more difficult for customers to park.

RECOMMENDATIONS

The Boroughs should:

- 8-14 Develop and adopt an access management ordinance for Edgmont Avenue so that redevelopment will have to adhere to stricter driveway spacing requirements.

Funding Sources:	CDBG
	Borough funds

- Technical Assistance: *Model Access Management Ordinance*, PennDOT
DVRPC
DCPD
- 8-15 Update their zoning codes to:
- Include parking maximums as well as minimums to protect against excessive parking area, particularly where shared parking agreements are worked out with neighboring uses.
 - Encourage parking at the rear of buildings to improve the streetscape.
 - Encourage fewer curb cuts in commercial developments.
- Funding Sources: CDBG
Borough funds
- Technical Assistance: DCPD
Department of Community and Economic Development (DCED)
Parking Standards (American Planning Association, 2002)
Parking Management Best Practices (Todd Litman, 2006)
- 8-16 Improve pedestrian facilities throughout the Boroughs, particularly focusing on areas where parking is limited and individuals have to walk longer distances to homes and businesses.
- Funding Sources: Hometown Streets Program
TE Program
CDBG
Borough funds
Property owners or developers
- Technical Assistance: DCPD
DVRPC
Borough Engineers
- 8-17 Use promotional campaigns to inform businesses about parking issues.
- Funding Sources: DCED Main Street Program
Borough funds
Private developers
- Technical Assistance: PennDOT
Delaware County Transportation Management Association (TMA)
DVRPC
DCPD

Streetscape Issues

The three Boroughs have varied streetscapes that range from traditional neighborhood areas to 1960s style suburban strip malls, and from large suburban enclaves to large industrial areas. This variety of land uses and distributions requires a variety of streetscaping strategies. Several plans involving streetscape elements have been prepared for the three-Borough area.

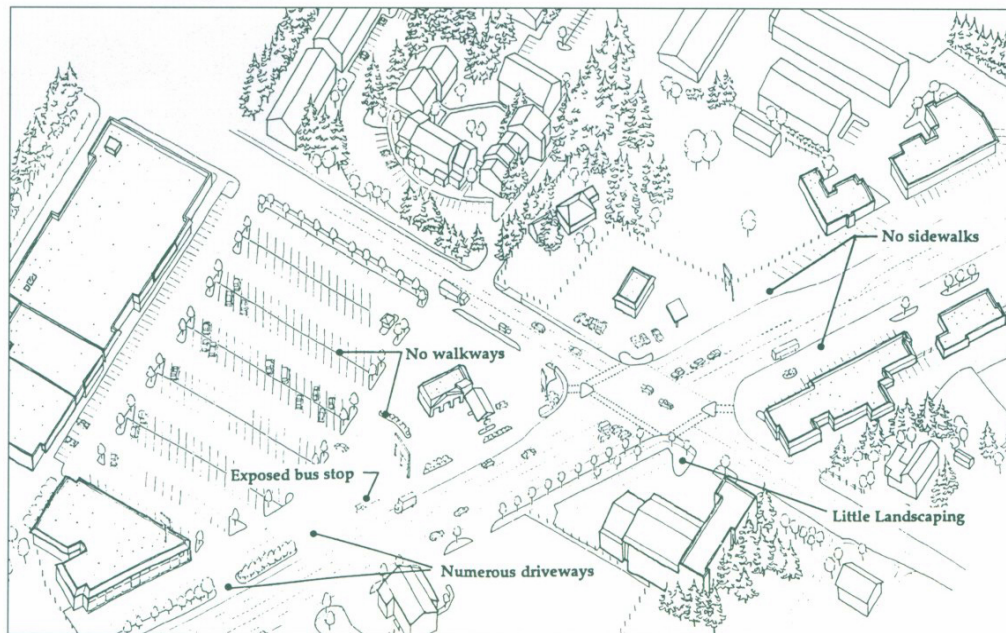
A consultant prepared an Action Plan for Upland and Parkside Boroughs as part of the Delaware County Revitalization Program (formerly the Delaware County Renaissance Program). This plan includes streetscape recommendations for the Edgmont Avenue corridor and for “Upland Avenue corner” at the Upland Avenue and Kerlin Street intersection. The proposed Edgmont Avenue streetscape improvements aim to encourage investment in underutilized properties and to make the corridor more accessible to pedestrians and other users. The project would involve repairs and improvements to sidewalks, planting of street trees, scaled lighting, gateway features, directional and interpretive signage, and underground utilities.

The Upland Corner project includes a series of streetscape proposals to enhance the appearance and functionality of the Upland Avenue and Kerlin Street intersection, which borders Chester City. In general, the zoning ordinance update process addresses streetscaping issues. The three Boroughs should meet with their residents to develop a consensus and then plan future streetscaping efforts that would be desired in the Boroughs. The redevelopment of properties presents a good opportunity to impose new streetscape standards.

In early meetings, some Task Force members expressed a desire for some form of light rail transportation in the Boroughs. In order to justify the expense of train access in the area, population densities must be increased. Converting the former Chester Creek Branch to passenger rail is unlikely given the current low population density near the rail line. A transit-oriented development (TOD) or traditional neighborhood development (TND) code could be adopted near potential transit stops to increase population density along the line, thus improving the likelihood of the eventual return of train use. These residents will be able to enjoy the amenity of the Chester Creek Trail until such time as it becomes feasible to create passenger rail service along the line.

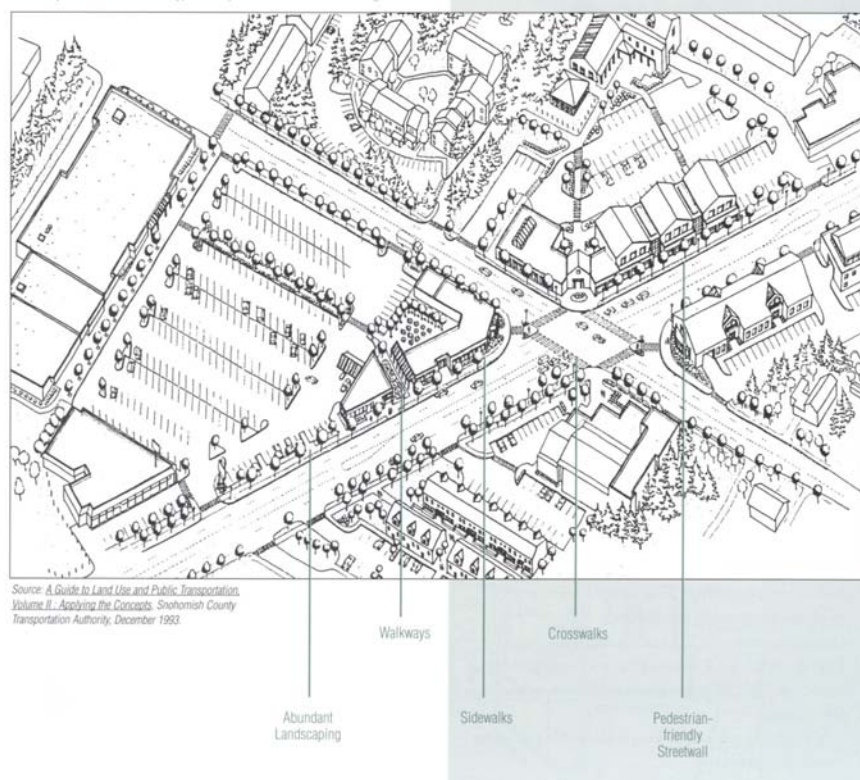
TOD, urban overlay districts, or form based zoning codes are applicable to areas that are largely built out. They usually take the form of overlay districts that specify new design standards similar to the general characteristics of the existing streetscape. Urban overlay districts are established to ensure that new development either fits in with the standard of development currently in place or alters the development pattern to create a more pedestrian-friendly community. For the Edgmont Avenue corridor in Parkside, for example, the urban overlay would require buildings to be flush with neighboring buildings at the sidewalk, have a certain percentage of display windows, and require parking at the rear or to the side of buildings instead of in the front.

Current Conditions of a Typical Strip Commercial Area



Source: *A Guide to Land Use and Public Transportation, Volume II: Applying the Concepts*, Snohomish County Transportation Authority, December 1993.

After 15 years: A Transformed Typical Strip Commercial Area is a Neighborhood Center.



Source: *A Guide to Land Use and Public Transportation, Volume II: Applying the Concepts*, Snohomish County Transportation Authority, December 1993.

Figure 8-1 – Potential Edgmont Avenue Overlay District
Zoning changes with a focus on access management and traditional neighborhood design can improve the streetscape and congestion situation of older commercial roads over time through redevelopment, as illustrated by this pair of ‘before’ and ‘after’ pictures.

This allows for new infill developments, such as pharmacies or banks, without the streetscape alteration that usually accompanies them. Urban design integrity will both attract visitors to the area and also preserve the historic character of the buildings.

If the desire is to maintain a more automobile-oriented character, such as that on Route 352 in Brookhaven Borough, improvements can still be made in visual quality. The inclusion of sidewalks, street trees, or even a shared use path in front of the parking areas provides a visual buffer, creating a more pleasant atmosphere along the corridor. If there is a desire to alter these areas to be less automobile-oriented, changing the zoning code to an overlay district code can achieve this goal over time (see Figure 8-1).

A potential action related to improving the streetscape is removing unsightly power lines. Utility poles also have safety issues, especially when they are placed too close to the curb. There are cases where utility poles within the study area do not comply with the current standard of an eighteen-inch distance from the curb, thus creating a hazard for vehicles forced to leave the road because of adverse conditions. This is because the placement of utility poles predates PennDOT's 1969 safety standard. Often, it is prohibitively expensive to bury already existing above-ground power lines, but with large-scale new construction, this is a cost generally covered by the developer.

Figure 8-2 – Potential Streetscape Changes on Edgmont Avenue

The photo simulation below shows how streetscape changes can be made over time using 'before' and 'after' photos. Public improvements to crosswalks, medians, access management, street trees, and lighting are complemented by changes in retail design that could be required through zoning updates.



Tree planting is another method to improve a streetscape. Planting trees has benefits for both the image of the street and for stormwater runoff. Trees in residential areas, particularly ones that shade the street instead of being set back in the front lawn, provide a more visually appealing and environmentally friendly streetscape. This plan's Chapter 4 – Environment recommends the creation of a Shade Tree Commission to oversee and encourage the planting of additional trees. Some residential areas of Brookhaven often have many power lines in front of residential properties, limiting the size of trees that can be planted.

RECOMMENDATIONS

The Boroughs should:

- 8-18 Develop and adopt TOD, TND, or form based zoning codes where appropriate and desired by residents. Particular attention should be given to main crossroads and the Chester Creek Branch rail. This type of zoning will ensure that future development optimizes accessibility to transit, promotes pedestrian and bicycle travel, creates focal points and meeting places for residents, and matches the current design of the community.

Funding Sources:	CDBG Borough funds DCED Main Street Program
Technical Assistance:	<i>Transit-Oriented Development for Southeastern Pennsylvania</i> (GreenSpace Alliance of Southeastern Pennsylvania, 1997) <i>Creating Transit-Supportive Land-Use Regulations</i> (American Planning Association, 1996) DVRPC DCPD

- 8-19 Revise zoning codes to require developers to bury power lines at their cost as part of any large-scale new development.

Funding Sources:	CDBG Borough funds
Technical Assistance:	DCPD PECO and other utility providers

- 8-20 Work with utility companies to relocate poles that are located too close to the curb.

Funding Sources:	Liquid Fuels Tax Program STP Hometown Streets Program TE Program CDBG (where eligible)
------------------	--

- | | |
|-----------------------|--------------------------|
| | DCED Main Street Program |
| | Utility companies |
| | Borough funds |
| | Private developers |
| Technical Assistance: | DCPD |
| | Utility companies |
- 8-21 Encourage appropriate shade tree plantings in residential and commercial portions of the Boroughs to improve the streetscape.
- | | |
|-----------------------|--|
| Funding Sources: | TreeVitalize Program |
| | Pennsylvania Department of Conservation and Natural Resources (DCNR) |
| | Hometown Streets Program |
| | TE Program |
| | CDBG (where eligible) |
| | DCED Main Street Program |
| | Utility companies |
| | Private developers |
| | Borough funds |
| Technical Assistance: | DCPD |
| | DCNR |
| | Utility companies |
- Parkside and Upland should:
- 8-22 Continue to implement the recommendations for Parkside and Upland Boroughs made in the Revitalization Program Planning Area 2 Action Plan.
- | | |
|-----------------------|--------------------------|
| Funding Sources: | Liquid Fuels Tax Program |
| | STP |
| | Hometown Streets Program |
| | TE Program |
| | CDBG (where eligible) |
| | DCED Main Street Program |
| | Utility companies |
| | Borough funds |
| | Private developers |
| Technical Assistance: | PennDOT |
| | DVRPC |
| | DCPD |

PEDESTRIAN AND BICYCLE FACILITIES

Objective 8-2: To provide pedestrian and, where feasible, bicycle transportation infrastructure and facilities to promote the three Boroughs as communities that serve those without vehicular access or who opt to use alternative modes of travel.

Bicycle Facilities

Currently, the streets of the study area serve as the facilities for bicycling, with the exception of the short multi-use path loop behind the Brookhaven municipal building. Presently, there are no on-street bicycle lanes anywhere on the three-Borough road network. On low-traffic, low-speed residential streets, bicycle and automobile traffic can share the road quite effectively. On the major streets, however, high traffic speeds and volumes may warrant the creation of bicycle facilities. There are several forms of potential bicycle facility improvements ranging from separate trail facilities with no automotive traffic to striping the shoulders of existing roads.

- *Striped Shoulders* – These allow bicyclists to stay out of traffic if they choose, while narrowing the travel lane for vehicles and still providing emergency pull-off capacity.
- *Bike Lanes* – A portion of roadway striped with pavement markings and signed for exclusive use of bicycles. These lanes must meet certain standards for width, striping, marking, and signing. Bike lanes increase bicyclists' sense of security, notify motorists where to expect bicyclists, and legitimize bicyclists' place on the road.
- *Bicycle Boulevards* – Local streets modified to function as a through street for bicycles. Local access for automobiles is maintained, but through traffic is discouraged. Traffic calming methods are often used to ensure that vehicles travel at a speed that is safe for bicyclists.
- *Bicycle Routes* – Any combination of paths, lanes, trails, or streets which are designated by mapping or signing as a preferential travel route for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.
- *Shared Use Paths* – Paths used for two directional travel of bicycles, pedestrians, joggers, runners, and in some cases in-line skaters, equestrians, skateboarders, cross country skiers, or snowmobile riders. These facilities need to be separated from automobile traffic and benefit from limited at-grade crossings with automobile traffic.

The Task Force expressed concerns relating to liability issues for municipalities when putting bicycle facilities in place. The American Association of State Highway and Transportation Officials (AASHTO) developed a set of standards to shield municipalities from liability when designing bicycle facilities. These are similar to the standards they set for automobile engineering. These standards are detailed in the AASHTO publication *Guide for the Development of Bicycle Facilities* (1999).

Doing nothing is not a shield against liability. In a course on bicycle and pedestrian transportation (http://safety.fhwa.dot.gov/ped_bike/univcourse/swless08.htm), the Federal Highway Administration (FHWA) states, “If a pedestrian were injured by a bicyclist on a sidewalk, one or both parties might file a case against the government for forcing the bicyclist into a space that does not provide reasonable and prudent sight distances, operational widths, and which now violates many laws, design standards, and accepted practices” (*section 8.5, subsection 3*). The FHWA goes on to say that courts are becoming less tolerant of projects that do not include bicycle and pedestrian facilities (*section 8.6, subsection h*).



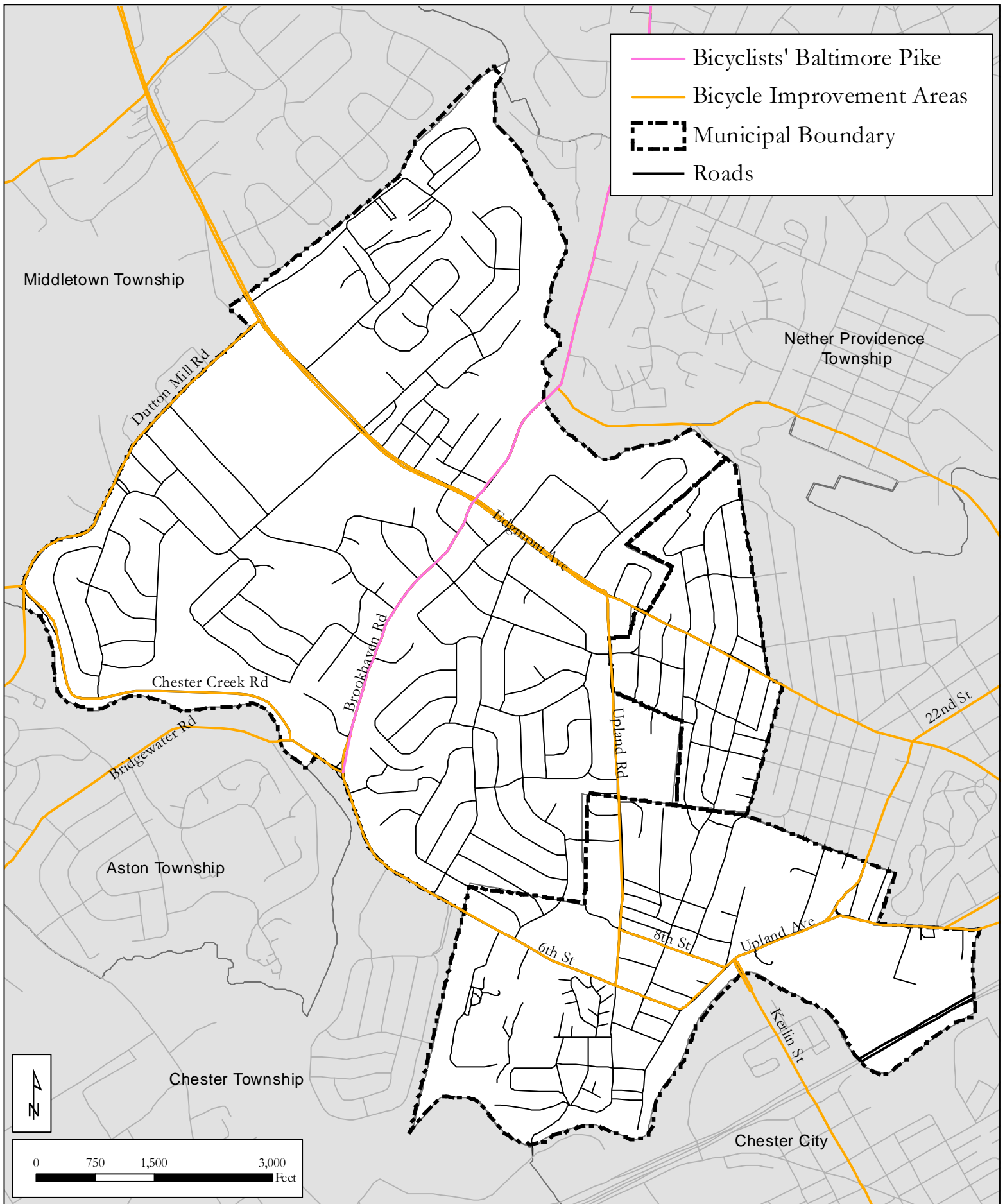
Inverted “U” bike rack

Bicycle parking facilities are sparse in the Boroughs. The current standard for bicycle parking is the inverted “U” rack, which is less damaging to bicycles than old-style bike racks because it secures bicycles by the frame, not the wheels. It is more resistant to vandalism because of sturdier construction. Bicycle use will increase as trail systems and bicycle links between neighborhoods become standard with new developments. In order to keep up with the increasing demand, bicycle parking facilities should become required in new developments.

DCPD has also recently completed a County-wide bicycle plan. Routes for examination have been selected using a combination of accident and survey data. The purpose of the proposed routes is to examine them for improvements in bicycle safety and level of service where feasible, and not necessarily the creation of striped bicycle lanes or marked bicycle routes. Several routes through the project area have been highlighted for study as possible *on-road* bicycle routes. These are shown on Map 8-4.

There are three potential primary routes in the County’s proposed bike plan that run through the Boroughs: Edgmont Avenue in Brookhaven and Parkside, Brookhaven Road in Brookhaven, and Kerlin Street in Upland. Dutton Mill and Chester Creek Roads are listed as secondary bicycle routes. As these roads are resurfaced, the bicyclists who currently use them should be considered, and the creation of shoulders should be encouraged. Narrower travel lanes are a safety measure not only for bicyclists, but also for pedestrians and automobile users (as described above). Signage should be included where appropriate to provide guidance to bicyclists on where facilities are located. Additionally, as bridges are rebuilt, they should accommodate bicycle use by providing bike lanes, wider shoulders, or a wider cartway. Street sweepers should be sensitive to the needs of bicyclists and avoid leaving debris in the shoulder or bicycle lane.

When making improvements to signalization, it is important to consider the needs of bicyclists. Actuated signals should be responsive to bicycles and pedestrians as well as cars. Activation buttons should be installed and function properly for pedestrians, and



Brookhaven,
Parkside, and
Upland Boroughs

Map 8-4 Bike Route Opportunities

NOTES:
1. USGS - Municipal Boundary
2. Delaware County Planning Department - Roads,
Bicycle Improvement Areas, Bicycle Baltimore
Pike

Disclaimer
This map is for analytical
purposes only. The reliability
of this map depends on the
accuracy of the underlying
data sources which have not
been verified.



Prepared by
Delaware County
Planning Department
2006

special loop detection devices should be installed to detect bicyclists. These piecemeal efforts can eventually create more pedestrian- and bicycle-friendly routes.

In coordination with bicycle improvements, there is a prime opportunity to educate the public on safe operating methods. Programs such as Safe Routes to School educate students who would bike to school on proper safety techniques. The program also educates students about the advantages of walking and riding to school by incorporating pedestrian- and bicycle-related topics into the curriculum at schools. This program assists municipal officials in targeting improvements to bicycle and pedestrian facilities along students' routes to school. Through this type of program, students become more aware of the safest methods to ride and walk in congested areas. Bicycle education efforts have already been undertaken in the Penn-Delco School District, but expansion of this program would help reach more students.

Chester Creek Rail-Trail

The on-road bicycle system can be augmented with off-road multi-use trails that serve bicyclists, walkers, joggers, runners, and rollerbladers. There are some exciting plans for multi-use trails, also known as shared use paths, in adjacent Aston and Chester Townships. For example, the proposed Chester Creek Trail is a 6.7 mile-long trail from the former Wawa train station in Chester Heights Borough to Upland Road in Chester Township. It would be located on the Chester Creek Branch railroad right-of-way, on the opposite side of Chester Creek from Brookhaven and Upland Boroughs. When finished, it will be a truly regional recreational trail, with some value to commuters.

The trail would connect many existing sites, including the proposed Wawa train station, Route 1 employers, Aston/Middletown Little League baseball fields, Middletown Township trails (Rocky Run, Darlington, and Linvilla Trails), Linvilla Orchards, Camp Upland Park, the Caleb Pusey Historic Site, and many housing developments. The trail will provide a useful link among these varied resources (recreational, historic, transportation, and business) through scenic, rolling, forested woodland. The Friends of the Chester Creek Branch, in conjunction with Delaware County, are moving the project towards construction.

The three Boroughs should look for a way to connect with this trail to the greatest extent feasible. On- and off-road bicycle and pedestrian routes to the Upland Road trail entrance would allow users to access the trail without having to drive to it, thus helping to limit traffic in the Boroughs. Brookhaven has opportunities to link to the trail through existing bridges at Dutton Mill or Bridgewater Roads. The *Chester Creek Rail-Trail Feasibility Study* (2002) also recommends the creation of a bike and pedestrian bridge to link the trail with the Brookhaven Swim Club. On-road connections through one of the above mentioned on-road facilities could be used to make a connection to Parkside Borough.

Bicyclists' Baltimore Pike

In June 2000, DVRPC created a technical memorandum titled *Opportunities for On-Road Bicycle Facilities in Delaware County*. This document outlined improvements that could be made on roads used by bicyclists as low traffic alternatives to Baltimore Pike. A route is being created between the Philadelphia City line and the Leiper-Smedley Trail in Nether Providence Township. The western portion of the project would provide a valuable connection among Brookhaven Borough, the Leiper-Smedley Trail, the Chester Creek Trail, and the Wallingford SEPTA train station on the R3 line. The route would be relatively inexpensive to implement because, compared to other on-road options, Brookhaven Road has a large right-of-way, paved shoulders in many areas, and low traffic volume.

East Coast Greenway

The three-Borough area is also fortunate to be very near the proposed route for the East Coast Greenway. A national organization, the East Coast Greenway Alliance is trying to create a Maine-to-Florida bicycle route connecting the major cities of the eastern seaboard. The goal is to achieve a fairly direct, mostly off-road route from city to city by connecting planned trails and promoting the creation of additional trails. A continuous route will benefit all of the participating municipalities by promoting long-distance bicycle tourism.

Delaware County recently hired a land planning consultant to prepare a feasibility study for the portion of the East Coast Greenway that will run through the County. This area corresponds with the landscaping and beautification efforts along the Route 291/13 Industrial Heritage Corridor. The *Delaware County Industrial Heritage Parkway: Route 291/13 Beautification and Greenway Plan* outlines proposed landscaping and signage standards for the corridor. Marcus Hook Borough, Chester City, and Tinicum Township have secured over \$4 million in TE Program funds for segments of the East Coast Greenway in those municipalities. The private sector has also responded with strong support for the vision of this study. Likewise, Delaware County has strongly supported this project and has created a signage and identity program as well as a feasibility study for the crossing of Darby Creek. The three Boroughs have the potential to link to the East Coast Greenway through Chester City. An extension of the Chester Creek Trail could produce an off-road connection. On-road connections are possible through Parkside or Upland Boroughs as well.

In addition to the opportunities presented by the Chester Creek rail line right-of-way, utility corridors in the Boroughs provide opportunities for shared use paths. There are several difficulties in using utility corridors for multi-use trail facilities. Utility corridors often have slopes that are steep and lack tree cover,



A multi-use trail along utility corridor rights-of-way can be a safe way to allow pedestrians and bicyclists to access points of interest within the Boroughs

making them less desirable for use as trails. Utility corridors often consist of easements, casting doubt on the legal right to build a trail, but federal and state money can be used to build on easements of over 25 years. Utility corridors usually have no grade separation or useable structures.

Yet, utilities often benefit from the creation of shared use paths because they allow for easier access to their infrastructure for maintenance purposes. The presence of the public on shared use paths also helps deter loiterers and vandals. The three Boroughs should examine the possibility of using utility corridors as connections between bikeable streets or short paths, where feasible. A long utility corridor runs through Brookhaven Borough parallel to Edgmont Avenue, which is a major shopping, employment, and transit corridor in the area. If feasible, a multi-use trail would allow pedestrians and cyclists to access points of interest along Edgmont Avenue safely. It could also provide short connections among neighbors within the Borough.

RECOMMENDATIONS

The Boroughs should:

- 8-23 In cooperation with DCPD, PennDOT, SEPTA, and bicycle groups, encourage bicycling for short trips as a way to improve health, reduce congestion, and reduce air pollution.

Funding Sources:	Safe Routes to School Program
	TE Program
Technical Assistance:	CMAQ
	CDBG (where eligible)
	DCED Main Street Program
	Private developers and businesses
	Borough funds
	Hometown Streets Program
	DCPD
	Delaware County TMA
	DVRPC
	SEPTA
	PennDOT
	Delaware Valley Bicycle Club
	Bicycle Coalition of Greater Philadelphia
	Friends of the Chester Creek Branch

- 8-24 Install inverted “U” bicycle parking at public facilities, such as Borough buildings, libraries, schools, business districts, and parks. Also, encourage provision of these facilities at private and parochial schools, SEPTA bus stops, post offices, churches, and apartment complexes.

Funding Sources:	Safe Routes to School Program TE Program CMAQ CDBG (where eligible) DCED Main Street Program Private developers and businesses Borough funds Hometown Streets Program
Technical Assistance:	DCPD Delaware County TMA DVRPC SEPTA PennDOT Delaware Valley Bicycle Club Bicycle Coalition of Greater Philadelphia Friends of the Chester Creek Branch

- 8-25 In cooperation with PennDOT, adjacent municipalities, and DCPD, stripe bicycle lanes or edgelines on major streets where space is available. Particular care should be given in to connecting with the Chester Creek Trail and the Leiper-Smedley Trail, and to working with Chester City to connect with the East Coast Greenway. In areas where it is inappropriate to stripe bicycle lanes on the road, ensure that these roads do not form a barrier to bicycle travel.

Funding Sources:	PennDOT Surface Treatment Program TE Program CMAQ
Technical Assistance:	East Coast Greenway Alliance DCPD <i>Opportunities for On-Road Bicycle Facilities in Delaware County</i> (DVRPC, 2000) <i>Guide for the Development of Bicycle Facilities</i> (American Association of State Highway and Transportation Officials, 1999)

- 8-26 Work with school districts to encourage the Safe Routes to School Program.

Funding Sources:	Safe Routes to School Program TE Program CMAQ CDBG (where eligible) Private developers and businesses Borough funds Hometown Streets Program School district funds
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- Technical Assistance: DCPD
Delaware County TMA
DVRPC
PennDOT
Delaware Valley Bicycle Club
Bicycle Coalition of Greater Philadelphia
Friends of the Chester Creek Branch
School districts
- 8-27 Along with neighboring municipalities, look for shared use path opportunities and connections to existing recreational facilities, and strive to create shared use paths in green areas and future developments through negotiations with utilities. Make sure to facilitate non-automotive access to new and existing recreational facilities.
- Funding Sources: Utilities
Safe Routes to School Program
TE Program
CMAQ
CDBG (where eligible)
Private developers and businesses
Borough funds
Hometown Streets Program
DCNR
- Technical Assistance: DCPD
Delaware County TMA
DVRPC
PennDOT
Delaware Valley Bicycle Club
Bicycle Coalition of Greater Philadelphia
Friends of the Chester Creek Branch
Neighboring municipalities
- 8-28 Update zoning adjacent to existing or planned bicycle facilities to require bicycle parking and provision of access to developments.
- Funding Sources: William Penn Foundation General Grants
Borough funds
CDBG (where eligible)
- Technical Assistance: DVRPC
DCPD
Parking Standards (American Planning Association, 2002)

Pedestrian Facilities

The three Boroughs are reasonably pedestrian friendly. The older towns of Upland and Parkside are more densely developed than Brookhaven; thus, walking distances are shorter in these smaller Boroughs. Sidewalks exist on almost every street, making it safer to walk and encouraging residents to walk both to destinations and for exercise.

Upland

In Upland, many of the oldest sidewalks, especially the brick ones, need significant repairs. Many of these sidewalks are also overgrown with tall grass or vegetation. These include the sidewalks along portions of 2nd, Race, and Front Streets.

The level of motor vehicle traffic going through the intersection of Upland Avenue and Kerlin Street has likely dropped since the new Edgmont Avenue ramp to southbound I-95 opened in October 2005. Prior to the opening of this ramp, motorists headed to southbound I-95 had to travel to the Kerlin Street on-ramp. The Borough should monitor the traffic volumes at this intersection for comparison with traffic volumes prior to October 2005. If volumes have dropped off significantly, the intersection could be made more pedestrian friendly, perhaps with additional and more attractive crosswalks, removal of the no-pedestrian signs, and other amenities. This intersection is one of the least hospitable places in the three Boroughs for pedestrians to navigate.

The Borough should collaborate with the Delaware County Parks and Recreation Department to provide more attractive and functional pedestrian connections between the Borough and Camp Upland Park. For example, at 3rd and 6th Streets, where Upland residents most likely walk into the park to the playground, sidewalks or paved trails could be constructed to connect street sidewalks with the playground and other park facilities.

On the south side of Upland Avenue, east of Crozer-Chester Medical Center, brush and vegetation block the sidewalk. Since this is an important walking route between Edgmont Avenue and the hospital, the sidewalk should be kept clear of vegetation here.

Longer term, the proposed Chester Creek Trail (using the inactive Chester Creek Branch railroad line) may have an access point at Upland Road. If this is the case, the Borough should request that the Delaware County Solid Waste Authority (DCSWA) move its gate from near the intersection with Race Street back to the railroad bridge. The gate is closed on weekends, prohibiting access to Upland Road and the transfer station. However, if the trail comes to fruition, pedestrians and bicyclists will need to use Upland Road between Race Street and the railroad bridge to access the trail, and motorists will need to use it to access trail parking.

Locations where new sidewalks should be constructed to fill in missing links are listed in Appendix E – Locations for New Sidewalks.

Parkside

Parkside's sidewalk system is extensive and generally in good shape. Locations where new sidewalks should be constructed to fill in missing links are listed in Appendix E.

Brookhaven

As the Borough with the newest development, Brookhaven has a sidewalk system in relatively good condition. However, there are a number of locations where missing links should be constructed or where no sidewalks exist at all. These are listed in Appendix E. Additionally, the proliferation of curb cuts along major roads such as Edgmont Avenue leads to a less safe environment for pedestrians.

In order to provide a safe means for residents along Dutton Mill Road to walk to the Plaza 352 Shopping Center, crosswalks and pedestrian signals should be installed at the intersection of Edgmont Avenue and Dutton Mill Road. The intersections where Edgmont Avenue crosses Brookhaven Road and Coebourn Boulevard should also be examined for issues of pedestrian safety.

In lieu of a traffic light, pedestrian improvements should be made to the intersection of Edgmont Avenue and Forestview Road to improve safety for children walking to school.

Longer term, the proposed Chester Creek Trail may be constructed on the railbed of the inactive Chester Creek Branch railroad line, on the opposite side of Chester Creek from Brookhaven. If this occurs, the Borough should extend the Brookhaven Road sidewalk to Bridgewater Road and construct a new sidewalk along Bridgewater Road to the bridge over Chester Creek. The Borough should also extend the Chester Creek Road sidewalk to both Bridgewater and Dutton Mill Roads. This would provide Brookhaven residents with pedestrian access to the trail.

RECOMMENDATIONS

The Boroughs should:

- 8-29 Require property owners to construct sidewalks, and solicit grant funds to construct sidewalks at the locations indicated in Appendix E, in order to improve pedestrian safety, encourage walking, and increase access to important destinations.

Funding Sources:

Property owners
Boroughs' Capital Projects budgets
CDBG
TE Program
Safe Routes to School Program
STP

- 8-30 Ensure that property owners repair or replace any sidewalks in poor condition, so that residents can walk safely to nearby destinations without sustaining injuries.

Funding Sources: Property owners
CDBG
Borough funds
STP

Upland Borough should:

- 8-31 Work with PennDOT to redesign the intersection of Upland Avenue and Kerlin Street to be more pedestrian friendly.

Funding Sources: STP
TE Program
Safe Routes to School Program
Hometown Streets Program
Borough funds
CDBG

- 8-32 Work with the Delaware County Parks and Recreation Department to create more attractive and functional pedestrian entrances to Upland Park.

Funding Sources: Borough funds
Delaware County
TE Program
CDBG

- 8-33 Request that DCSWA relocate the gates on Upland Road at Race Street (currently closed on weekends) back to the railroad bridge when the proposed Chester Creek Trail is constructed.

Funding Source: DCSWA

Parkside Borough should:

- 8-34 Examine options for improving the safety of students crossing Edgmont Avenue and other nearby streets while walking to Parkside Elementary School.

Funding Sources: Safe Routes to School Program
TE Program
Hometown Streets Program
Penn-Delco School District
Borough funds
CDBG
STP

Brookhaven Borough should:

- 8-35 Work with PennDOT to make the intersection of Edgmont Avenue and Dutton Mill Road more pedestrian friendly, so that Brookhaven residents west of Edgmont Avenue can safely walk to the Plaza 352 Shopping Center.

Funding Sources: TE Program
STP
Shopping center owner and tenants
Borough funds
Middletown Township
CDBG

- 8-36 Require property owners to construct sidewalks, and solicit grant funds to construct sidewalks along Brookhaven, Bridgewater, and Chester Creek Roads to provide residents with access to the proposed Chester Creek Trail, pursuant to trail construction.

Funding Sources: Property owners
TE Program
Borough funds
CDBG
STP
Technical Assistance: Office of Housing and Community Development
(OHCD)
DCPD

- 8-37 Assess Borough Council's record of waiving sidewalk and curb connection requirements because of cost concerns, and explore grant options to finance sidewalk extensions as an alternative to homeowners bearing the brunt of the cost.

Funding Sources: CDBG
TE Program
Safe Routes to School Program
STP
Technical Assistance: OHCD
DCPD

TRANSIT SERVICE AND TRAVEL DEMAND MANAGEMENT

Objective 8-3: To provide alternate transportation options beyond the automobile and to reduce traffic congestion.

Transit Service

Currently, Brookhaven, Parkside, and Upland Boroughs are served by SEPTA bus route 117, which replaced various portions of former bus routes 116 and 119. As part of its fiscal year 2005 Annual Service Plan, SEPTA changed the routing of routes 117 and 119 and eliminated route 116. This plan focused on routes originating from the Chester Transportation Center. Service proposals were developed by SEPTA's Service Planning staff or were requested by local municipalities who desired changes. The changes for Brookhaven, Upland, and Parkside Boroughs were implemented in September 2004.

SEPTA bus route 117 travels on 15th Street from Chester City into Upland Borough. It then alternates between service up 22nd Street to Edgmont Avenue (the former route 116 route) and service through 6th Street, Bridgewater Road, and Brookhaven Road to Edgmont Avenue. Service then continues north on Edgmont Avenue from both alternates. Route 117 provides seven-day-a-week service, and the route connects the Chester Transportation Center in Chester City with Penn State University (Brandywine Campus) in Middletown. It serves the Crozer-Chester Medical Center in Upland, Plaza 352 in Brookhaven, the Elwyn train station on the R3 regional rail line, Granite Run Mall, Riddle Memorial Hospital, and Fair Acres Geriatric Center in Middletown. Route 117 connects with numerous routes at the Chester Transportation Center, including route 114 in Feltonville, and routes 110, 111, and 114 at Granite Run Mall.

As noted above, route 117 alternates between service up 22nd Street to Edgmont Avenue (the former route 116 route) and service through 6th Street, Bridgewater Road, and Brookhaven Road to Edgmont Avenue. Route 117 no longer goes down Mount Vernon Avenue and Brookhaven Road from Trimble Boulevard, as the former route 117/119 did. SEPTA abandoned portions of the route 116 line because of low ridership and replaced other portions with the rerouted 117 bus. Riders who boarded route 116 on Dutton Mill Road between Middletown Road and Concord Road no longer have bus coverage there, while the remaining portion of route 116 is covered by route 117. A small portion of route 119 has been abandoned. Riders who boarded on Brookhaven Road or Mount Vernon Avenue must now board on Edgmont Avenue or 6th Street. This distance is a short walk that should cause little inconvenience.

The latest ridership data is from 2003, when routes 117/119 and 116 served the three Boroughs. These numbers can be found in Tables 8-4 and 8-5. For a comparison, ridership data for route 117/119 north and south of the three Boroughs can be found in Tables 8-6 and 8-7. Ridership data includes those who boarded and those who disembarked at stops within the mentioned areas. Although points south of the Boroughs show greater ridership numbers, points north of the Boroughs show similar ridership numbers.

TABLE 8-4
SEPTA BUS ROUTE 116
Ridership in the Three Boroughs

Direction	Riders*
Northbound	
7/16/03	139
8/7/03	135
Southbound	
7/16/03	127
8/7/03	143

Source: SEPTA 2003

* Includes boardings and disembarkings

TABLE 8-5
SEPTA BUS ROUTE 117/119
Ridership in the Three Boroughs

Direction	Riders*
Northbound	
8/5/03	439
9/15/03	439
11/7/03	554
Southbound	
8/5/03	397
9/15/03	435
11/7/03	508

Source: SEPTA, 2003

* Includes boardings and disembarkings

TABLE 8-6
SEPTA Bus Route 117/119
Ridership North of the Three Boroughs

Direction	Riders*
Northbound	
8/5/03	442
9/15/03	480
11/7/03	623
Southbound	
8/5/03	407
9/15/03	428
11/7/03	533

Source: SEPTA 2003

* Includes boardings and disembarkings

TABLE 8-7
SEPTA Bus Route 117/119
Ridership South of the Three Boroughs

Direction	Riders*
Northbound	
8/5/03	1213
9/15/03	1307
11/7/03	1505
Southbound	
8/5/03	1157
9/15/03	1229
11/7/03	1552

Source: SEPTA 2003

* Includes boardings and disembarkments



Bus bench on Edgmont Avenue
exposed to the elements

SEPTA bus route 117 has some advertising benches in the three Boroughs, but few stops with bus shelters to protect riders from the elements as they wait for the bus. Upland Borough does have a bus shelter facility at the corner of 6th and Main Streets. Clear Channel Advertising provides bus shelters with concrete flooring and benches to municipalities. Several neighboring municipalities have taken advantage of the program and set aside the advertising revenue for open space acquisition.

The Task Force expressed an interest in improving access to rail transit for Borough residents, including the possibility of a new rail transit route connecting Chester City, the new casino, and the new racetrack with areas in the southwestern portions of the County. The Streetscape Issues section of this chapter discusses how the Boroughs might work towards increasing population density to make a rail line feasible. If residential densities increased in certain areas to support the operation of a new rail line, perhaps SEPTA could conduct a feasibility study to consider the possibility of reactivating the old Chester Creek Branch line.

Meanwhile, bus route 117 connects to the R3 regional rail line at Elwyn and to the R2 line at the Chester Transportation Center station stop. These connections presently allow residents to access the train via the bus. For those who wish to park and ride the regional rail lines, the Highland Avenue and Eddystone stations on the R2 line have good parking capacity. SEPTA also plans to restore service to the former Wawa station on the R3 line, which would include a new parking lot. This would free up spaces at the Elwyn station where there is currently a severe shortage of parking, and make driving to that station more attractive for area residents.

RECOMMENDATIONS

The Boroughs should:

- 8-38 Evaluate the routing and service frequency of SEPTA bus and rail routes in order to optimize service provision in the area.

Technical Assistance: DCPD
Delaware County TMA
SEPTA

- 8-39 Request that SEPTA install and/or post schedules and maps as a basic service for riders at bus stops and shelters. It would be helpful for riders who are not near a bus shelter to be able to view a laminated bus route map and schedule that is stapled to a telephone pole underneath the bus stop sign.

Funding Sources: SEPTA
Borough funds
Technical Assistance: DCPD
Delaware County TMA

Paratransit Service

The primary operator of paratransit services within Delaware County is Community Transit of Delaware County, Inc., a private, nonprofit organization based in Eddystone Borough. Trips are made on a “demand responsive” first-come, first-served basis. Most passengers schedule trips at least two or three days in advance. Rides are available Monday through Friday from 6:00 a.m. to 6:00 p.m., and on Saturdays from 7:00 a.m. to

4:00 p.m. Although Community Transit extends its transit service to all Delaware County residents, the vast majority of passengers participate in three key programs: SEPTA Customized Community Transportation (CCT), the Shared-Ride Program, and the Medical Assistance Transportation Program (MATP).

Under requirements of the ADA, SEPTA must provide comparable transportation service to people with disabilities who are functionally unable to use regular fixed-route transit for some or all of their transportation needs. In Delaware County, SEPTA's CCT is contracted to Community Transit. In order to be eligible for the CCT program, individuals with disabilities must complete an extensive application process and receive approval from SEPTA. Qualified CCT passengers may travel wherever SEPTA's fixed-route transit system operates.

Community Transit is also contracted to operate the County's Shared-Ride Program. This program allows senior citizens who are 65 years or older to use paratransit services for their transportation needs at a heavily discounted rate. The Pennsylvania State Lottery provides funding through a grant from PennDOT.

Finally, Community Transit operates Delaware County's MATP. This program offers free transportation to approved medical facilities for low-income individuals with serious medical conditions. The Pennsylvania Department of Public Welfare funds MATP, and county governments administer it. In order to qualify for the program, each applicant must complete an MATP application, which must also be certified by his/her physician. Special ACCESS cards are issued to qualified participants.

RECOMMENDATIONS

The Boroughs should:

- 8-40 Educate residents to ensure that they are properly informed of and enrolled in the appropriate paratransit or shared-ride programs.

Funding Sources:	Community Transit of Delaware County, Inc. SEPTA
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Travel Demand Management

Despite observed and perceived deficiencies in the transportation system, expanding the supply of roads is rarely possible. Elected officials and transportation agencies need to manage or reduce the demand for more roads. Strategies include public transit use, ridesharing, bicycling, walking, telecommuting, and compressed workweeks (four days instead of five in one week, or nine workdays instead of ten in a two-week period). The Delaware County TMA and DVRPC provide several travel demand management (TDM) programs that would be useful to Brookhaven, Parkside, and Upland Borough employers and employees.

For example, DVRPC and the TMA operate the Share-a-Ride carpool matching program. They also operate the TransitChek® program, an employer-provided tax-free fringe benefit that subsidizes employees' transit and vanpooling costs. The TMA administers a "guaranteed ride home" program for its members' employees who ride transit or carpool in the event that they need to get home during the middle of the workday for an emergency.

RECOMMENDATIONS

The Boroughs should:

- 8-41 Meet with employers and TMA staff to discuss carpooling, vanpooling, and the TransitChek® program to make ridesharing and transit use more attractive and work sites more accessible for existing and potential employees who do not have cars or who choose not to use them to get to work.

Funding Source:

Employer funding

Technical Assistance:

Delaware County TMA

DCPD

DVRPC

CHAPTER 9

ECONOMIC DEVELOPMENT

CHAPTER 9

ECONOMIC DEVELOPMENT

This chapter proposes specific goals and recommended actions to help maintain and grow the economies of Brookhaven, Parkside, and Upland Boroughs, including directing economic activity towards their ‘main streets’ or traditional commercial districts.

While economic development and growth is primarily a private sector activity, governmental policies and actions can influence private sector decisions, particularly business location decisions that will impact the Boroughs’ economic and fiscal health. The objectives and recommendations in this chapter will help the Boroughs support private sector activities and encourage businesses to choose the Boroughs as places to conduct their operations.

Attracting additional economic development to the area will require the Boroughs to assess and then promote their unique resources and assets. Based on Delaware County Planning Department (DCPD) business field surveys and a market analysis, inherent strengths and opportunities for the Boroughs include:

- General proximity and good road and transit access to Philadelphia’s Center City, downtown Chester, central and southern Delaware County, and the neighboring state of Delaware.
- Proximity to two major regional universities: Widener University, which has a growing technology park, and Penn State (Brandywine Campus).
- Proximity to Crozer-Chester Medical Center, a major regional medical center.
- A wide range of business types, from professional office to light industrial and from day-to-day service to specialty retail. This diversity can be used to promote the Boroughs as a distinct destination offering a variety of goods and services.
- A significant number of businesses have been in operation for many years, which is a sign of stability and strength (even in the face of relatively slow or no economic growth) that also demonstrates the proprietors’ commitment to the area.
- A variety in the architecture and age of the existing buildings and roads that helps differentiate each Borough, and provides opportunities to further diversify their economies as well as market each one’s unique characteristics.

Per the DCPD field surveys and market analysis, some of the challenges and constraints facing the Boroughs include:

- The Boroughs are older, suburban communities with little undeveloped land. This means new business growth must generally be achieved through the reuse or redevelopment of existing, aging commercial buildings and shopping centers or existing, vacant infill sites, all of which can lead to higher development costs than new construction on previously undeveloped land.
- The age and nature of the existing building stock and roads gives each Borough a different physical character. This presents a challenge when marketing and promoting development and redevelopment opportunities.
- Slow or no commercial growth over the last several decades in Upland and Parkside has led to relative economic stagnation. While this is not a crisis, efforts to maintain and increase business activities should be a priority.
- Lack of a consistent and cohesive visual environment has led to an arbitrary and sometimes haphazard character within the Boroughs' commercial areas. There are few unifying design elements that provide a visual identity for the area or signify each Borough as a distinct destination.

Based on these strengths and weaknesses, the following overall economic development goal for the Boroughs was developed:

GOAL: To identify and evaluate key businesses, developable parcels, and physical features that help define each Borough, and to support and promote these resources to increase economic vitality and reinforce and sustain community identity.

ECONOMIC BACKGROUND AND INDICATORS

The three Boroughs are mature suburban communities located within twenty miles of Center City, Philadelphia. These communities were primarily developed prior to World War II, or as part of the post-war housing boom of the 1950s, 60s, and 70s. Brookhaven contains the largest number of newer structures built in the 1980s and 90s. Brookhaven also continues to have the most new construction. Upland contains the greatest range in the age of its structures with homes and commercial buildings dating from the 18th, 19th, and early- to mid-20th century.

Over the past decade, there has been some loss of population (see Chapter 2 – Area Profile). From 1990 to 2000, the Boroughs' total population declined by 7.4%, a loss of over 1,000 residents. Brookhaven's population declined by 6.8%, Parkside's population declined by 5.4%, and Upland population declined by 10.7%. Additionally, Delaware Valley Regional Planning Commission (DVRPC) projections show continued population

declines through 2030, with the Boroughs losing 4.5% of their total population. Brookhaven's loss is projected to be minimal at 0.1%. Parkside is projected to lose 10.5% of its population, and Upland is projected to lose 11.7%. One reason for these population losses might be a perceived decline or stagnation in the "quality of life" among some residents.

Along with population decline, there was a slight increase in the unemployment rate over the past decade. As Table 9-1 shows, the Boroughs' unemployment rate increased slightly more than that of Delaware County and the Philadelphia, Pennsylvania-New Jersey metropolitan region. This is primarily due to increases in the unemployment rates of Brookhaven and Upland. In Brookhaven, the number of unemployed individuals jumped from 121 to 210, while in Upland the number increased from 88 to 125. Parkside's rate remained almost unchanged, declining by 0.1%

TABLE 9-1
UNEMPLOYMENT RATES, 1990 - 2000

Municipality	1990	2000	Change
Brookhaven	1.6%	3.2%	1.6
Parkside	2.6%	2.5%	-0.1
Upland	3.5%	5.7%	2.2
Three Boroughs Combined	2.5%	3.6%	1.1
Delaware County	2.9%	3.1%	0.2
Philadelphia, PA-NJ PMSA	3.7%	3.9%	0.2

Source: US Department of Commerce, Bureau of the Census, 1990 and 2000

Proposals for commercial construction between 2000 and 2005 show variation among the three Boroughs. In terms of square feet *proposed*, Upland came closest to the Delaware County municipal average of 273,067 square feet, with 226,555 square feet of commercial development proposed. This proposed square footage was for six new structures. Brookhaven and Parkside lagged significantly behind both Upland and the County municipal average with 38,998 square feet and 37,000 square feet proposed, respectively. In Brookhaven, the proposed square footage was for seven new commercial structures. In Parkside, the proposed square footage was for one new structure.

In terms of new residential construction, each Borough showed different levels of activity. From 2000 to 2005, the average number of residential units proposed for all Delaware County municipalities was 213. During that period, Upland exceeded this average with 306 units proposed. Brookhaven had 172 units proposed, which approximates the County average; however, almost all of them were proposed in 2005 with little activity in the previous years. Parkside had no residential units proposed during that time.

BUSINESS SURVEY AND MARKET ANALYSIS

To prepare this chapter and to develop an understanding of the economic base of the three Boroughs, a business survey and rudimentary market analysis were prepared. The

survey was conducted by DCPD staff observing the types of businesses located along the Edgmont Avenue corridor in Brookhaven and Parkside, and the Upland Avenue corridor in Upland. The strengths and challenges listed at the beginning of the chapter were identified based on this survey and the subsequent market analysis. This chapter's recommendations and strategies were also formulated based on this data.

The first step in the market analysis process was defining primary and secondary trade areas, or where people were coming from to spend their dollars in the study area. The findings indicated that residents spend the most money within their own municipal boundaries. Therefore, the primary trade area was defined as Brookhaven, Parkside, and Upland Boroughs. The secondary trade area comprises the surrounding Townships and Boroughs with residents who were the next most likely to spend their money in the three Boroughs. It includes Chester City, Chester Township, Nether Providence Township, Aston Township, Rose Valley Borough, and Middletown Township. Map 9-1, Retail Trade Area, displays these primary and secondary trade areas and their locations within the region.

Brookhaven

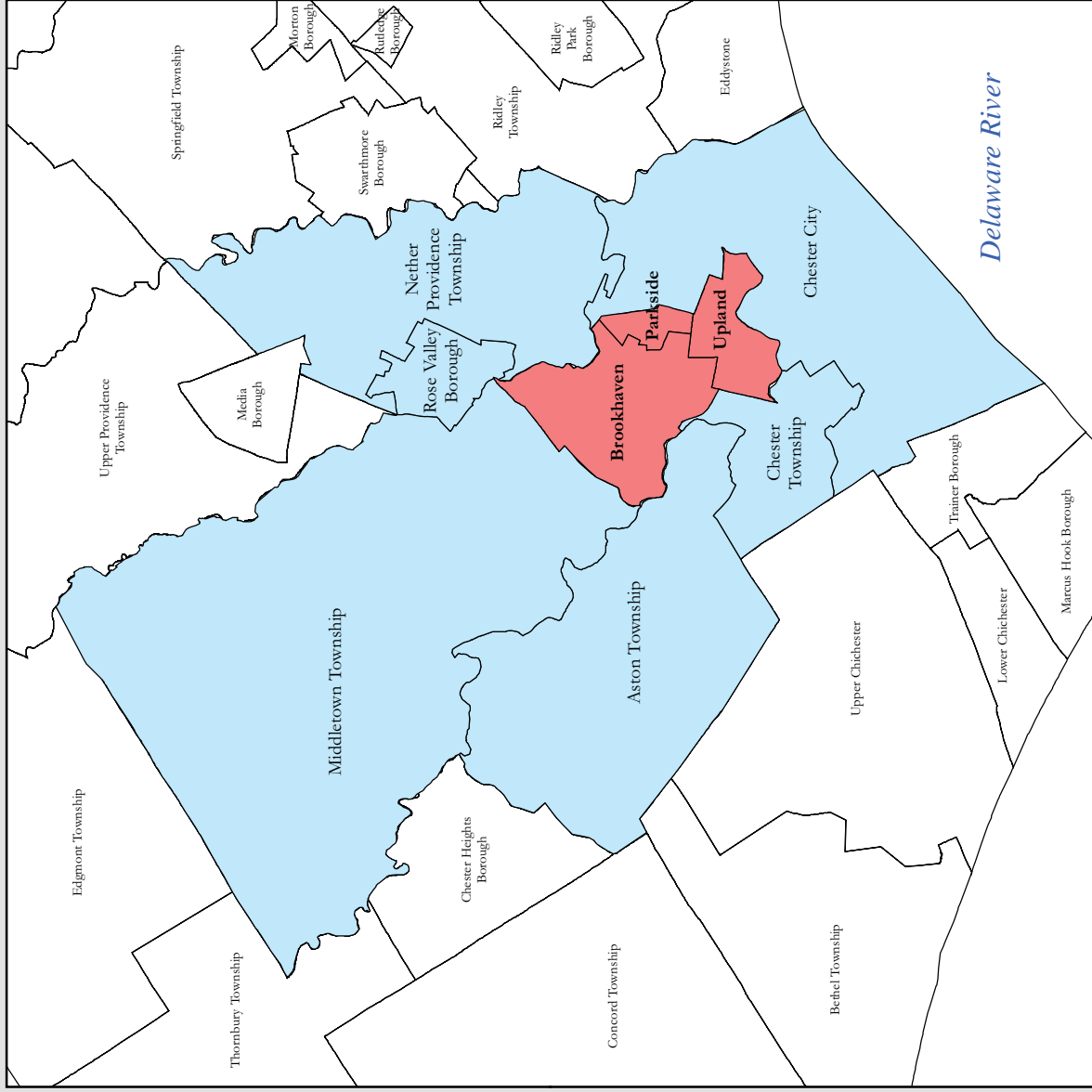
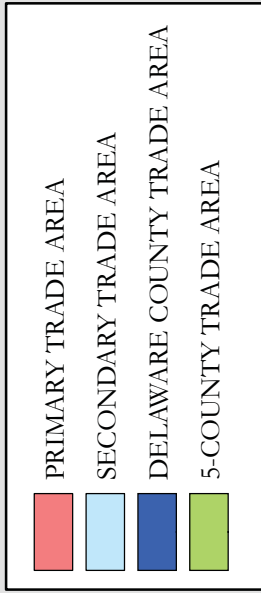
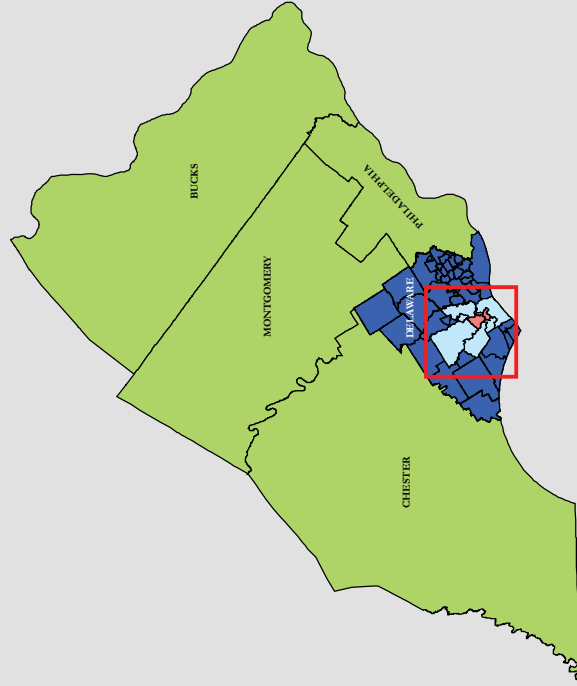
Commercial Building Stock and Development Pattern

The Boroughs' principal economic corridor is Edgmont Avenue, which contains a mix of primarily service and commercial businesses located in strip centers and stand alone buildings constructed in the 1960s, 70s, and 80s. While several new buildings have been constructed in the last fifteen years, the post-World War II building boom distinguishes the overall physical character of the Avenue. This post-World War II development pattern, which is based upon the prevalence of the automobile, has resulted in large building setbacks, many surface parking lots, drive-through businesses, and sizeable signage designed to reflect convenience and easy recognition from the street.



The Brookhaven segment of Edgmont Avenue is a heavily traveled commercial corridor, largely marked by day-to-day and convenience-based businesses. Most of the buildings were constructed during the post-World War II boom.

While the car-based commercial trend is still the dominant development model in America, early auto-era buildings will need to evolve in order to remain competitive in the region. It is important to understand that the Boroughs' competitive advantage is not as a large regional commercial "power center" in competition with newer, larger strip centers and big floor plate businesses such as Wal-Mart and Costco. In fact, Brookhaven is a successful local destination, catering to the day-to-day and scheduled service needs of its population and that of the surrounding Boroughs. The commercial building stock is ideal for locally owned businesses and chains that require small and mid-sized spaces, such as Payless Shoes, Wawa, Rita's Water Ice, and Giant Supermarket. Therefore,



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Delaware County
Planning Department
2006

Disclaimer
This map is for analytical purposes only. The reliability of this map depends on the accuracy of the underlying data sources which have not been verified.

- NOTES:**
1. USGS - Municipal Boundary
 2. PASDA - County Boundaries
 3. Delaware County Planning Department - Retail Trade Areas

Map 9-1
Retail Trade Area

Brookhaven, Parkside,
and Upland Boroughs,
Delaware County

Brookhaven will need to be cognizant of Edgmont Avenue’s business mix and the changing needs of customers who frequent these locations. Additionally, the provision of streetscape improvements by the Borough and more stringent signage regulations would attract more shoppers to the Avenue and help it to remain competitive.

Business Mix

As previously mentioned, Brookhaven businesses generally accommodate the day-to-day service needs of local consumers with grocery, drug, and convenience stores; dry cleaners; and take-out restaurants. The Borough also has a number of essential service businesses that generally require a scheduled appointment, such as doctors’ offices, haircutters, tax and insurance offices, and banks. In addition, there are some ‘lifestyle’ businesses that provide specialty or niche products such as a local farmer’s market and green grocer, several upscale dining businesses, and a health food and dietary supplement store. The presence of these businesses is an indicator that some residents and shoppers from other municipalities are looking for buying options consistent with discretionary income, based on the overall improvement in the standard of living since the mid- to late-1990s.



These sequential conceptual images of Easley, South Carolina show how a heavily traveled, four lane road can be made more friendly to pedestrians and cars while complementing existing buildings and businesses. In addition, the last photo indicates that the orientation and scale of new buildings can also have an effect on how a commercial corridor feels and is perceived by shoppers, employers, employees, visitors, and residents. If a place feels safe and inviting, people will be more likely to frequent and ultimately, spend money there (image courtesy of Arnett Muldrow Associates).

A business inventory that was conducted for the Brookhaven portion of Edgmont Avenue and commercial properties on adjacent streets found a total of 146 businesses. They are categorized in Table 9-2 using the North American Industry Classification System (NAICS) that is also used by the U.S. Census Bureau. The business inventory established that the three largest business categories in Brookhaven, in descending order, are retail, other services (repair and maintenance, personal and laundry, civic and professional organizations), and food services. This information reinforces the day-to-day and scheduled service-oriented position of the Borough’s businesses in the marketplace.

TABLE 9-2
BROOKHAVEN BUSINESS CATEGORY INVENTORY

Business Category	Number of Edgmont Avenue Commercial Corridor Businesses	Percentage of Edgmont Avenue Commercial Corridor Businesses
Retail	33	23%
Other Services (Repair & Maintenance, Personal & Laundry, Civic & Professional Organizations)	28	19%
Food Services	22	15%
Health Care & Social Assistance	16	11%
Finance & Insurance	15	10%
Professional, Scientific & Technical Services	9	6%
Real Estate, Rental & Leasing	8	5%
Construction	4	3%
Arts, Entertainment & Recreation	3	2%
Educational Services	2	1%
Administrative & Support Services	2	1%
Public Administration	2	1%
Wholesale	1	1%
Manufacturing	1	1%
Total	146	100%

Source: DCPD

Of these 146 commercial enterprises, 61% are locally owned. Franchises such as Rita's Water Ice and Burger King account for 22% of the businesses, and chains such as Wawa and K-Mart own 17% of the businesses. Brookhaven has achieved a healthy ratio of locally owned and/or operated businesses (83% = local + franchise) in relation to chain stores (17%). This balance is crucial, particularly since the market analysis revealed an estimated retail sales surplus of \$5,730,035 per year.¹ In other words, over \$5 million is spent in Brookhaven businesses above and beyond what residents' incomes can support.²

That is, people from outside the Borough are purchasing goods and services in stores along Edgmont Avenue, making the street a micro-regional destination that is dependent on the continued business of both Brookhaven residents and customers from surrounding municipalities. Since the Edgmont Avenue corridor offers a high percentage of day-to-day and scheduled services not offered in close-by municipalities, and because local proprietors operate the majority of businesses, the Borough serves a critical commercial demand in the south central region of Delaware County.

In addition, locally owned and/or operated businesses help keep money circulating in the local economy as profits are reinvested in locally owned businesses instead of being sent to a corporate headquarters outside of the region.

¹ All retail sales leakage and/or surplus data obtained from the University of Wisconsin-Milwaukee Employment and Training Institute Purchasing Power Profiles.

² The retail surplus in Brookhaven does not mean that there is not sales leakage from the Borough. It is possible that the surplus occurred because of Parkside and Upland shoppers patronizing Brookhaven businesses and compensating for some of the sales leakage from Borough residents.

Parkside

Commercial Building Stock and Development Pattern

As in Brookhaven, the main commercial corridor in Parkside, is Edgmont Avenue. Because the Borough developed later than Upland but earlier than Brookhaven, the community can be characterized as car-transitional. Largely constructed after the introduction of the automobile into American society during the early 20th century, the community is still oriented towards the pedestrian. When the majority of the Borough was built, very few people owned a car. Instead they relied on the Parkside trolley, walking, or even horse-drawn vehicles. This is reflected in the two-lane street, with sidewalks and buildings that are set close to the road. This development pattern helps slow traffic and provides an opportunity for the Borough and business owners to easily capture the attention of people passing through, whether they are walking, biking, riding the bus, or driving. This multi-modal character lends a ‘hometown’ feel to Parkside. It is strength that should be promoted in terms of business recruitment, retention, and redevelopment opportunities.



Historic buildings, a narrow street, and a traditional downtown feeling characterize Edgmont Avenue in Parkside. The hometown nature and physical character present an opportunity to promote the Borough as a destination, particularly for quality, friendly, and personalized service.

Some streetscape improvements such as pedestrian- and bike-friendly crosswalks, street plantings, and a community gateway would improve safety and the appearance of Parkside’s downtown. This could make the Edgmont Avenue corridor even more appealing to shoppers and residents. Façade improvements such as the addition of awnings, fresh paint, and new business signage are simple but visually and psychologically powerful ways to promote the business district, increase community pride, and attract customers.

Parkside shop fronts tend to be small, which makes them ideal choices for businesspeople looking to operate locally oriented commercial enterprises. Like Brookhaven, Parkside is successful as a local day-to-day and scheduled service destination. Parkside serves its population with a gas station, an automobile repair garage, a barbershop, several take-out eateries, and similar businesses. In addition, business-supply and support operations (e.g., Unique Medical Uniforms and Dragon’s Lair Printing) make up a significant proportion of Parkside enterprises. A few discretionary income operations, like La Maison de Maria Home Accessories, also dot the corridor. Each of the aforementioned business types is an

ideal match for the physical character of the Borough, and recruitment efforts for any vacancies should reflect and complement commercial enterprises of this size.

Business Mix

In contrast to Brookhaven, Parkside's business mix is entirely locally owned and/or operated (including franchises). Of the 28 businesses inventoried along Edgmont Avenue, the dominant Borough economy sectors are retail, other (hair salons, automotive repair and maintenance, tailors and dressmakers), and food services (see Table 9-3). Four out of nine businesses in the Other Services category are personal care services such as hair salons and barbershops that account for approximately 14% of Parkside's total businesses. Limited-service eating establishments such as LaSpada's and Phil and Jim's Steaks and Hoagies make up almost 18% of the total businesses in the Borough.

TABLE 9-3
PARKSIDE BUSINESS CATEGORY INVENTORY

Business Category	Number of Edgmont Avenue Commercial Corridor Businesses	Percentage of Edgmont Avenue Commercial Corridor Businesses
Retail	10	36%
Other Services (Repair & Maintenance, Personal & Laundry, Civic & Professional Organizations)	9	32%
Food Services	5	18%
Finance & Insurance	2	7%
Construction	1	4%
Manufacturing	1	4%
Total	28	100%

Source: DCPD

Market analysis, utilizing census data from the Employment and Training Institute's Purchasing Power Profile model, revealed that of the estimated \$7,246,858 total purchasing power of the residents in the Borough, \$6,274,837 per year is spent outside Parkside's boundaries. This is significant and indicates that the Borough could support more retail and service businesses based on its resident's disposable income. As the physical character of Parkside lends itself towards small convenience and business service-oriented commercial enterprises, new establishments should reflect and complement this type of business environment.

Upland

Commercial Building Stock and Development Pattern

Unlike Brookhaven or Parkside, Upland was developed before the invention of the automobile. Due to its age, it contains a variety of architecture and a strong historic character. The former mill town is a treasure trove of early stone industrial buildings that lend themselves nicely to conversion to modern commercial and residential uses. Also, Upland's location near Interstate 95 (I-95) offers a nearly unprecedented opportunity to grow the local economy if access to the highway is used as a focus of business

development. In addition, if flooding along Chester Creek could be further abated, the old mill buildings along the creek could become attractive candidates for mixed-use development and increased investment and occupancy.

Parcels and buildings of many sizes and uses exist in the community, providing a flexibility that many other communities could only hope to have. However, streetscape improvements such as pedestrian crosswalks, street plantings, and some street furniture (particularly at the intersection of Kerlin and Hill Streets and Upland Avenue, as suggested in the Delaware County Revitalization Program [formerly the Delaware County Renaissance Program] Planning Area 2 Action Plan) would help reinforce the viability of the community and provide a sense of arrival that would appeal to businesses, workers, and residents.

Business Mix

Again, Upland has a unique opportunity to capitalize on its historic resources to diversify its economic development. Coupled with existing businesses and supported by existing zoning, the Borough could further expand its business mix. An inventory of businesses, shown in Table 9-4, revealed that Other Services, such as repair and maintenance and professional services, made up the largest number of commercial enterprises, followed by retail and then food service. Automotive repair and maintenance enterprises make up the largest sub-segment of Borough businesses, accounting for nearly 26% of all commercial entities in Upland.

TABLE 9-4

UPLAND BUSINESS CATEGORY INVENTORY

Business Category	Number of Edgmont Avenue Commercial Corridor Businesses	Percentage of Edgmont Avenue Commercial Corridor Businesses
Retail	5	18%
Other Services (Repair & Maintenance, Personal & Laundry, Civic & Professional Organizations)	12	43%
Food Services	3	11%
Real Estate, Rental & Leasing	2	7%
Health Care & Social Assistance	1	4%
Construction	1	4%
Arts, Entertainment & Recreation	1	4%
Public Administration	1	4%
Manufacturing	2	7%
Total	28	100%

Source: DCPD

Like Parkside, Upland has high retail sales leakage. An estimated \$7,250,208 out of a possible \$8,546,236 per year total resident purchasing power is spent outside the Borough. Increasing service and retail businesses that capture sales or decrease leakage should be a priority.



The River Lofts at Ashton Mill in Cumberland, Rhode Island, is a successful example of how industrial buildings can be converted into more economically viable uses. This redevelopment project by Forest City Enterprises utilizes the adjacent river as an amenity and selling point for the residential units.

The Borough should consider providing incentives for local business start-ups and expansions. It should also consider actively recruiting regional franchises and chains that cater to the existing population. These types of businesses can often capture retail sales, which would increase the amount of sales tax obtained by Upland. Developers can also be strategic partners, as many will actively recruit businesses as part of a new development project.

In addition, the majority of parcels along Chester Creek are zoned as light industrial, which – coupled with the reasonable \$6 to \$12 per square foot rents currently sought for vacant space – could make these sites attractive to artists and arts-related businesses. In fact, several arts-oriented businesses already exist along the Chester Creek corridor, including a photography studio and a furniture reproduction shop. Focusing economic development activities towards these types of businesses coincides with existing zoning, as artists often look for industrial space because of their use of manufacturing machinery and supplies in the production of their craft. Artists also look for the physical flexibility of large spaces, which already exist in the former mill complexes along the creek. Artists generally seek live-work spaces as well, so a zoning overlay should be considered as part of a targeted recruitment effort by the Borough or Borough-supported entity. The historic character of the mill buildings is also a draw for these types of businesses, which could help revitalize the Borough by bringing in more sales tax revenue, residents, and visitors.

Along with more development along Chester Creek, the appearance of the intersection of Kerlin and Hill Streets and Upland Avenue should be improved as a gateway into the Borough, as proposed by the Revitalization Program Planning Area 2 Action Plan and as noted above. A number of properties in the vicinity are blighted and underutilized, contributing to a negative perception of the area and Upland as a whole. Conducting a blight certification survey would enable the Borough to have blighted properties redeveloped. Improving the appearance of the corridor and reshaping its mix of uses would allow Upland to more readily capitalize on its physical proximity to the Crozer-Chester Medical Center.



The “Upland Corner” intersection of Upland Avenue and Kerlin Street could serve as a gateway to the Borough with an improved streetscape and a mix of uses, including commercial development that caters to Crozer-Chester Medical Center employees and patients as well as the local community.

The Crozer-Chester Medical Center is a not-for-profit, tertiary-care teaching hospital located between Upland Avenue and I-95. The campus covers 68 acres in the eastern end of Upland and employs approximately 3,000 individuals with anticipated continued growth. The medical center is the largest employer in the three Boroughs; its parent company, Crozer Keystone Health System, is the largest employer in the County. The presence of a major regional medical facility in the Borough is a resource upon which Upland should look to build. The medical center brings a significant number of employees, patients, and visitors into the Borough. Annually, the hospital and related facilities treat 20,000 patients in addition to 46,000 emergency department patients.

Most of Crozer’s employees, patients, and visitors come from outside of Upland. There are only a few support businesses in the Borough that offer goods and services to the medical center, its employees, and visitors. This suggests an opportunity for increased commercial development and the capturing of consumer dollars by businesses within the Borough. Increasing services complementary to the medical campus (e.g., a copy center, an office supply store, new or reprogrammed restaurants, and gift shops) would help to support the hospital, the Borough, and its residents. Also, as traffic congestion worsens and commute times increase, marketing a minimal or no commute to the hospital through the provision of new housing might provide the Borough with an opportunity to slow or even reverse the 10.7% population loss of the last fifty years.

RECOMMENDATIONS

There are a variety of programs and techniques that can be used to stimulate new economic activity in a specific area. The various approaches can generally be classified as physical, administrative, or marketing. The physical approach attempts to stimulate economic activity and investment in businesses through improvements to buildings, infrastructure, or features of the natural environment. Physical improvements are often designed to enhance the image and appearance of buildings and infrastructure, thereby creating a more favorable impression of an area or district. Improvements to natural features are usually designed to address an environmental constraint that might be limiting any potential growth.

The administrative approach involves using a combination of public and private sector funds to implement new programs that have not previously been put into action in a particular municipality. This usually involves researching available state and federal government funds and programs, as well as funding opportunities from the private sector, and then working with program managers and local government outreach associates at state agencies, federal agencies, public sector foundations, and private sector foundations to implement the new programs.

Finally, the marketing approach involves using strategic planning to assess the strengths, weaknesses, opportunities, and threats facing a community and then promoting the community's existing and potential resources, other assets, and selling points. Information about the community is then strategically disseminated to an audience outside its own boundaries, which will hopefully help stimulate new economic development projects.

It is important to note that all three of these approaches can be found to varying degrees in the recommendations that follow. They are also reflected in the list of funding sources and technical assistance providers.

The Boroughs should:

- 9-1 Target historic business districts and established town center areas for redevelopment and revitalization. Consideration should be given to using the Main and Elm Street Programs, which are designed to help stimulate business activity and improve the character of residential areas.

Funding Sources:	Community Development Block Grants (CDBG) Department of Community and Economic Development (DCED) Main Street and Elm Street Programs
Technical Assistance:	DCPD Pennsylvania Downtown Center National Trust Main Street Program

- 9-2 Identify vacant or underutilized commercial or industrial sites for adaptive re-use. Consider creating redevelopment plans that take advantage of the historic character of these places and the surrounding environs. New development should complement, not overshadow, the present physical and business environments.

Funding Sources: Housing and Redevelopment Assistance Program
Industrial Sites Reuse Program
Technical Assistance: Act 2 Land Recycling Program

- 9-3 Improve the entrances or gateways into the Boroughs by more clearly distinguishing them. Improve directional signage into the Boroughs both on and in the vicinity of I-95.

- 9-4 Recruit a variety of professional and office-based businesses that will diversify the existing business mix. Integrating all types of commercial enterprises into the economy of the three Boroughs will strengthen their positions in the region and help them insulate from market downturns and changing consumer preferences.

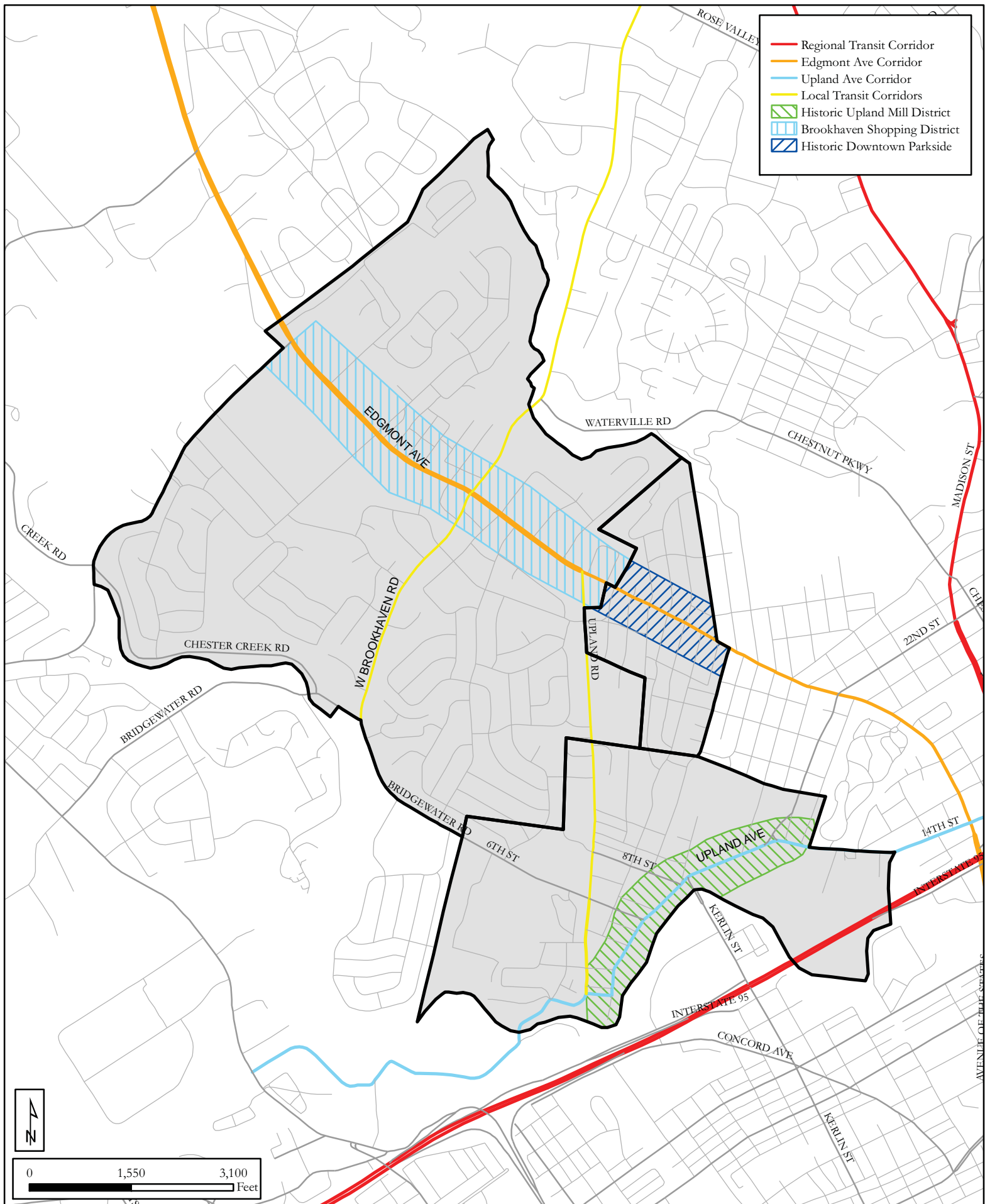
Funding Source: New Markets Tax Credits
Technical Assistance: DCPD
Delaware County Commerce Center

- 9-5 Consider developing a joint marketing and business recruitment package that would outline:

- Any municipal and state incentives such as tax abatements and credits, grants, or low interest loans for businesses locating or expanding in the area
- Key strategic geographic and infrastructure features of the area
- Non-monetary amenities such as ample parking, waterways, recreational and heritage opportunities, and dining and shopping

Map 9-2, Commercial Districts and Access, shows one manner in which the commercial districts of the Boroughs might be designated and described.

Funding Sources: DCED
Small Business Administration
Technical Assistance: DCPD
Delaware County Commerce Center
Pennsylvania Downtown Center



Brookhaven,
Parkside, and
Upland Boroughs

Map 9 - 2
Commercial District Areas

NOTES:
1. USGS - County and Municipal Boundary
2. PennDOT - Roads
3. Delaware County Planning Department - Water Features
and Commercial Districts

Disclaimer
This map is for analytical
purposes only. The reliability
of this map depends on the
accuracy of the underlying
data sources which have not
been verified.



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2006

Brookhaven and Parkside Boroughs should:

- 9-6 Develop a joint Edgmont Avenue Corridor Improvement Task Force to develop strategies for recruiting new businesses and retaining existing ones along the corridor, and improving the overall appearance of the corridor through Brookhaven and Parkside.

Funding Source: CDBG
Technical Assistance: Delaware County Commerce Center

- 9-7 Pursue joint funding for the planning and development of coordinated streetscaping improvements along Edgmont Avenue. The provision of new sidewalks, paving, street trees, furnishings, and lighting along this corridor would create a more welcoming environment and help attract additional businesses and shoppers.

Funding Sources: DCED Main Street and Elm Street Programs
Transportation Enhancements (TE) Program
Home Town Streets Program

- 9-8 Amend existing zoning ordinances with new regulations to improve the appearance and consistency of signage, landscaping, parking, and access to businesses.

Technical Assistance: DCPD

- 9-9 Encourage the reverse subdivision of existing small lots where possible when redevelopment occurs, to accommodate the space needs of modern businesses that often require larger floor areas and off-street parking.

Funding Source: DCED Main Street Program
Technical Assistance: DCPD

Brookhaven Borough should:

- 9-10 Consider initiating a ballot referendum that would allow Borough residents to vote on whether to allow restaurants to serve liquor within the Borough limits.

Upland Borough should:

- 9-11 Continue to pursue the funding and implementation of Phases 2 and 3 of the Chester Creek Flood Abatement Pilot Project, as outlined in the Revitalization Program Planning Area 2 Action Plan and the Floodplain Report for the Chester Creek Flood Abatement Project that was prepared by Catania Engineering Associates, Inc. Effective flood control measures could prevent future small-scale

flooding events and might encourage additional investments and revitalization of the former mill and other buildings along the creek and the Upland Avenue corridor in general.

Funding Sources: Floodplain Land Use Assistance Program
National Flood Insurance Program
Technical Assistance: Borough Engineer

- 9-12 Expand and diversify economic activity along the Upland Avenue corridor and improve the physical appearance of the area, specifically the intersection with Kerlin Avenue and 8th and Hill Streets. This could be achieved through a combination of revisions to Borough zoning, stricter enforcement of the Borough building and property maintenance codes, property rehabilitation, and real estate redevelopment activities.

Funding Sources: Growing Greener II
CDBG
Technical Assistance: DCPD

- 9-13 Work with the Crozer-Chester Medical Center and Widener University to utilize low interest loans and grants now available to businesses in Upland as part of the recently designated Keystone Innovation Zone in Chester City and adjacent localities.

- 9-14 Consider designating a redevelopment area along a portion of the Upland Avenue corridor to provide the Borough with the option of acquiring and redeveloping blighted properties in the area, improving their appearance, and adding to the tax roll.

Technical Assistance: DCPD

- 9-15 Pursue redeveloping the Upland Corner site at the intersection of Upland Avenue and Kerlin Street, as outlined in the Revitalization Program Planning Area 2 Action Plan.

Funding Source: Business in Our Sites Fund
Technical Assistance: Delaware County Redevelopment Authority

CHAPTER 10

LAND USE

CHAPTER 10

LAND USE

The three Boroughs are established suburban communities whose characters are determined, to a large extent, by the present uses to which their land is devoted. The fact that the Boroughs are almost fully developed limits new planning proposals. Land use planning emphasis should, therefore, be on preserving existing desirable development, ensuring that new development and redevelopment is compatible with the existing, and generally enhancing community character by establishing effective guidelines and controls concerning design, access, landscaping, screening, signage, the environment, walkability, and property maintenance.

The chapter opens with an inventory of existing land uses and then offers proposals for future land uses. Next, ‘critical parcels’ and key redevelopment opportunities within the Boroughs are identified. Recommendations for land use and zoning ordinance revisions are then identified. This chapter also includes a discussion of the relationship between the future land use and zoning maps, an explanation of the relationship of this plan to plans of adjacent communities, and an outline of the consistency mandates contained in the 2000 amendments to the Municipalities Planning Code (MPC). The various objectives and recommendations found herein represent a coherent approach to addressing the existing and future land use needs of all three Boroughs.

GOAL: To maintain the Boroughs as attractive, stable, and blight-free residential communities that offer a mix of housing, service, recreational, and leisure options, and to revitalize the Edgmont Avenue and Upland Avenue corridors through coordinated zoning, streetscape, and economic development initiatives.

EXISTING LAND USE INVENTORY

Area Distribution

In the spring of 2005, Delaware County Planning Department (DCPD) staff conducted a windshield survey of the existing land uses in Brookhaven, Parkside, and Upland Boroughs. Table 10-1 shows the distribution of uses throughout the area. A brief description of each general category of use, along with the combined amount of acreage of each category found in the three-Borough area, follows.

**TABLE 10-1
THREE BOROUGH'S EXISTING LAND USE, 2005**

Land Use	Brookhaven		Parkside		Upland		Three Borough Total	
	Total Acreage	Percent	Total Acreage	Percent	Total Acreage	Percent	Total Acreage	Percent
Single-family Detached	513.3	46.5%	53.7	41.0%	70.5	16.6%	637.5	38.4%
Single-family Semi-Detached	4.9	0.4%	23.6	18.0%	42.1	9.9%	70.6	4.3%
Single-family Attached	30.9	2.8%	6.4	4.9%	30.7	7.2%	68.0	4.1%
Multi-family	1.8	0.2%	3.0	2.3%	0.3	0.1%	5.1	0.3%
Apartment	45.3	4.1%	1.2	0.9%	2.2	0.5%	48.7	2.9%
Office	5.3	0.5%	0.1	0.1%	1.9	0.4%	7.3	0.4%
Mixed Use	3.1	0.3%	1.5	1.1%	3.1	0.7%	7.7	0.5%
Commercial	77.1	7.0%	1.3	1.0%	14.8	3.5%	93.2	5.6%
Light Industrial	1.0	0.1%	0.0	0.0%	12.5	2.9%	13.5	0.8%
Heavy Industrial	0.0	0.0%	0.0	0.0%	3.9	0.9%	3.9	0.2%
Institutional	65.6	5.9%	6.1	4.7%	93.0	21.8%	164.7	9.9%
Cemetery	8.7	0.8%	0.0	0.0%	0.0	0.0%	8.7	0.5%
Recreation	26.7	2.4%	0.1	0.1%	65.2	15.3%	92.0	5.5%
Open Space	33.7	3.1%	5.3	4.0%	0.0	0.0%	39.0	2.3%
Roads	185.5	16.8%	27.5	21.0%	54.4	12.8%	267.4	16.1%
Utility/Railroad/Parking	27.6	2.5%	0.8	0.6%	15.3	3.6%	43.7	2.6%
Vacant	73.7	6.7%	0.5	0.4%	15.8	3.7%	90.0	5.4%
TOTAL	1104.2	100.0%	131.1	100.0%	425.7	100.0%	1661.0	100.0%

Source: DCPD field surveys, 2005, and Delaware County Board of Assessment parcel data

Residential

829.9 acres or 50% of the three-Borough land area

The classification of residential uses was broken into five categories, based on the intended number of units in each type:

- | | |
|---|---|
| a. Single-family detached (single) | - One family per unit/parcel |
| b. Single-family semi-detached (twin) | - One family per unit/parcel; two units per structure |
| Two-family detached (duplex) | - One family per unit; two units per parcel/structure |
| c. Single-family attached (row/townhouse) | - One family per unit/parcel; three + units connected by vertical party walls |
| d. Multi-family | - One multi-unit structure (six units maximum) |
| e. Apartment | - Designed as such with common tenant features (seven or more units) |

Based on the land use survey results, the single-family detached category represents by far the largest land use within the Boroughs, accounting for 38.4% of all land in the study area. When combined with the other residential use categories of detached, semi-detached, multi-family, and apartments, residential use accounts for approximately 50.0% of the total land area of the Boroughs.

Roads 267.4 acres or 16.1% of the three-Borough land area

This category includes all locally, state, or federally owned paved roads that pass through any portion of the three Boroughs.

Institutional 164.7 acres or 9.9% of the three-Borough land area

Institutional use includes all municipally owned properties, fire stations, churches, not-for-profit historic and cultural facilities, and public and private schools. This category represents the third most predominant type of land use in the Boroughs.

Recreation and Open Space 131 acres or 7.8% of the three-Borough land area

These two categories include all parks, playfields, and passive open space areas such as fields and wooded areas. Combined, they are the fourth most predominant type of land use in the Boroughs.

It is noteworthy that the third and fourth most predominant types of land use are institutional and recreational/open space. The predominance of institutional uses suggests that the three Boroughs have a geographic location and market characteristics that both public and private entities find desirable. Combined with the high percentage of recreational uses, this suggests that there are ample facilities and amenities for the residents of the Boroughs. These facilities and amenities are important features of today's livable communities and are strengths that the Boroughs can and should further develop and promote.

Commercial, Office, and Mixed Use 108.2 acres or 6.5% of the three-Borough land area

For the purpose of this plan, commercial land use includes both retail and service entities. Mixed use generally includes a combination of commercial, office and/or residential. However, a mixture of retail, service, office, and public uses without a residential component can also be classified as mixed use.

Vacant 90.0 acres or 5.4% of the three-Borough land area

It is important to note that the vacant category includes substantial acreage along the Ridley and Chester Creeks in Brookhaven that is undeveloped and will likely remain so due to its location within the creeks' 100-year floodplains. However, the Task Force decided that undeveloped or open space lands that were not specifically municipally owned should be classified as vacant.

Utility/Railroad/Parking 3.6 acres or 2.6% of the three-Borough land area

This category includes all gas, electrical, water lines; sewer transmission lines, pipes, substations, processing facilities, and storage facilities; rail tracks and related facilities; and public or private freestanding surface parking lots.

Light and Heavy Industrial 17.4 acres or 1.0% of the three-Borough land area

This category includes all freestanding establishments, industrial parks, and flex facilities.

Cemetery 8.7 acres or 0.5% of the three-Borough land area

This category consists of the Ohev Shalom Cemetery in Brookhaven.

Individual Borough Distributions

Brookhaven

At 1.7 square miles, Brookhaven is the largest of the three Boroughs. It is more than twice the size of Upland and many times larger than Parkside. As shown in Table 10-1, the single-family detached category is the predominant land use at 46.5%. In fact, over 75% of all single-family detached homes in the three Boroughs are located within Brookhaven. The land use categories with the next highest percentages are commercial at 7.0% and vacant at 6.7%. As noted above, the percentage for vacant includes parcels within the 100-year floodplains of the Ridley and Chester Creeks, where development is severely restricted. However, these are parcels the Borough might want to consider acquiring so that they can be officially designated as open space/conservation areas.

After vacant, the next two highest percentage land use categories are institutional with 5.9% and apartments with 4.1%.

Parkside

At .2 square miles, Parkside is the smallest of the three Boroughs. As shown in Table 10-1, the single-family detached category comprises the largest land use within the Borough, accounting for 41% of all uses. The next highest category is single-family semi-detached at 18.0%. Parkside is the only Borough that has this significant a concentration of this housing type. The next highest percentage land use is single-family attached category at 4.9%. Overall, residential uses account for over 80% of all land uses within the Borough, making Parkside the most residential community of the three Boroughs.

The next highest percentage land uses are institutional, open space, multi-family, and mixed use. Compared to the other two Boroughs and the area as a whole, Parkside is the leader in mixing uses within it borders. This is a positive condition that should be continued.

Upland

At .7 square miles, Upland Borough is more than three times as large as Parkside. As indicated in Table 10-1, the Borough's largest land use category is institutional at 21.8%. This percentage undoubtedly reflects the prominence and size of the Crozer-Chester Medical Center and its associated buildings and land. This high percentage also suggests that its presence is one the Borough should try to leverage for purposes of economic development.

The land use categories with the next highest percentage are single-family detached at 16.6%, recreation at 15.3%, roads at 12.8%, single-family semi-detached at 9.9%, and single-family attached at 7.2%. At 15.3%, the recreation category reflects the presence and size of the County-owned Upland Park. It is an asset to the Borough that should be preserved, used to promote economic development where possible, and used to market the Borough as a quality place to live. The relatively high percentages of single-family semi-detached and single-family attached housing reflect Upland's more urban character relative to Brookhaven and Parkside.

FUTURE LAND USE MAP AND RECOMMENDATIONS

Future Land Use Categories

The Future Land Use Map (FLUM), located at the end of this document, is the fundamental component of the comprehensive plan. It is intended to provide a general framework for guiding the Borough Councils' decisions concerning land use and community development. It is cognizant of the patterns of existing development but not constrained by them.

Recommendations for future land use are the essence of the comprehensive plan. These proposals indicate the type of land use determined to be most appropriate for the respective parcels or land areas. These recommendations are based on factors that include existing land use patterns; size, shape, and slope of the parcel; traffic volume and accessibility; floodplain; condition of existing structures; and other considerations.

The FLUM is not a zoning map. It is a comprehensive planning tool designed to assist the Boroughs in their planning and zoning efforts. Because the FLUM is based on studies of factors such as adjacent land use, zoning, topography, and access, it justifies a zoning map that is generally consistent with the FLUM. Therefore, a zoning map that is based on a well-conceived FLUM has a much stronger legal standing and validity than one not based on a comprehensive study.

The following categories are conceptual groupings displayed on the FLUM. They should provide the basis for any zoning ordinance revisions enacted after the completion of this plan (see Future Land Use Map). As indicated on the map, they show general locations for a range of uses; specific uses permitted and their locations will be indicated in any future revisions to the zoning ordinance and map.

These designations refer to a range of appropriate potential uses or activities. For example, the Civic Activity Center designation includes municipal, institutional, recreational, or other similar uses. Similarly, the Pedestrian-oriented Corridor group includes retail, office, service, apartments, and similar uses. Residential future land use categories can include home businesses, residential conversions, community residential facilities, and residentially based day care facilities in addition to the principal residential uses.

Descriptions of the categories on the FLUM are:

Residential Uses

1. Low-density Residential

These areas are proposed mainly for single-family detached dwellings at a density of *less than 6 units per acre*. The largest concentration of this type of housing is found in Brookhaven, south of Edgmont Avenue to the east and west of Brookhaven Road. Some additional, much smaller areas are also found north of Edgmont Avenue bordering Parkside, and in the northwest corner of the Borough adjacent to the Cambridge Estates townhouse community. A small number of single-family detached dwellings are also located in Parkside, south of Norfolk Lane. A small number are located in Upland in the northwest portion of the Borough that borders Brookhaven.

2. Medium-density Residential

These areas are proposed for residential development at a density range of *between 6 and 12 units per acre*. They generally consist of semi-detached and attached (row) homes. This type of housing is found throughout Parkside and Upland. In Brookhaven, it can be found primarily at the Cambridge Estates and Victoria Woods developments, in the northwest corner of the Borough.

3. High-density Residential

These areas are proposed for multi-family housing and apartment complexes with a density *greater than 12 units per acre*. These dwellings can be found in the Camelot Court and Trimble Run communities in southeastern Brookhaven, and in the very large Cambridge Square apartment community in the northwest corner of the Borough. In Upland they are located south of Bridgewater Road and west of Upland Street. The few that exist in Parkside are located both north and south of Edgmont Avenue.

Nonresidential Uses

1. Pedestrian-oriented Commercial

These areas are proposed mainly for pedestrian-oriented commercial establishments located along major roads. These establishments include convenience stores, pharmacies, food stores, restaurants, variety stores, and service-oriented uses such as barber shops and dry cleaners. Offices may be included as secondary uses. Apartments or other high-density dwellings may be near or above the stores, other commercial establishments, and professional offices. These establishments are intended to serve customers mainly from nearby neighborhoods.

As shown on the FLUM, the principal areas proposed as Pedestrian-oriented Commercial are portions of Edgmont Avenue in Brookhaven between Cambridge and Garrison Roads, and scattered parcels in Upland fronting on Upland Avenue between 5th and Hill Streets.

2. Auto-oriented Commercial

Uses in this category include commercial establishments, both in the form of shopping centers and independent retail stores and personal service shops. Rite Aid and CVS stores are examples of uses in this grouping. These establishments serve customers from the local area and nearby towns as well as some through customers. This category also includes heavier general commercial uses such as auto repair shops, gas stations, and car washes.

Areas where these uses are proposed on the FLUM include the northern and southern ends of Edgmont Avenue in Brookhaven. In Upland, this use is proposed for the vicinity of 2nd Street and Upland Avenue where the Upland Diner is located, and between Hill and 24th Streets where the Upland Plaza Shopping Center is located.

3. Town Center

Areas that are centrally located, compact, and characterized by a mix of uses are included in this classification. These areas are designed to function as hubs of local commercial, residential, and civic activity. Uses include retail, service, restaurant, apartment, or other high-density residences. Municipal, recreational, or other civic activities are also included.

This designation is proposed for Edgmont Avenue from Garrison Road to Elbon Road, in Parkside. It includes the new elementary school and associated facilities and the new municipal building and public works garage.

4. Civic Activity Center

This designation identifies centrally located use groupings that may include civic, institutional, municipal, residential, and recreational uses. Examples of these facilities are municipal buildings, civic centers, libraries, fire and police stations, post offices, parks and recreational areas, plazas, and similar community-oriented uses. Nearby schools or churches may also be considered part of this category.

In Brookhaven, areas in this category are proposed for the intersection of Edgmont Avenue and Brookhaven Road, comprising the Brookhaven municipal complex and the Memorial Garden along Cambridge Road. In Upland, uses in this category are proposed for the Borough municipal building property, the adjacent Bristol Lord Field, the Main Street Elementary School, and the former Reese Army Reserve facility on 24th Street.

5. Mixed Use

This category encompasses a mix of general commercial and light industrial/flex uses with some retail and commercial service, office/professional, and apartment uses. This use grouping is proposed for the area containing the old mill buildings along Chester Creek in Upland (including the Crozer Enterprise Center) and at the intersection of Upland Avenue and Kerlin Street.

6. Industrial Park/Flex Development

This category is proposed for Upland Borough between Upland Avenue and Chester Creek, south of Front and Race Streets to the creek bridge at Incinerator Road. Warehousing, distribution, light assembly, and manufacturing as well as limited heavier industrial uses are envisioned for this area.

7. Institutional

This category includes individual community facilities such as schools, churches, municipal buildings, and libraries that are not clustered, as they would be in the Civic Activity Center designation.

8. Recreation

This category encompasses areas proposed for parks and recreational areas.

9. Open Space

This category comprises areas proposed for conservation and open space.

10. Cemetery

This category consists of the Ohev Shalom Cemetery in Brookhaven.

11. Roads and Expressways

This category denotes streets, highways, and the Interstate 95 (I-95) expressway.

12. Utilities, Railroads, and Parking

This designation includes water, sewer, and natural gas facilities; railroad tracks and other rail facilities; and surface parking lots or decks.

Critical Parcels

Although the FLUM shows the recommended future uses for all properties in the three-Borough area, there are certain critical parcels whose current vacant or underutilized status, location, size, or other characteristics make their future development particularly important to the Borough where they are located, and perhaps to the entire study area. In this largely developed area, it is important to identify parcels that are expected to have a particularly strong impact. Table 10-2 identifies these critical parcels and lists their location, acreage, present use, and proposed use.

**TABLE 10-2
CRITICAL PARCELS, 2006**

Parcel	Location	Acres	Present Use	Proposed Use
<u>Brookhaven</u>				
Chester Water Authority	Edgmont Ave. and Coebourn Blvd.	49.3	Recreation	Recreation
Chester Creek Road	Chester Creek Road	10.7	Vacant	Open Space
Christian Academy	Lister Street and Lancelot Place	15.2	Institutional	Institutional
Brookhaven Baptist	Edgmont Avenue	3.7	Institutional	Inst/recreation
<u>Parkside</u>				
Former Main St. School	Edgmont Avenue at Forestview Rd.	4.1	Institutional	Recreation
Former gas station site	Edgmont Avenue at Elbon Road	0.4	Vacant	Inst./Comm.
Parkside Methodist	Edgmont Avenue at Roland Road	0.5	Institutional	Institutional
<u>Upland</u>				
Crozer Medical Campus	Upland Avenue & Seminary Avenue	55.1	Institutional	Institutional
Former Bell Estate	24 th Street	11.4	Residential	Institutional
Former Reserve Facility	24 th Street	5.0	Institutional	Civic Act. Ctr.
Upland Park	6 th Street	24.3	Recreation	Recreation
Upland Corner	Kerlin Street and Upland Avenue	0.8	Storage/Light Ind.	Retail

Source: DCPD and Comprehensive Plan Task Force, 2006

RECOMMENDATIONS

The Boroughs should:

- 10-1 Review the existing zoning of each critical parcel listed in Table 10-2 to ensure that it is consistent with the proposed future use. The Boroughs should proactively rezone those parcels that are not presently compatible with the proposed use.

Technical Assistance: DCPD
Borough Engineers

NONRESIDENTIAL LAND USE PRACTICES AND PROBLEMS

Objective 10-1: To revitalize commercial areas by rehabilitating or demolishing deteriorating and vacant structures, improving the streetscape along major roads, and attracting new businesses to the three Boroughs.

Vacant and Abandoned Commercial Structures and Lots

In the spring of 2005, DCPD conducted a land use survey of the three Boroughs as well as a more in-depth survey of commercial uses along Edgmont Avenue in both Brookhaven and Parkside, and Upland Avenue in Upland. Based on the results of these surveys, there were not a large number of vacant buildings or unused parcels of land in the two commercial corridors. However, the existing vacancies were located in highly visible and strategically important locations, which amplified their impact on the corridors. Additionally, the exteriors and surrounding sites of a number of commercial structures in the corridors exhibited some signs of deterioration and a general lack of upkeep and maintenance.

In Upland, the key vacancies were located at the southeast corner of Upland Avenue and Kerlin Street, known as Upland Corner; the former Concord Plywood site located at the northeast corner of the same intersection; and the triangle intersection of Upland Avenue and 8th Street. All of these sites are located in the Upland Avenue and Kerlin Street four-points intersection, a principal gateway into the Borough. The Upland Corner location is essentially a junkyard; it is primarily used for the unorganized storage of used construction supplies and equipment. The former Concord Plywood site has been converted, in name, to an industrial park. However, it appears to be mostly vacant. The former main retail building is unoccupied and deteriorating. Additionally, the site contains an ugly, poorly placed fence that severely detracts from any visual appeal the site and surrounding area might have. The triangle at 8th Street and Upland Avenue, another major problem, contains the vacant building that formerly housed the Upland Auto Parts Shop and a pharmacy, a small vacant building adjacent to it on the Upland Avenue side, and a boarded-up structure behind that on 8th Street. The unused parcel up the block on 8th Street was formerly a Borough park and tennis court. It was vacant at the time of the survey but has subsequently been converted to a mini-storage facility.

As noted above, the Kerlin Street and Upland Avenue intersection and vicinity is a major gateway into Upland from Chester. Visitors and residents entering and leaving Upland, as well as those passing through to use the Kerlin Street on-ramp to I-95 South, see these dilapidated and blighted sites, which creates to a negative impression. Additionally, some of the active businesses at the intersection and surrounding area show signs of a lack of maintenance and upkeep, which further contributes to negative perceptions of the area.

In Parkside, the one key vacancy is a lot at the corner of Edgmont and Elbon Avenues. It contains the vacant and abandoned building of the former Parkside Auto Repair Shop. Because there also used to be a gas station at the site, redevelopment of the parcel will require the remediation and removal of the underground gas tanks. As is the case in Upland, this unused lot occupies an important and highly visible location along the Borough's major commercial corridor, one block away from the new elementary school, the new municipal building, and the new Wesley Coale Memorial Park. Its continued vacancy creates a negative visual impression for the corridor. The longer it remains vacant, the more pronounced this impression becomes.

In Brookhaven, there are a number of vacancies on Edgmont Avenue. These include vacancies in the Cambridge Court Shopping Center, which formerly housed the Comcast Cable and Jackson-Hewitt tax service offices. Further south on Edgmont, between Maple Avenue and Ridge Road, the Carman's commercial strip building and the former Brookhaven Fire Company building both sit vacant. A vacant, boarded-up Dairy Queen drive-up stand sits between the former Wawa and the Bargain Vehicle Rental on the south side of Edgmont Avenue. The former Don's Deli site, which was vacant at the time of the survey, has since been redeveloped as a Pat's Pizzeria restaurant. This is an excellent addition to the business mix along the corridor. Additionally, the vacant Friendly's in the Cambridge Court Shopping Center was redeveloped as a bank.

The Boroughs need to evaluate and determine whether to reuse or demolish these and other vacant and/or abandoned buildings. The Delaware County Revitalization Program (formerly the Delaware County Renaissance Program) Planning Area 2 Action Plan recommends redevelopment of the Upland Corner site in Upland, the former Upland Mill building at 6th Street and Upland Avenue, and the vacant industrial site on Upland Avenue between 5th and 6th Streets.

Strip Commercial Development and Streetscape Improvements

The appearance of a central shopping district or commercial corridor is an important component in attracting patrons, due to its impact on the quality of the walking and shopping experience. Improvements in the appearance of Edgmont and Upland Avenues, the two primary commercial corridors in the Boroughs, would make these areas more attractive. This, in turn, would lead to an increase in shoppers patronizing the businesses located there, helping to stabilize and revitalize these shopping areas. Streetscape components may include:

- Street trees
- New and/or widened sidewalks
- Benches, street lights, trash receptacles, and other street furniture with a common design theme
- Plazas and small landscaped meeting places for social interaction
- Signage with a common design theme
- Rehabilitated and upgraded façades
- Traffic calming measures such as curb bump-outs, street medians, and raised or textured crosswalks

Since commercial corridors evolved to accommodate the automobile, it is not surprising that pedestrian amenities are virtually nonexistent within the typical roadway corridor. Although sidewalks do exist along portions of Edgmont and Upland Avenues, both roads have large areas of unattractive streetscapes and inadequate pedestrian amenities. Multiple curb cuts, sidewalks in poor condition, lack of shade trees and landscaping, little or no street furniture, and deep building setbacks all contribute to an inhospitable pedestrian environment.

Streetscape improvements signal the business community that the governing body is serious about being a partner in sustaining the health of a downtown or commercial corridor. They also set the stage for private sector investment. As the main corridor through Brookhaven and Parkside, an enhanced Edgmont Avenue will present a positive image to the thousands of commuters who pass through each day, including those patronizing the new casino and racetrack in Chester. Likewise, an improved Upland Avenue could be the beginning of a Borough-wide revitalization in Upland. It is the major gateway into Upland and a critical link between the Crozer-Chester Medical Center and the parcels along Chester Creek, south of Kerlin Street.

It should also be noted that incompatible, poorly designed, and poorly placed signs along main roads are often eyesores. Many signs along Edgmont and Upland Avenues are garish and/or constructed from low-quality materials. Many of these signs do not comply with existing sign regulations. These conditions contribute to an unsightly appearance along these commercial corridors, making them less inviting to prospective customers. Part of the problem is that the existing sign provisions are not diligently enforced. Further, additional, stronger sign regulations are needed, particularly to require or encourage a common design theme for signs in a particular area or district. The provision of more harmonious signs along major roads is an important component in improving their streetscapes.

The Revitalization Program Planning Area 2 Action Plan, of which Parkside and Upland are a part, contains specific recommendations to provide streetscape improvements along Edgmont and Upland Avenues, outlines approaches to conduct this initiative, and identifies sources of funding to cover the costs. The Revitalization Plan's recommendations are consistent with those in this plan.

Incompatible Uses

Incompatible land use situations involve uses with higher impacts locating near residential or other similar uses having lower impacts. The classic example is the location of industrial establishments next to residences or similar low impact uses such as churches or schools. Another type of incompatibility is the location of larger apartments next to residences, without adequate screening and buffering safeguards. In the three Boroughs, the main areas of incompatibility are located along portions of Upland Avenue, where light and heavy industrial uses are adjacent to or just across the street from single-family homes and apartments.

Incompatible uses in built-up areas such as the three Boroughs create a difficult problem. Frequently, the solution is to separate them by establishing sufficient distance between the higher impact uses and the residential or similar lighter impact uses. This is not a viable solution in the study area, given the scarcity of nearby developable land, the legal right of existing uses to continue, and the contribution of industrial and other higher impact uses to the local economy. In most cases the solution will involve creating screening and buffering provisions to minimize the negative impacts. Also, preventing any future incompatibilities will serve not to exacerbate the problem any further. For example, the uses of any infill or redeveloped parcels need to be reasonably consistent with those of the surrounding area.

Zoning revisions are a principal method to prevent additional incompatible uses and protect residential and similar uses from those with higher impacts. These revisions include:

- Changes to zoning boundary lines
- Revised lists of permitted uses
- Avoidance of strict cumulative zoning arrangements
- Adequate dimensional standards
- Comprehensive screening, buffering, and landscaping provisions

Where a list of permitted uses in a given district allows both residential and nonresidential uses, or in some cases apartments and single-family residences, incompatible uses may arise. Revising the local zoning ordinances to realign zoning boundaries, and revising the lists of permitted uses to prevent future incompatibilities, would in large measure minimize future incompatible use problems. Zoning boundaries should be drawn so that there is sufficient area and/or a physical barrier between, for example, industrial and residential uses. Also, screening, buffering, and landscaping provisions need to be strengthened to protect residences, institutions, and similar uses from the negative influences of industrial and other higher impact establishments. Finally, comprehensive performance standards in the zoning ordinance would place limits on various higher impact uses, thus controlling the severity of their impact on adjacent residential or other low impact uses.

RECOMMENDATIONS

Some of the most significant land use issues in the three Boroughs concern commercial and other nonresidential uses. Throughout the Boroughs, there are a number of vacant and/or abandoned commercial structures in highly visible locations along main commercial corridors. These vacant structures detract from the appearance of the area, creating a negative impression of the surrounding sites and neighborhoods and discouraging investment. The rehabilitation or demolition of these buildings would improve perceptions of the proximate area and lead to a healthier and more populated environment.

The Boroughs should:

- 10-2 Identify vacant structures, evaluate their structural soundness, and either rehabilitate them for productive use or demolish them to prevent the further spread of blight.

Funding Source:	Department of Community and Economic Development (DCED) Main Street Program
Technical Assistance:	Pennsylvania Downtown Center Borough Engineers

Brookhaven and Parkside should:

- 10-3 Conduct a joint, unified streetscape improvement program along Edgmont Avenue from the northern edge of Brookhaven to the southern end of Parkside. Where possible, coordinate these improvements with the planned streetscape improvements to Edgmont Avenue in Chester.

Funding Sources:	Intermodal Surface Transportation Efficiency Act (ISTEA) Transportation Enhancements (TE) Program Transportation and Community and System Preservation (TCSP) Pilot program Congestion Mitigation and Air Quality Improvement Program (CMAQ) Infrastructure Development Program (IDP) New Communities Program (NCP) Home Town Streets/Safe Routes to School
Technical Assistance:	Borough Engineers DCPD Pennsylvania Department of Transportation (PennDOT)

Upland should:

- 10-4 Provide unified streetscape treatments for Upland Avenue from the Crozer-Chester Medical Center to 3rd Street, as recommended in this plan and the County Revitalization Program Planning Area 2 Action Plan. This will make the area more attractive and functional, and will also connect the Crozer-Chester Medical Center to Upland Avenue south of Kerlin Street, encouraging hospital employees to patronize area establishments and thus further revitalizing the corridor.

Funding Sources:	ISTEA TE Program TCSP Pilot program CMAQ IDP NCP Home Town Streets/Safe Routes to School
Technical Assistance:	Borough Engineers DCPD PennDOT

- 10-5 Develop the Upland Avenue and Kerlin Street five-points intersection to create a landscaped main gateway into the Borough.

Funding Sources:	ISTEA TE Program TCSP Pilot program CMAQ IDP NCP Home Town Streets/Safe Routes to School
Technical Assistance:	Borough Engineers DCPD PennDOT

- 10-6 Amend its industrial district zoning ordinances to include comprehensive performance standards and buffering, screening, and landscaping provisions.

Technical Assistance:	DCPD
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DELAWARE COUNTY REVITALIZATION PROGRAM

Objective 10-2: To coordinate the relevant Delaware County Revitalization Program Planning Area 2 Action Plan projects, and any new project proposals arising from the addition of Edgmont Avenue in Brookhaven to this Revitalization Program, with the objectives and recommendations of this comprehensive plan.

In the fall of 2002, Delaware County Council established the Delaware County Renaissance Program with the goal of revitalizing older communities by making them more livable, safe, attractive, and economically viable. The program was subsequently renamed the Delaware County Revitalization Program. The planning phase of the Revitalization Program provided funding for the development of Action Plans that address the economic development and revitalization needs of targeted Delaware County municipalities. These municipalities were grouped into five Revitalization Program Planning Areas. Both Parkside and Upland were a part of Area 2, which also included the City of Chester and Chester Township. More recently, as part of an update to the original five Revitalization Planning Areas, the program was expanded to include Edgmont Avenue in Brookhaven. This change makes Brookhaven eligible for Revitalization Program funding.¹

Delaware County Council selected a consultant for each of the five Revitalization Planning Areas to prepare an Action Plan for revitalization. The municipalities in each Planning Area selected a task force to guide the consultant in developing the Action Plan. Each Action Plan's objective was to formulate a five-year revitalization strategy by preparing a prioritized list of projects that could realistically be implemented. The Action Plans also identified anticipated project costs, responsible parties, and potential funding sources. Delaware County Council has continued to allocate \$1 million per fiscal year that the Revitalization Program has been in operation, to fund its projects.

Relationship Between This Plan and the Action Plan Projects

As noted in Chapter 1 – Introduction and throughout this document, the overall purpose of this plan is to provide a vision, goals, and general direction for the three Boroughs. This plan also sets forth recommendations for achieving these objectives. These recommendations are designed to lead the Boroughs toward revitalization in the various areas discussed herein, e.g., housing, transportation, land use, and community facilities.

Ideally, this comprehensive plan would have been completed prior to the preparation of the Revitalization Program Action Plans. This would have been the logical progression because the comprehensive plan establishes the goals and fundamental direction for the Boroughs. Other studies should stem from and be consistent with the comprehensive plan. However, the Revitalization Program was initiated and the Action Plans were prepared before the comprehensive plan was completed. However, the Area 2 Action Plan identifies some of the same problems and recommendations that are indicated in this comprehensive plan. Though it has a different emphasis, the Action Plan shares similar methods and directives towards the revitalization of Parkside and Upland with portions of this comprehensive plan.

DCPD recommends that Parkside, Upland, and Brookhaven Boroughs adopt, as elements of this comprehensive plan, the original Area 2 Action Plan, the five year plan updates

¹ Presently, a consultant is preparing an action plan for Edgmont Avenue in Brookhaven and Concord Road in Aston, with both areas becoming part of the Revitalization Program upon completion of the study.

currently in progress, and the action plan for Edgmont Avenue in Brookhaven (upon completion).

Area 2 Action Plan Projects

In the spring of 2003, the consultant in each of the five Revitalization Program Planning Areas completed the Action Plan for their area. The Planning Area 2 consultant, EDAW, Inc., proposed a variety of long- and short-range projects. As noted above, when the plan was originally prepared, only Parkside and Upland Boroughs qualified for the program. The Planning Area 2 Action Plan lists a number of potential projects in Parkside and Upland that would benefit the two Boroughs as well as Brookhaven and the surrounding area.

1. Chester Creek Flood Abatement

This project proposes creek bank reconfiguration and the construction of a box culvert and bypass at the Kerlin Street Bridge to alleviate the effects of small storm flooding events on businesses and residences along the Upland side of Chester Creek.

2. Upland Corner

This project calls for the redevelopment of the Upland Corner site, located at Upland Avenue and Kerlin Street, as a new mixed use commercial building.

3. Upland Avenue Streetscape Improvements

This project calls for a streetscaping program for Upland Avenue from Kerlin Street to the Caleb Pusey House at the end of Race Street. The project could be extended a few blocks north to include the Crozer-Chester Medical Center, as previously noted in this chapter.

4. Upland Mill Adaptive Reuse

This project would reuse the former Upland Mill building as part of a new residential development.

5. Townhouse Development at Vacant Industrial Property

This project would clear the site at the corner of Upland Avenue and 6th Street for reuse as a new townhouse development.

6. Retail Development at Garage Sites

This project involves converting two sites presently used as auto repair and maintenance shops to pedestrian retail uses. The two shops are located near the five-points intersection on Upland Avenue.

7. Upland Mill Historic District

This project involves designating an historic district for the core of old buildings located approximately between Upland Avenue and Upland Street from 8th Street to Front Street.

8. Edgmont Avenue Streetscape Improvements

This project involves physical improvements to the streetscape of Edgmont Avenue in Parkside, with the goal of improving the corridor's appearance and thus increasing the number of shoppers.

RECOMMENDATIONS

In order to impart a framework and overall direction for these Revitalization Program projects, they should be coordinated with the objectives and recommendations of this comprehensive plan. However, Project #5, Townhouse Development at Vacant Industrial Property, should not be pursued because the building at this site has already been converted into a storage facility and offices.

Parkside and Upland should:

- 10-7 Coordinate this comprehensive plan's recommendations and funding programs with those of the projects in the Area 2 Action Plan. This will provide a direction and funding sources for specific improvement activities. Previously only Parkside and Upland were eligible for Revitalization Program funding, but as noted above, Edgmont Avenue in Brookhaven will be eligible upon completion of the consultant-prepared action plan. That document's recommendations should also be part of any implementation efforts.

ZONING ORDINANCE REVISIONS

Objective 10-3: To implement the zoning revisions recommended here to bring about consistency between this plan and the provisions of the local zoning codes, and to better control land usage in the Boroughs.

Brookhaven, Upland, and Parkside currently use zoning ordinances that were originally adopted in 1977, 1969, and 1986, respectively. In order to implement many of the recommendations set forth in this plan, the Boroughs should comprehensively review the content and organization of their zoning ordinances. They should consider updating and

amending them as recommended in this plan. The MPC requires that zoning ordinances be consistent with comprehensive plans:

Zoning ordinances adopted by municipalities shall be generally consistent with the municipal or multi-municipal comprehensive plan...(Article VI, Sect. 603 (j)).

The municipal zoning ordinance is the principal tool for implementing the comprehensive plan. It can provide a framework for the preservation and revitalization of communities. The following sections provide recommendations for zoning ordinance revisions that will enable the Boroughs to implement the comprehensive plan and set the stage for revitalization. DCPD can apply for DCED's Land Use Planning and Technical Assistance Program (LUPTAP) grant monies to fund the majority of the costs associated with preparation of updated ordinances for all three Boroughs.

Brookhaven Borough

The Brookhaven zoning ordinance was adopted in 1977 and has been periodically amended. Due to its age and some shortcomings in its content and structure, a revised ordinance needs to be adopted. Some deficiencies of the current zoning ordinance include:

- Districts do not contain statements of intent, they contain incompatible uses, and/or they exclude uses that should be allowed.
- The excessive number of commercial districts (five) should be consolidated into two or three; a mix of uses should be allowed within the consolidated districts.
- There are no administrative procedures for review of special exceptions or for the Zoning Hearing Board in general.
- There is a need for additional and/or updated definitions.

Upland Borough

The ordinance is inadequate and needs to be completely revised. Some of the principal deficiencies and omissions are:

- Districts do not contain statements of intent and often allow uses that are wholly inappropriate for their type.
- There is no institutional/medical district, which is necessary given the presence of the Crozer-Chester Medical Center.
- The industrial district does not contain any performance standards or other provisions that are present in modern industrial park districts.
- There are almost no uses allowed by special exception or conditional use, no express standards for uses so permitted (as required by the MPC), and virtually no administrative procedures for their review.
- Definitions are few, outdated, and/or extraneous.

The only commercial district is the B-Business district located in and around the Upland Avenue and Kerlin Street five-points intersection. However, it allows heavier commercial uses that are not appropriate for a central commercial or gateway district. What's more, it does so with no standards. Heavier commercial uses should be relocated to a more remote location. Further south, along the creek in the Industrial district, would be one possible location. The commercial district is less than one page in length and should be completely reworked.

The Industrial district is inadequate. It has only a list of prohibited uses, with no dimensional or performance standards specified. The district also allows residential dwellings. This is an example of how the ordinance allows incompatible uses in the same district or area. At only about one-half page in length, the district lacks many provisions that should be contained in a modern Industrial district.

The ordinance is also deficient in terms of provisions relating to parking, signs, landscaping/screening, and general administration and enforcement. In short, the Borough needs a completely revised zoning ordinance that is consistent with this comprehensive plan and contains provisions consistent with modern principles and needs.

Discussions between DCPD and Upland Borough identified some areas as suitable for rezoning. For example, the Crozer-Chester Medical Center is presently zoned R-1 Residential and MH-Mobile Home. It should be rezoned as an institutional or medical district.

Parkside Borough

The Parkside zoning ordinance, adopted in 1986, appears to be well crafted. It provides for a variety of uses, by both right and special exception, and includes standards for those permitted by special exception. Each zoning district contains a statement of intent at the beginning to advise the ordinance user of the types of uses intended in the district.

Two ordinance changes the Borough should consider are the addition of a Parks and Open Space district for the Woodlot site in the northwestern corner of the Borough, and an Institutional or Civic Center district for the new elementary school and municipal building area.

RECOMMENDATIONS

As noted in Chapter 12 – Implementation, the zoning ordinance is generally the principal document that guides the implementation of the comprehensive plan's recommendations. For this reason, the Boroughs need to seriously consider adopting the zoning revisions discussed in this section and the specific proposals recommended below. Section 1104 of the MPC requires that the Boroughs bring their zoning ordinances in line with the proposals of this plan within two years of its adoption, *if they enter into an implementation agreement after adoption*. While rezoning specific parcels is a local

matter, the preparation of a revised zoning ordinance is ordinarily not done by the municipality alone, but rather with the assistance of DCPD or a private consultant.

The Boroughs should:

- 10-8 Review their zoning ordinances and revise them to ensure compliance with the MPC, as amended.

Funding Sources:	Community Development Block Grants (CDBG)
Technical Assistance:	Boroughs DCPD

Brookhaven and Upland should:

- 10-9 Revise and update zoning codes to remove out-of-date zoning ordinances, make them fully compliant with the MPC, and incorporate modern planning and zoning approaches and concepts.

Funding Source:	CDBG
Technical Assistance:	DCPD

LIVABILITY OF THE BOROUGHES

Objective 10-4 To maintain the features of the three Boroughs that make them livable, and to encourage new private and public development to include these and related amenities in their design.

In the late 1980s, a new approach emerged for the creation, design, and revitalization of regions, communities, and neighborhoods. Originally called “neo-traditional” development, the ideas and principles were refined and renamed “New Urbanism” and later “Traditional Neighborhood Development” (TND). The main purpose of these approaches was to change development practices by designing more compact and pedestrian-friendly communities. These communities are characterized by a mix of uses and a variety of building densities around a focal point consisting of civic buildings, open space and plazas, and commercial mixed-use centers. The goal was creating neighborhoods and communities with residences located a short distance from and accessible to shopping, employment, schools, churches, and civic and recreational buildings and amenities. This design approach remedied some of the problems created by the post-World War II suburban sprawl style of development, such as traffic congestion; excessive travel time to work, school, and shopping; air pollution; and a decrease in personal interaction.

In general, Parkside and Upland are older, more densely developed urban style villages. They contain more TND features and represent a greater degree of livability than Brookhaven. Though Brookhaven is more compact and densely developed than many of the townships in the western and southern portions of Delaware County, it does exhibit

some characteristics of newer suburban-style sprawling communities. For example, Brookhaven features predominantly single-family detached homes set back on fairly large and uniform lot subdivisions. It also has auto-oriented commercial strips and shopping centers designed on scales that accommodate automobiles rather than pedestrians.

In some respects, all three Boroughs have seen recent developments that exhibit characteristics of TND. These have improved their livability. Parkside, for instance, developed the Wesley R. Coale Memorial Park on Edmont Avenue, developed a new municipal building with expanded community facilities for residents, and is in the process of developing the Woodlot into a greener, more active recreational area with benefits to the entire Borough. Upland has developed the publicly subsidized residential community, Parkview, which contains a variety of housing types and a community center, all of which are proximate to Borough community facilities. Within the past decade, Brookhaven has developed a wide variety of civic and public recreational facilities.

RECOMMENDATIONS

Moving forward, Parkside and Upland should preserve and maintain those features of their communities that make them livable while looking to add to these existing amenities as deemed appropriate. Brookhaven should strive to build on the success of its recent municipal building and the surrounding civic activity center by implementing a variety of livability improvements in a number of different areas.

Implementing the following chapters' specific recommendations will contribute to the livability of the Boroughs:

- Chapter 5 – Parks, Recreation, and Open Space
Recommendations 5-5, 5-6, 5-8, 5-9, and 5-10
- Chapter 6 – Community Facilities and Services
Recommendations 6-1, 6-2, 6-3, and 6-4
- Chapter 8 – Transportation
Recommendations 8-7, 8-8, 8-9, 8-15, 8-16, 8-18, 8-19, 8-20, 8-21, 8-23, 8-24, 8-25, 8-26, 8-27, 8-28, 8-29, 8-30, 8-31, 8-32, 8-35, 8-36, 8-37, 8-38, 8-39, 8-40, and 8-41
- Chapter 9 – Economic Development
Recommendations 9-1, 9-2, 9-3, 9-6, 9-7, 9-8, 9-12, 9-13, 9-14, and 9-15

REGIONAL RELATIONSHIPS

Objective 10-5 To work with surrounding municipalities to ensure compatible land uses bordering the three Boroughs, and to work cooperatively (where possible) in the implementation of planning and development projects.

The three-Borough area shares common boundaries with six municipalities: Middletown Township, Aston Township, Chester Township, Chester City, Nether Providence Township, and Rose Valley Borough. Below are capsule summaries of the existing and proposed future land uses found in each contiguous municipality's comprehensive plan. A comment on the compatibility of these uses with adjacent uses in the three Boroughs is also appended.

Middletown Township Comprehensive Plan (2001)

Existing land uses along the boundary with Brookhaven are predominantly single-family detached residential, with one additional parcel of professional/office and one of quasi-public institutional. The comprehensive plan designates the area's future land use as low-to medium-density residential, which would be compatible with the primarily residential uses along the Brookhaven side of the boundary line.

Aston Township Comprehensive Plan (2005)

Aston Township's comprehensive plan is part of a multi-municipal plan prepared in partnership with Lower and Upper Chichester. A small portion of Aston borders the southwestern corner of Brookhaven, along Chester Creek. The predominant existing land uses here are light industrial and open space. The corresponding Brookhaven tracts are primarily open space. They serve to buffer the single-family residential uses behind them. Aston's future land use plan calls for a continuation of the existing uses. As long as Brookhaven maintains the forested open space buffer along Chester Creek, there should be no compatibility problem.

Chester Township Comprehensive Plan (1998)

The northeastern corner of Chester Township, along Bridgewater Road, borders a small portion of Brookhaven and the southwestern corner of Upland. The portion that borders Brookhaven contains an institutional land use, Toby Farms Elementary School, and commercial uses at the intersection of Bridgewater and Powell Roads. Existing land uses on the Brookhaven side of Bridgewater Road are a few parcels of single-family detached residential, mixed uses, and a vacant lot. Chester Township's future land use plan calls for a continuation of present uses. These should not pose a compatibility problem as long as the residential uses in Brookhaven are properly screened.

Chester City Comprehensive Plan (1994)

Portions of northwestern Chester City border Parkside to the south, along Chester Creek, and Upland to the south and east. Existing land uses where Chester borders Parkside are medium- and high-density residential, which are compatible with the medium-density residential use located just over the Parkside Borough line. Chester City's future land use plan calls for a continuation of the present residential uses.

Across from Upland, on the south side of Chester Creek in Chester, the land uses include a mix of medium- and high-density residential, a cemetery, a small manufacturing facility, public open space, and public institutional (Chester High School). Contiguous uses in Upland are light manufacturing, medium- and high-density residential, and institutional (the Crozer-Chester Medical Center). Although there are some land use incompatibilities between the two municipalities, they are effectively mitigated by the separation provided by Chester Creek.

Nether Providence Township and Rose Valley Borough Comprehensive Plans (pending)

Comprehensive planning in Nether Providence Township and Rose Valley Borough is part of a multi-municipal plan that is being prepared in cooperation with Swarthmore and Rutledge Boroughs. Nether Providence and a very small portion of Rose Valley are contiguous with Brookhaven Borough on the east side of Ridley Creek. The land uses in Nether Providence and Brookhaven are primarily single-family detached residential, with creekside open space near the boundary with Rose Valley. The existing and proposed uses on both sides of the creek are compatible.

Overall, existing and proposed land uses in all adjacent municipalities are generally compatible with existing contiguous uses in the three Boroughs. This is primarily due to the separation provided by Ridley and Chester Creeks. In the few places where there is no creek separation, contiguous uses are sufficiently compatible that no degree of separation is needed. None of this plan's proposals create any new negative impacts on uses in adjacent communities. Land uses and proposals along the boundaries are, therefore, compatible with the existing and proposed development in the surrounding communities.

LAND USE MAP AND ZONING MAP RELATIONSHIP

Frequently, discussions of planning and zoning reveal confusion between a FLUM and a zoning map. Therefore, it is important to emphasize that the FLUM is not a zoning map. The FLUM is a generalized statement of reasonable and appropriate future uses. For example, the FLUM may propose one general use for an area, e.g., commercial. The zoning map may divide this same area into several different commercial districts that allow very different types of commercial establishments with varied dimensional requirements. Land use maps are more general, while zoning maps are very specific.

The FLUM and this document also serve as the basis for any zoning ordinance and zoning map amendments prepared after this plan. The zoning map is, of course, part of the zoning code and is not part of this plan.

CHAPTER 11

TWO-YEAR ACTION AGENDA

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TWO-YEAR ACTION AGENDA

After the comprehensive plan is adopted, municipalities sometimes find it difficult to decide which recommendations should be implemented first. Also, because a modern comprehensive plan usually encompasses a timeline of about ten years, its recommendations may seem remote. There is often no “blueprint” or schedule for action. Therefore, action on the plan tends to be delayed repeatedly.

For these reasons, this chapter’s Two-Year Action Agenda comprises the recommendations that should be enacted or substantially in progress within two years of the plan’s adoption. Recommendations are grouped into action categories. They are listed in the approximate order of priority for the most effective implementation of the comprehensive plan.

The short-term actions identified in this section are essentially stepping stones that will lay the foundation for the successful implementation of the comprehensive plan. The Boroughs should track their progress annually and develop a revised agenda every two years as implementation moves forward.

This sequence is intended only as a guideline. Realistically, municipal agendas are affected by a variety of factors, including previous commitments, the actors involved, funding considerations, and contractual obligations. However, to the greatest extent possible given these limitations, the Boroughs should strive to adhere to this Two-Year Action Agenda.

In some instances, the recommendations entered below have been abbreviated. To see the full text of a recommendation, see the chapter in which it appears. These recommendations pertain to Brookhaven, Parkside, and Upland Boroughs unless otherwise noted.

ESTABLISH BOARDS, COMMISSIONS, COMMITTEES, AND PARTNERSHIPS

- 3-8 Consider creating an official joint historic preservation advisory body such as an Historical Commission.
- 4-7 Consider creating Shade Tree Commissions for the planting and protection of street trees (Brookhaven and Upland).
- 4-9 Consider forming an Environmental Advisory Council (EAC). An EAC can be an excellent resource for advising Boroughs on various environmental issues and problems.

- 5-6 Have an appointed Recreation Board in place either individually or jointly, as well as a citizens' volunteer association. The association could be a multi-municipal group.
- 9-6 Develop a joint Edgmont Avenue Corridor Improvement Task Force to develop strategies for recruiting new businesses and retaining existing ones along the corridor, and improving the overall appearance of the corridor through these two Boroughs (Brookhaven and Parkside).

REVISE AND ENFORCE ORDINANCES

- 3-10 Consider establishing historic preservation ordinances or historic zoning overlay districts and amending preservation language into the Boroughs' zoning ordinance.
- 4-3 Regulate development in floodplains through strict enforcement of local floodplain ordinances, including prohibition of structures such as sheds or storage of loose or floatable items, and enact any amendments necessary as new Flood Insurance Rate Maps become available or regulations change.
- 8-7 Update zoning codes to require pedestrian and bicycle connections between new developments, allowing residents an alternative to using busy streets to access nearby neighborhoods and commercial uses. Work to install pedestrian connections where opportunities currently exist.
- 10-9 Revise and update zoning codes to remove out-of-date zoning ordinances, make them fully compliant with the Municipalities Planning Code (MPC), and incorporate modern planning and zoning approaches and concepts (Brookhaven and Upland).

MAINTAIN AND UPGRADE RESIDENTIAL AREAS

- 7-3 Work with a local Community Development Corporation (CDC) or private for-profit developer who would acquire vacant or blighted properties, rehabilitate them or construct new homes, and then re-sell them to interested homebuyers (Upland).
- 7-4 Institute the vigilant regulation and inspection of rental and non-rental units in the Boroughs by strict enforcement of the Pennsylvania Uniform Construction Code and any other appropriate local ordinances.
- 7-10 Conduct periodic clean-up, spruce-up, or fix-up drives in targeted blocks or areas to perform minor repairs and maintenance, as well as cleaning vacant lots in order to improve the appearance of residential areas.

IMPROVE COMMUNITY FACILITIES AND SERVICES

- 6-3 Consider the feasibility of joint property maintenance code enforcement. This would be especially beneficial for Upland, which does not currently have a dedicated Code Enforcement Officer.
- 6-5 Consider the use of regional approaches to the provision of police and fire protection services to increase efficiency and offset rising operating costs.

IMPROVE TRAFFIC FLOW AND PROVIDE STREETSCAPING AND BICYCLE AND PEDESTRIAN FACILITIES

- 8-12 Partner with Middletown Township to study the feasibility of implementing a closed loop signalization system along Route 352/Edgmont Avenue.
- 8-14 Develop and adopt an access management ordinance for Edgmont Avenue so that redevelopment will have to adhere to stricter driveway spacing requirements.
- 8-31 Work with PennDOT to redesign the intersection of Upland Avenue and Kerlin Street to be more pedestrian friendly (Upland).

MAINTAIN AND UPGRADE NONRESIDENTIAL AREAS

- 9-1 Target historic business districts and established town center areas for redevelopment and revitalization. Consideration should be given to using the Main and Elm Street Programs, which are designed to help stimulate business activity and improve the character of residential areas.
- 9-2 Identify vacant or underutilized commercial or industrial sites for adaptive re-use. Consider creating redevelopment plans that take advantage of the historic character of these places and the surrounding environs.
- 9-3 Improve the entrances or gateways into the Boroughs by more clearly distinguishing them. Improve directional signage into the Boroughs both on and in the vicinity of Interstate 95.
- 9-7 Pursue joint funding for the planning and development of coordinated streetscaping improvements along Edgmont Avenue. The provision of new sidewalks, paving, street trees, furnishings, and lighting along this corridor would create a more welcoming environment and help attract additional businesses and shoppers (Brookhaven and Parkside).
- 9-10 Consider initiating a ballot referendum that would allow Borough residents to vote on whether to allow restaurants to serve liquor within the Borough limits (Brookhaven).

- 9-11 Continue to pursue the funding and implementation of Phases 2 and 3 of the Chester Creek Flood Abatement Pilot Project, as outlined in the Delaware County Revitalization Program Planning Area 2 Action Plan and the Floodplain Report for the Chester Creek Flood Abatement Project that was prepared by Catania Engineering Associates, Inc. Effective flood control measures could prevent future small-scale flooding events and might encourage additional investments and revitalization of the former mill and other buildings along the creek and the Upland Avenue corridor in general (Upland).
- 9-12 Expand and diversify economic activity along the Upland Avenue corridor and improve the physical appearance of the area. This could be achieved through a combination of revisions to Borough zoning, stricter enforcement of the Borough building and property maintenance codes, property rehabilitation, and real estate redevelopment activities (Upland).
- 9-13 Work with the Crozer-Chester Medical Center and Widener University to utilize low interest loans and grants now available to businesses in Upland as part of the recently designated Keystone Innovation Zone in Chester City and adjacent localities (Upland).
- 9-14 Consider designating a redevelopment area along a portion of the Upland Avenue corridor to provide the Borough with the option of acquiring and redeveloping blighted properties in the area, improving their appearance, and adding to the tax roll (Upland).
- 10-1 Review the existing zoning of each critical parcel listed in Table 10-2 to ensure that it is consistent with the proposed future use. The Boroughs should proactively rezone those parcels that are not presently compatible with the proposed use.
- 10-4 Provide unified streetscape treatments for Upland Avenue from the Crozer-Chester Medical Center to 3rd Street, as recommended in this plan and the County Revitalization Program Planning Area 2 Action Plan. This will make the area more attractive and functional, and will also connect the Crozer-Chester Medical Center to Upland Avenue south of Kerlin Street, encouraging hospital employees to patronize area establishments and thus further revitalizing the corridor (Upland).
- 10-5 Develop the Upland Avenue and Kerlin Street five-points intersection to create a landscaped main gateway into the Borough (Upland).
- 10-9 Revise and update zoning codes to remove out-of-date zoning ordinances, make them fully compliant with the MPC, and incorporate modern planning and zoning approaches and concepts (Brookhaven and Upland).

CHAPTER 12

IMPLEMENTATION

CHAPTER 12

IMPLEMENTATION

This multi-municipal comprehensive plan is a policy document intended to guide the three Boroughs' ongoing development and land use decisions and policies. It outlines the Boroughs' vision and develops goals, objectives, and recommendations to achieve that vision. However, the plan is not a regulatory document. It only serves as a guide for managing growth and development within the area. The comprehensive plan should be the foundation for most other plans, programs, ordinances, and regulations. Subdivision, land development, and zoning ordinances should reflect the goals, objectives, and recommendations contained herein.

Furthermore, officials of the three Boroughs should consult this plan when confronted with new problems and decisions. In particular, decisions regarding land use, transportation, and community facilities should always be made after consulting this plan. In compliance with amendments to the Municipalities Planning Code (MPC) made in 2000, proposals for amendments to the subdivision, land development, and zoning ordinances must also be evaluated in terms of their consistency with this plan.

Four critical components to attain this multi-municipal plan's objectives and recommendations:

- 1) Utilization and revision of principal implementation tools such as the zoning ordinance, capital improvements program, and the variety of programs and funding streams available for local government development and redevelopment plans from county, state, and federal governments; Community Development Corporations (CDCs); foundations and other nonprofits; and private sources such as banks and other institutional entities.
- 2) Preparation and adoption of a joint Implementation Agreement by all three of the Boroughs.
- 3) Selection and designation of an Implementation Task Force responsible for overseeing and guiding implementation activities.
- 4) Regular consultation and use by Borough Council members, other boards, and the Boroughs' administrators.

PRINCIPAL IMPLEMENTATION TOOLS

It can be very difficult to achieve agreement on implementation activities when a plan involves several municipalities. Therefore, the selection of effective, dedicated representatives from each participating jurisdiction is vital to the ultimate success of the plan. Common ground can be reached through discussions of issues among the task force

members. The MPC provides direction for the participating municipalities by authorizing and setting forth details for the Implementation Agreement that will become the legal document establishing and guiding implementation activities. Before discussing the Implementation Agreement, we will briefly discuss some of the basic methods and documents for implementing comprehensive plans.

Zoning Ordinance

The zoning ordinance is the principal tool for implementing the comprehensive plan and for regulating the use of land. As noted in Chapter 10 – Land Use, the Boroughs’ zoning ordinances are deficient in several areas. A definite need for revised zoning codes exists. The revised ordinances must be prepared in accordance with this plan, modern zoning principles, and the MPC provisions. All revisions, including zoning map changes, must comply with MPC consistency requirements, as discussed in Chapter 10 – Land Use.

By basing a zoning ordinance on a comprehensive plan, its provisions and districts will tend to be based on a carefully devised map that shows the proposed future uses of land, as opposed to a more haphazard preparation. It will also require fewer amendments, meet general consistency requirements, and be more legally defensible.

The existing zoning codes of the Boroughs need to be revised so that they better reflect modern zoning principles, the recommendations of this plan, and the findings of the Delaware County Revitalization Program (formerly the Delaware County Renaissance Program) Planning Area 2 Action Plan.

Subdivision and Land Development Ordinance

A subdivision and land development ordinance (SALDO), used in concert with the zoning ordinance, ensures that development occurs in a manner that allows for the maximum protection of the environment, adjacent uses, and the public. A SALDO would be applicable when dividing land into two or more parcels, developing property, and laying out streets and utilities. The ordinance would also apply in cases of improvement of land with a nonresidential building, or the division of land among two or more prospective occupants. As such, it applies to single office buildings, apartment buildings, and multiple-unit structures. This ordinance controls development features such as street widths, grades and curves, driveways, sight distances, lot design, sewage disposal, storm drainage, recreational areas for new developments, and additions or revisions to existing development.

Brookhaven, Parkside, and Upland all use the Delaware County SALDO of 1981 as their governing ordinance. The County is approaching the completion of a new *model ordinance*. It will not be adopted as an official document; rather it will serve as a model code containing provisions that the municipalities may adopt either in whole or in part. It should also be noted that the County will likely repeal the existing SALDO of 1981. Therefore, municipalities that use the County ordinance (including Brookhaven, Parkside, and Upland Boroughs) will need to adopt either the new model ordinance or another ordinance in order to regulate proposed

subdivisions and land developments. The County model ordinance is expected to be complete and available for review and adoption in 2010.

Official Map

Article IV of the MPC enables municipalities to prepare an official map that shows the location of public lands and facilities, including:

- Public streets, watercourses, and grounds (including widenings, extensions, openings, or closing of such)
- Existing and proposed public parks, playgrounds, and open space reservations
- Pedestrian ways and easements
- Railroad and transit rights-of-way and easements
- Flood control basins, floodways and floodplains, stormwater management areas, and drainage easements
- Support facilities, easements, and other properties

When a municipality creates an official map showing locations of existing and future streets and other public areas, it reserves this land for future public use. If by virtue of the official map, a landowner is denied reasonable use of his property, he/she can apply for a special encroachment permit that would allow him/her to build on the site. If a landowner notifies the municipality of this intention to develop a site identified on the official map, the municipality has one year to acquire the site. After one year, the reservation of that land becomes invalid. The official map is, therefore, an important tool that can help municipalities plan the location and layout of future roads and public areas.

When combined and made consistent with a municipal SALDO, zoning ordinance, and comprehensive plan, an official map can strengthen and validate to the Boroughs' plans for future growth.

Although largely developed, the Boroughs might consider preparing an official map that locates existing and future streets and public areas, including parks and trails. By doing so, the Boroughs could proactively shape important components of their future development, instead of simply reacting to developers' proposals.

Capital Improvements Program

The capital improvements program (CIP) and capital budget are another useful method to implement the comprehensive plan. The CIP provides a multi-year schedule for capital projects and purchases. These items include outlays for purchase of land, buildings, major equipment, and renovations for large, relatively expensive items or projects. Capital improvement project examples include storm and sanitary sewers, street improvements, recreational projects, construction or substantial building renovations, and the purchase of equipment such as fire trucks and police vehicles. Items designated in the first year of a six or more year period become the capital budget for that year.

The ranking of a given project should be based upon the following criteria:

- Consistency with the comprehensive plan recommendations
- Fulfillment of a pressing need
- Extent of service provided
- Urgency of the project, i.e., how many citizens would be inconvenienced if the project is not done
- Savings that will accrue as a result of the project
- Relationship with other projects in the Borough or abutting municipalities
- Economic impact
- Public support

Capital programming is a process designed to anticipate what community projects are needed over several years. Projects may be completed in phases over the course of this timeframe. The Boroughs must determine which projects should begin immediately, which should begin the following year, and which may commence in two or three years. In setting these priorities, it is important to remember that many projects take several years to complete. By ranking projects, the Boroughs can budget money to spread the cost over a number of years, or to make large purchases (e.g., real estate) in advance of actual use to avoid higher costs later. In short, this process lends a large degree of flexibility to purchasing and budgeting.

Another benefit of establishing a formal CIP is that demonstrating this planning and budgeting process improves a municipality's chances to obtain federal and state. Funding agencies are more likely to loan or grant money to a community that has documented its needs and carefully planned for future improvements.

In order to establish a capital programming process, the Boroughs should appoint a committee responsible for the prioritization and evaluation of capital projects. Borough Councils, managers, engineers, and members of other local boards should work together in selecting and prioritizing projects for the CIP.

Many of the policies established in the comprehensive plan need to be considered in the operating budget. The Boroughs' operating budgets annually fund facility maintenance, code enforcement, housing rehabilitation, traffic control, zoning administration, and other processes required to achieve this plan's goals and objectives. Presently, the Boroughs do not have a formal, documented CIP and budget. They simply consider mid- and long-range projects in the course of formulating the annual budget. In order to improve planning for municipal projects and purchases, and to improve local financial conditions, the Boroughs should take the following steps:

- 1) Implement a formal CIP and budget designed to establish a long-range program to select, prioritize, schedule, and budget major capital projects.

- 2) Form a committee responsible for the prioritization, planning, and evaluation of capital projects. This group should include members of the Borough Councils, Planning Commission, engineers, managers, and other appropriate officials.
- 3) Promote multi-municipal cooperation, coordination, and purchase of services, products, and capital improvements to reduce costs.

Code Enforcement Program

Code enforcement programs and initiatives are also methods that can be used to implement this plan. All three of the Boroughs opted in to local enforcement of the Uniform Construction Code (UCC) in 2006. The UCC plays an important role in assuring that development, redevelopment, and rehabilitation activities employ proper materials and construction methods, do not fall below industry standards, and do not create safety hazards.

All three Boroughs employ code enforcement officers (CEOs) and inspectors whose primary responsibilities are to inspect the building components of new construction, additions, alterations, and repair of structures. This includes:

- Reviewing construction plans for compliance with Borough codes and ordinances
- Explaining building and plumbing code requirements to contractors and homeowners to assist them in complying with the code requirements
- Issuing a certificate of occupancy on all residential, commercial, and industrial projects once they have satisfactorily met all codes

Citizen Involvement

Shaping a community's growth requires active citizen participation. The Boroughs should, therefore, place great importance on the opinions of their residents, civic groups, and business community. The development of this comprehensive plan is a step in that direction.

The United States system of law emphasizes private rights. Therefore, it is the duty of citizens and private groups to act constructively in community affairs. Participation in local governmental issues, including the planning process, must be a positive effort; criticism alone is not sufficient. Citizens who offer constructive alternatives to local proposals are vital to a municipal government's effective operation. Persons concerned with the future of the Boroughs should educate themselves about the problems and challenges facing both the Borough and the overall project area. The comprehensive plan should be used in this informational process. It provides background studies that contain important statistical data. It also makes recommendations for land use, transportation, and community facilities based on the data.

The comprehensive plan is, however, only a tool to guide development policy. To be successfully implemented, this plan must have the support of the area residents.

IMPLEMENTATION TASK FORCE

Due to the complexity of coordinating activities and reaching consensus among three municipalities, one of this plan’s principal conclusions is that there should be a specific group whose primary mission is the implementation of the three-Borough comprehensive plan once it has been officially adopted.

Because there exists a long (too often unsuccessful) track record of implementing comprehensive municipal plans, it is vital that a permanent group be established to coordinate, oversee, and maintain the process of implementing this plan. This will ensure that this plan continues to be a dynamic and useful document, and that it will not languish after completion. Its policies and recommendations should be carried out, and this requires an Implementation Task Force created solely for this purpose.

This Implementation Task Force would serve as the “keeper of the plan.” Its sole purpose would be to ensure implementation of the recommendations contained in the plan. The first job of the Task Force would be to thoroughly review the comprehensive plan, with special attention to Chapter 11 – Two-Year Action Agenda, to prioritize the activities and programs recommended for the first two years after adoption. The Task Force would also present these selected tasks to their Borough Councils and other stakeholders in order to gain their support. The respective governing bodies, developers, nonprofits, and other stakeholders would then execute the implementing actions.

Examples of these actions include the adoption of recommended ordinances; the formation of new boards and commissions; the submission of applications for funding to local, state, and federal agencies; and the awarding of contracts for specific projects. At the end of each year, the Task Force would issue a report on the progress being made towards implementing the various plan recommendations. The group would also be responsible for reviewing and updating the plan at regular intervals, as recommended herein. The Task Force would consist of representatives from all three participating Boroughs. These representatives would include municipal officials and might also include members of the business community, community organizations, civic organizations, and citizen representatives.

After completion of the plan, a Community Assistance Planner from the Delaware County Planning Department (DCPD) will be available to work with the Boroughs to facilitate the start-up and ongoing operation of an Implementation Task Force (if the Boroughs desire such assistance). In its role as a facilitator, DCPD would also be able to identify funding sources and apply for funding to help pay for the implementation of specific components of this plan.

IMPLEMENTATION AGREEMENT

Article XI of the MPC, Intergovernmental Cooperative Planning and Implementation Agreements, states that municipalities’ governing bodies *may* enter into intergovernmental cooperative agreements in accord with Pennsylvania law to develop, adopt, and implement

a comprehensive plan. **One of the principal benefits of an implementation agreement for an adopted multi-municipal comprehensive plan is that it grants the authority to distribute land uses among the entire plan area so that each individual municipality is not required to provide zoning for all legally allowable uses.** For instance, if the three Boroughs adopted an implementation agreement, only one of the Boroughs would be required to zone for industrial and other heavy uses. Without an adopted implementation agreement, distributing land uses among multiple jurisdictions is not allowed. Prior to amendments made to the MPC in 2000, municipalities participating in a joint comprehensive plan were required to adopt a joint zoning ordinance before all uses could be distributed within the area covered by the joint plan. The MPC no longer requires a joint zoning ordinance to enable such distribution, although the participating municipalities may still adopt such an ordinance if they desire.

There are additional benefits to adopting an implementation agreement. In the process of preparing and adopting an agreement, the Boroughs will naturally determine which plan recommendations are of the highest priority for both joint and individual municipal implementation. The adoption of an implementation agreement also establishes a structure and process to assist the Boroughs in continuing to work together in a cooperative fashion. Additionally, Pennsylvania state agencies are required to consider, and may give priority to, applications for funding for multi-municipal planning entities with adopted implementation agreements.

The Pennsylvania *Intergovernmental Cooperation Law* and the MPC govern the content of intergovernmental cooperation agreements such as an Implementation Agreement. The *Intergovernmental Cooperation Law* requires that intergovernmental cooperation agreements contain the following:

1. Conditions of the agreement.
2. Duration of the agreement term.
3. Purpose and objectives of the agreement.
4. Manner and extent of financing of the agreement.
5. Organizational structure necessary to implement the agreement.
6. Manner in which personal or real property shall be acquired, managed, licensed, or disposed of in the implementation of the agreement.

In addition, the MPC states that implementation agreements shall:

1. Establish a process by which participating municipalities will achieve general consistency between the plan and their various ordinances within two years.
2. Establish a process for review and approval of regionally significant developments proposed within participating municipalities.
3. Establish the roles and responsibilities of participating municipalities in implementing the plan, including provision of infrastructure services and affordable housing.

The formulation of the specific implementation agreement for the three Boroughs, were they to enter into one, would be decided upon over the course of several meetings of the Implementation Task Force and a DCPD Community Assistance Planner who, as noted above, would be available to work with the Task Force. If an agreement were to be formally adopted by the respective Boroughs Councils, then the Implementation Task Force, along with the DCPD liaison, would continue to meet on a monthly or bimonthly basis to ensure that the various procedural requirements of the agreement were being met. The acceptance of the implementation agreement and the adoption of consistent ordinances and actions would lend legitimacy to an adopted comprehensive plan to which the Boroughs and the County had contributed. As part of the implementation of this plan, DCPD recommends that Brookhaven, Parkside, and Upland enter into a multi-municipal implementation agreement.

USE OF THE PLAN BY BOROUGH GOVERNING BODIES AND OTHER BOARDS

As previously noted, the comprehensive plan is designed to serve as the foundation for most other plans, programs, ordinances, and regulations. Thus the SALDO and the zoning ordinance should reflect the goals, objectives, and recommendations contained in this plan. That is, all other ordinances and plans should align with the comprehensive plan, and the application of their provisions should make its recommendations a reality. Therefore, each Borough's Council members should review the plan to familiarize themselves with its objectives and recommendations. In this fashion, the Councils, together with the Implementation Task Force, can make this plan a useful, dynamic tool that guides the development and revitalization of the area.

Furthermore, Borough officials should consult this plan when confronted with problems and issues that are discussed and analyzed herein. It is likely that the plan contains specific recommendations regarding the problem or issue in question. In particular, decisions regarding land use, transportation, and community facilities should be made only after consulting this plan. Accordingly, this plan should be a constant companion at meetings and executive sessions of the Councils, Planning Commissions, and other local bodies.

APPENDICES

Please note, on an ongoing basis programs at the federal, state and local level receive reductions in funding or are discontinued altogether while at other times new funding programs may be created.

For the most current and accurate information on available funding and technical assistance sources please consult the online version of the Delaware County Urban Revitalization Resource Guide at:

<http://www.co.delaware.pa.us/planning/countyregionalplanning/urbanresourceguide.html>

APPENDIX A

FUNDING PROGRAMS AND TECHNICAL ASSISTANCE SOURCES

(For recommendations found in the plan)

DELAWARE COUNTY COMMUNITY ACTION AGENCY OF DELAWARE COUNTY, INC. (CAADC)

Program	Home Weatherization Program
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Type of Assistance	Installation of energy-efficient home modifications.
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Who is Eligible	Renters and owners who meet the income guideline of 150% of the poverty level. Automatic eligibility is given to clients or anyone in their home who receives supplemental security income or has received a payment from County Assistance within the last twelve months from the application date. It is important to note that if a client's home has been weatherized after September 1993, the home is not eligible.
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Program Use	The program offers eligible clients a free home energy audit, heating system inspection/repair, attic insulation, weather-stripping, caulking, and primary windows as needed to help reduce energy bills by completing energy efficient modifications to their home.
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Application Procedure	Contact CAADC for applications year round. Clients must provide 12 months of gross income for all individuals in the home 18 years and older. Owners are required to provide proof of ownership.
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Contact	Community Action Agency of Delaware County District Service Office Colony Building 511-13 Welsh Street Chester, PA 19013 Telephone: (610) 874-8451 Fax: (610) 565-9332 <u>OR</u> District Service Office Darby Court Apartments 892 Main Street Darby, PA 19023 Telephone: (610) 583-9133 Fax: (610) 586-2729 Email: kvick@caadc.org Website: www.caadc.org
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DELAWARE COUNTY
OFFICE OF HOUSING AND COMMUNITY DEVELOPMENT (OHCD)

Program Community Development Block Grant (CDBG) Program

Type of Assistance Delaware County has been entitled to receive an annual grant from the Community Development Block Grant (CDBG) Program, operated by the federal Department of Housing and Urban Development (HUD), since the program began in 1974. This grant is disbursed through an application process to eligible entities in the County who meet the program's goal of developing viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities. Seventy percent of each block grant award must be used for activities that benefit low- and moderate-income persons. The County OHCD is responsible for administering this program, as well as other federal housing and community development programs.

Who is Eligible Forty-six municipalities of Delaware County and private nonprofit organizations serving Delaware County residents may participate in the program. (*Chester City and Haverford and Upper Darby Townships do not participate because they receive direct entitlements from HUD.) An activity must be eligible as authorized by regulations and meet a National Objective of the program.

Program Use The CDBG Program offers a high level of flexibility in choosing activities that best meet the needs of the local communities. Potentially eligible activities include acquisition of real property, relocation and demolition; rehabilitation of residential and nonresidential structures, construction of public facilities and improvements such as water and sewer facilities, streets, neighborhood centers, and the conversion of schools for eligible purposes, handicap access to public buildings; streets, curbs, and sidewalks; historic preservation; planning; and fair housing. In addition, CDBG funds may be used to pay for public services within certain limits and for activities relating to energy conservation and renewable energy resources. The County can also provide assistance to profit motivated businesses to carry out economic development activities.

It should be noted that there are also specific ineligible activities: buildings for the general conduct of government, political activities, certain income payments, and construction of new housing.

Application Procedure Application packets are distributed in October and due to OHCD in January. Awards are announced in April, and grants are distributed in July for the current fiscal year (July to June).

Contact Delaware County Office of Housing and Community Development
600 N. Jackson Street, Room 101
Media, PA 19063-2561
Telephone: (610) 891-5131
Fax: (610) 566-0532
Email: wessonj@co.delaware.pa.us
Website: www.co.delaware.pa.us/hcd/

**DELAWARE COUNTY
OFFICE OF HOUSING AND COMMUNITY DEVELOPMENT (OHCD)**

Program	Homeownership First Program
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Type of Assistance	This County program provides a 0% interest loan (repayable upon sale or transfer of the property) up to \$5,000 for down payment and closing costs.
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Who is Eligible	Qualifying first-time homebuyers in Brookhaven Borough, Chester Heights Borough, Media Borough, Rose Valley Borough, Swarthmore Borough, Aston Township, Bethel Township, Chadds Ford Township, Concord Township, Edgmont Township, Marple Township, Middletown Township, Nether Providence Township, Newtown Township, Radnor Township, Springfield Township, Thornbury Township, Upper Chichester Township, and Upper Providence Township.
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Program Use	The program may be used for down payment and closing costs on home purchases.
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Application Procedure	Applicants should contact the agencies below for initial program details and how/when/where to apply.
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Contact	Chester Community Improvement Project 412 Avenue of the States P.O. Box 541 Chester, PA 19016 Telephone: (610) 876-8663 Fax: (610) 876-3449 Email: ccip.info@verizon.net Website: www.co.delaware.pa.us/hcd/
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OR

Media Fellowship House
302 S. Jackson Street
Media, PA 19063
Telephone: (610) 565-0434
Fax: (610) 565-8567
Email: mediafellowship@aol.com
Website: www.co.delaware.pa.us/hcd/

**DELAWARE COUNTY
OFFICE OF HOUSING AND COMMUNITY DEVELOPMENT (OHCD)**

Program	Housing Rehabilitation Program
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Type of Assistance	This program provides 0% deferred payment loans (not payable until the home is sold or transferred) up to \$25,000 to eligible homeowners for home repairs.
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Who is Eligible	Low- and moderate-income homeowners in all municipalities except Chester City and Haverford and Upper Darby Townships.
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Program Use	The program may be used for major system repairs (such as roofs, HVAC systems, plumbing, and electrical) and weatherization improvements (door and window repair or replacement).
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Application Procedure	Interested homeowners should contact the County Housing Rehabilitation Department for initial program details and application procedures.
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Contact	Delaware County Housing Rehabilitation Department 1600 Calcon Hook Road Sharon Hill, PA 19079 Telephone: (610) 583-4481 Fax: (610) 583-8402 Email: Gummelk@co.delaware.pa.us Website: www.co.delaware.pa.us/hcd/housingrehab.html
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**DELAWARE COUNTY
OFFICE OF HOUSING AND COMMUNITY DEVELOPMENT (OHCD)**

Program	Revitalization Program (formerly Renaissance Program)
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Type of Assistance	This program provides grant money for revitalization-oriented projects identified in the five regional Renaissance Action Plans prepared for the 29 eligible municipalities in the County. Funds are to be used as matching funds to leverage other public or private dollars.
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Who is Eligible	Aldan Borough, Chester City, Chester Township, Clifton Heights Borough, Collingdale Borough, Colwyn Borough, Darby Borough, Darby Township, East Lansdowne Borough, Eddystone Borough, Folcroft Borough, Glenolden Borough, Lansdowne Borough, Lower Chichester Township, Marcus Hook Borough, Millbourne Borough, Morton Borough, Norwood Borough, Parkside Borough, Prospect Park Borough, Ridley Park Borough, Ridley Township, Rutledge Borough, Sharon Hill Borough, Trainer Borough, Tinicum Township, Upland Borough, Upper Darby Township, and Yeadon Borough.
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Program Use	Grants may be used to fund any project identified in or related to the five regional Renaissance Action Plans or related to a Renaissance Action Plan objective.
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Application Procedure	Application packets are distributed in July and due to OHCD in September. Awards are announced in October, and grants are distributed in December.
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Contact	Delaware County Office of Housing and Community Development 600 N. Jackson Street, Room 101 Media, PA 19063-2561 Telephone: (610) 891-5131 Fax: (610) 566-0532 Email: wessonj@co.delaware.pa.us Website: www.co.delaware.pa.us/hcd/
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NATIONAL TRUST FOR HISTORIC PRESERVATION

Program	National Preservation Loan Fund
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Types of Assistance	This fund provides low-interest loans to help preserve properties listed on or eligible for the National Register of Historic Places.
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Who is Eligible	Eligible applicants are tax-exempt nonprofit organizations and County and municipal governments. Organizations may enter into partnerships or joint ventures, provided that the applicant is pivotal to project execution.
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Program Use	Eligible projects involve the acquisition, stabilization, rehabilitation, and/or restoration of historic properties in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Funds may be used for acquisition, construction, bridges, predevelopment, mini-permanent financing, and capitalizing revolving funds. Lines of Credit are available for acquisition and construction. Eligible properties are certified local, state, or nationally designated historic resources, contributing resources in a certified local, state, or national historic district, or resources eligible for listing in local, state, or national historic districts.
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Application Procedure	Contact the field office below for further instructions.
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Contact	National Trust for Historic Preservation Northeast Field Office 6401 Germantown Avenue Philadelphia, Pennsylvania 19144 Telephone: (215) 848-8033 Fax: (215) 848-5997 Email: adrian_fine@nthp.org Website: www.nationaltrust.org/loan_funds/index.html
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PECO ENERGY

Program	Green Region Open Space Grant Program
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Type of Assistance	The program awards planning, acquisition, and stewardship grants for open space and/or passive recreation. Grants are limited to 50% of the cost of eligible activities, and will be for no more than \$10,000.
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Who is Eligible	Any township, borough or city incorporated within Bucks, Montgomery, Philadelphia, Delaware, or Chester Counties.
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Program Use	Eligible projects include the following: <ul style="list-style-type: none">• Developing or updating open space plans.• Improving municipally-owned open spaces, including planning costs.• Acquisition of parcels of land to be used for open space.• Acquisition of conservation easements (also known as “development rights”).
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Application Procedure	Grants will be awarded twice a year, with application deadlines in the fall and spring. Applications are available on the website listed below.
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Contact	Green Region c/o Natural Lands Trust 1031 Palmers Mill Road Media, PA 19063 Telephone: (610) 353-5587 Email: info@natlands.org or brobb@natlands.org Website: http://www.natlands.org/categories/article.asp?fldArticleId=113
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PENNSYLVANIA
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)

Program Business In Our Sites Fund

Types of Assistance This fund provides planning and predevelopment grants to improve local capacity to carry out strategically important development opportunities and provides loans or combined loans and grants for the acquisition and development of key sites for future use by businesses, private developers, and others. Planning grants are limited to \$250,000. Construction grants will only be provided in combination with a loan and are limited to \$5 million or 50% of total funds awarded, whichever is less.

Who is Eligible County and municipal governments, redevelopment authorities, municipal authorities, and economic development organizations. Emphasis will be given to communities that lack the resources necessary to invest in site preparation.

Program Use This money is to help develop shovel-ready sites to accommodate expanding businesses, thus building the local and regional economy and ultimately creating jobs. Funds may be used for:

- Acquisition of land.
- Conducting environmental assessment and remediation.
- Performing demolition.
- Site preparation activities and installation of infrastructure, including but not limited to, sewer, water, stormwater, utilities, and telecommunications, both on site and as needed to bring service to the site.
- Access roads or other necessary on-site and off-site transportation improvements, including rail, and costs associated with engineering, legal, and other professional services.
- Any other activities necessary to make a specific site ready for reuse.

Application Procedure Application is through the DCED Single Application for Assistance form, available at www.esa.dced.state.pa.us/ESAW/.

Contact Commonwealth Financing Authority
Commonwealth Keystone Building
400 North Street, 4th Floor
Harrisburg, PA 17120
Telephone: (717) 787-7120
Email: ra-dcedcbf@state.pa.us
Website: www.newpa.com/programDetail.aspx?id=39

PENNSYLVANIA
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)

Program	Community Revitalization Program (CRP)
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Types of Assistance	This program provides grant funds to support local initiatives that promote the stability of communities. The program also assists communities in achieving and maintaining social and economic diversity to ensure a productive tax base and a good quality of life. Grant amounts vary with no set grant maximum.
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Who is Eligible	Municipal governments, municipal and redevelopment authorities and agencies, industrial development agencies, and nonprofit corporations incorporated under the laws of the Commonwealth.
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Program Use	Construction or rehabilitation of infrastructure, building rehabilitation, acquisition and demolition of structures, revitalization or construction of community facilities, purchase or upgrade of machinery and equipment, and planning of community assets, public safety, crime prevention, recreation, training, acquisition of land, buildings, and rights-of-way.
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Application Procedure	Application is through the DCED Single Application for Assistance form, available at www.esa.dced.state.pa.us/ESAW/ . CRP grant awards are made in two funding rounds each fiscal year. DCED will grant approximately 50% of the program appropriation in each round.
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Contact	Pennsylvania Department of Community and Economic Development Customer Service Center Commonwealth Keystone Building 400 North Street, 4 th Floor Harrisburg, PA 17120-0225 Telephone: (800) 379-7448 or (866) 466-3972 Email: ra-dcedcs@state.pa.us Website: www.newpa.com/programDetail.aspx?id=72
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PENNSYLVANIA
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)

Program	Elm Street Program Planning Grants
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Type of Assistance	A one-time grant of up to \$25,000 with a required 10% match from local private or public sources. Matching funds can be cash and/or in-kind services.
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Who is Eligible	Municipal governments and redevelopment authorities, nonprofit Main Street and economic development organizations, neighborhood improvement district, and business district authorities may apply on behalf of a program designated Elm Street Area (see program guidelines for designation requirements).
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Program Use	<p>The primary eligible activity is the preparation of a five-year Elm Street Plan as outlined in the Five Point Elm Street Elements. Other eligible planning activities include, but are not limited to, the following:</p> <ul style="list-style-type: none">• Establishment of a neighborhood improvement district as defined in the act of December 20, 2000 (P.L. 949, No. 130) known as the <i>Neighborhood Improvements District Act</i>.• The review of local comprehensive plans and zoning and other land use ordinances to foster the viability of established residential neighborhoods, with a balanced mix of commercial, civic, employment, and residential uses, with particular attention to diversity of housing options.• The review of educational and recreational opportunities and facilities.• The marketing and promoting of urban residential living.• The establishment of a deliberate connection to the main street/downtown revitalization effort.• Preparation of a map that clearly identifies the established residential neighborhood and demonstrates its proximity to a commercial district.
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Application Procedure	Designation as an Elm Street Area is required. Application is through the DCED Single Application for Assistance form, available at www.esa.dced.state.pa.us/ESAW/ . All grants are awarded on a competitive basis and are contingent upon General Assembly approval of an annual appropriation.
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Contact	<p>Pennsylvania Department of Community and Economic Development Commonwealth Keystone Building 400 North Street, 4th Floor Harrisburg, PA 17120-0225 Telephone: (717) 720-1424 Fax: (717) 214-5416 Email: mewilliams@state.pa.us Website: www.newpa.com/programDetail.aspx?id=74</p>
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PENNSYLVANIA
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)

Programs	Emergency Responders Resources and Training Program (ERRTP)
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Type of Assistance	This program funds emergency responder improvement projects. These projects must demonstrate a benefit to community activities associated with police, fire, ambulance, or related public safety services.
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Who is Eligible	Local governments, including counties, cities, boroughs, townships, and home-rule municipalities; nonprofit organizations; community organizations.
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Program Use	<p>ERRTP provides services in the following program areas:</p> <ul style="list-style-type: none">• Acquisition, construction, and rehabilitation of or upgrades to facilities and equipment to support the operation of fire, ambulance, and emergency medical services.• Operational support for fire, ambulance, and emergency medical services that enhance the health, safety, and welfare of Pennsylvania citizens.• Emergency services training activities.• Projects that improve the stability and public safety of the community.
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Application Procedure	DCED Single Application for Assistance form, available at www.esa.dced.state.pa.us/ESAW/ . Applicants should not submit more than one application per fiscal year.
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Contact	<p>Department of Community and Economic Development Customer Service Center Commonwealth Keystone Building 400 North Street, 4th Floor Harrisburg, PA 17120-0225 Telephone: 1 (800) 379-7448 Email: ra-dcedcs@state.pa.us Website: www.newpa.com/programDetail.aspx?id=75</p>
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PENNSYLVANIA
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)

Program	Floodplain Land Use Assistance Program
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Types of Assistance	This program provides technical assistance and grants covering a maximum of 50% of the eligible costs with no maximum dollar limit.
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Who is Eligible	Municipal governments participating in the National Flood Insurance Program that comply with Act 166 and submit an annual report.
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Program Use	Preparation, administration, and enforcement of floodplain management regulations, including costs for clerical, technical, and legal staff as well as advertising, public hearing, and consultant costs.
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Application Procedure	Contact the Pennsylvania DCED for application procedures.
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Contact	Pennsylvania Department of Community and Economic Development Center for Local Government Services 400 North Street, 4th Floor Commonwealth Keystone Building Harrisburg, PA 17120-0225 Telephone: 1 (888) 223-6837 Email: kerwilson@state.pa.us Website: www.newpa.com/programDetail.aspx?id=99
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PENNSYLVANIA
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)

Program	Housing and Redevelopment Assistance Program
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Types of Assistance	This program provides grants for community revitalization and economic development activities that occur on a local level. Specifically, the program assists communities in becoming competitive for business retention, expansion, and attraction. It also funds projects that assist with community revitalization for housing and low-income housing. There is no minimum or maximum amount, and grants average between \$150,000 and \$200,000.
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Who is Eligible	County and municipal governments, redevelopment authorities, and housing authorities.
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Program Use	Community revitalization, economic development, and the development or rehabilitation of housing.
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Application Procedure	Application is through the DCED Single Application for Assistance form, available at www.esa.dced.state.pa.us/ESAW/ . After the Single Application has been reviewed, DCED will determine if the proposal will be given further consideration. Applicants may be requested to submit additional documentation pertaining to the Department's review of the proposal. Funding decisions will be made subject to the availability of funds.
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Contact	Pennsylvania Department of Community and Economic Development Targeted Development Division Commonwealth Keystone Building 400 North Street, 4 th Floor Harrisburg, PA 17120-0225 Telephone: (717) 720-7468 Fax: (717) 214-5416 Email: bbubb@state.pa.us Website: www.newpa.com/programDetail.aspx?id=77
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PENNSYLVANIA
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)

Program	Industrial Sites Reuse Program (ISRP) (Act 2)
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Types of Assistance	This program, operating under the state Department of Environmental Protection's (DEP) Land Recycling Program and implemented by the state DCED, provides grants and low-interest loan financing. The maximum amount to be awarded for any assessment project will not exceed 75% of the total cost of the assessment or \$200,000, whichever is less, in a single fiscal year. The maximum amount to be awarded for any remediation project will not exceed 75% of the total cost of remediation or \$1 million for grant recipients, whichever is less, in a single fiscal year. Remediation loans may exceed \$1 million based on the substantiated need for low-interest financing to maintain the validity of the remediation project. A 25% match is required for grant and loan projects. Interest rates for loans to private parties are at 2%.
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Who is Eligible	County and municipal governments, private nonprofit economic development entities, private companies involved in the reuse of former industrial land, and entities that did not cause or contribute to the environmental contamination.
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Program Use	Phase I, II, and III environmental assessments and remediation of hazardous substances. Program guidelines can be found at the DCED website listed below or by calling the Department at the number below.
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Application Procedure	Applicants must first submit a letter of intent (LOI) to DCED outlining a general description of the project and its anticipated public benefits. DCED reviews each LOI, which is considered part of the application, to ensure compliance with the program. DCED will notify approved applicants within 30 days of receipt and provide them with a Single Application for Assistance form. The applicant should contact the DEP Regional Office to arrange a meeting to discuss the scope of work for the environmental assessment or remediation work to ensure that the findings will be adequate and of acceptable quality. A copy of the DEP approved scope of work for the assessment or remediation work must be included as part of the application. Applicant will submit the original and one copy of the application to DCED, who will forward the copy to DEP for review.
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Contact	Pennsylvania Department of Community and Economic Development Center for Business Financing Commonwealth Keystone Building 400 North Street, 4 th Floor Harrisburg, PA 17120-0225 Telephone: (717) 787-7120 Fax: (717) 772-3581 <u>Email: ra-dcededa@state.pa.us</u> Website: www.newpa.com/programDetail.aspx?id=25
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PENNSYLVANIA
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)

Program	Land Use Planning and Technical Assistance Program Transit Revitalization Investment District (TRID) Planning Studies Grant
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Types of Assistance	Grant funds for the purpose of undertaking planning activities that will define and create a TRID. TRIDs are intended to spur transit-oriented development, community revitalization, and enhanced community character around public transit facilities in communities across the Commonwealth. Planning studies grants are available on a 75% State share – 25% Local share matching basis with a grant maximum of \$75,000.
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Who is Eligible	Municipal governments. A local municipality or municipalities may designate the county planning agency to undertake the study on its behalf. Applicants must demonstrate a cooperative relationship with public transportation agencies, transportation authorities, AMTRAK, passenger rail transportation providers, or any combination thereof.
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Program Use	Development of TRID planning studies, including maps, market analyses, proposed improvements to transit and community facilities, a financial plan, etc.
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Application Procedure	DCED Single Application for Assistance form, available at www.esa.dced.state.pa.us/ESAW/ or by contacting the DCED at the address below. Applications may be submitted any time.
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Contact	Pennsylvania Department of Community and Economic Development Commonwealth Keystone Building 400 North Street, 4 th Floor Harrisburg, PA 17120-0225 Telephone: 1 (888) 223-6837 Email: jmizerak@state.pa.us Website: www.newpa.com/programDetail.aspx?id=100
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**PENNSYLVANIA
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)**

Program	Local Government Capital Projects Loan Program
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Types of Assistance	<p>This program provides loans at 2% interest for:</p> <ul style="list-style-type: none">• equipment that may not exceed \$25,000 or 50% of the total cost of the piece of equipment, whichever is less.• facilities that may not exceed \$50,000 for a single facility or 50% of the total cost for purchasing, constructing, renovating, or rehabilitating the facility, whichever is less.
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Who is Eligible	Municipalities with populations of 12,000 or less.
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Program Use	This program was established to provide low-interest loans to eligible municipalities for the purchase of equipment and the purchase, construction, renovation, or rehabilitation of municipal facilities.
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Application Procedure	DCED Single Application for Assistance form, available at www.esa.dced.state.pa.us/ESAW/ or by contacting the DCED office. Requests for assistance may be submitted any time throughout the year.
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Contact	<p>Pennsylvania Department of Community and Economic Development Customer Service Center Commonwealth Keystone Building 400 North Street, 4th Floor Harrisburg, PA 17120-0225 Telephone: (717) 720-7397 or 1 (888) 223-6837 Fax: (717) 783-1402 Email: sgrau@state.pa.us Website: www.newpa.com/programDetail.aspx?id=96</p>
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PENNSYLVANIA
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)

Program	Main Street Program Planning Grants
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Types of Assistance	These planning grants are up to \$25,000 and fund the completion of any or all of the planning activities necessary to develop a Main Street Program five-year strategy.
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Who is Eligible	Municipal governments, redevelopment authorities, nonprofit economic development organizations and other nonprofit organizations, and business district authorities may apply on behalf of eligible areas designated as a Main Street community, affiliate, or achiever.
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Program Use	<p>A Main Street Program five-year strategy, based on the National Trust for Historic Preservation's Four Point Approach to downtown revitalization, must include:</p> <ul style="list-style-type: none">• Input from residents, community-based organizations, businesses, property owners, municipal officials, and downtown stakeholders.• An annually revised long-term fundraising plan.• A design element (guidelines/procedures) for a façade grant approval process.• A downtown parking study.• An e-commerce element. <p>Additional activities could include planning for establishment of a neighborhood improvement district and development of zoning/comprehensive plan revisions to support the Main Street area.</p>
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Application Procedure	Application is through the DCED Single Application for Assistance form, available at www.esa.dced.state.pa.us/ESAW/ . Applicants will enhance their competitiveness if they provide dollar-for-dollar matching funds.
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Contact	<p>Pennsylvania Department of Community and Economic Development Center for Community Building, Office of Community Development Commonwealth Keystone Building 400 North Street, 4th Floor Harrisburg, PA 17120 Telephone: (717) 720-7409 Fax: (717) 214-5416 Email: akartorie@state.pa.us Website: www.newpa.com/programDetail.aspx?id=79</p>
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PENNSYLVANIA
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)

Program	Regional Police Assistance Grant Program
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Type of Assistance	<p>The program provides grants for the start-up of consolidated police departments. Funding levels for these projects will be awarded on a decreasing cost basis over three years as follows:</p> <ul style="list-style-type: none">• First year, a maximum of 75% of the project costs, not to exceed \$49,000.• Second year, a maximum of 50% of the project costs, not to exceed \$33,000.• Third year, a maximum of 25%, not to exceed \$16,666.
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Who is Eligible	Any two or more municipalities that consolidate to regionalize their police departments.
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Program Use	Grant monies may be used to pay for the salary of a regional police chief and other related expenses. The purpose of this program is to improve the delivery of public safety services, through intergovernmental cooperation by facilitating the formation of full-time, full-service regional police departments. Minimum staffing requirement is a full-time chief and five full-time patrol officers.
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Application Procedure	DCED Single Application for Assistance form, available at www.esa.dced.state.pa.us/ESAW/ or by contacting the DCED office. Applications will be required each year, and continued funding in years two and three will be contingent upon acceptable contract performance in previous year(s) as well as the availability of state and federal funding.
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Contact	<p>Pennsylvania Department of Community and Economic Development Commonwealth Keystone Building 400 North Street, 4th Floor Harrisburg, PA 17120-0225 Telephone: 1 (888) 223-6837 (Toll Free) Fax: (717) 783-1402 Email: dalfrye@state.pa.us Website: www.newpa.com/programDetail.aspx?id=83</p>
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PENNSYLVANIA
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES (DCNR)

Program	Community Conservation Partnerships Program (C2P2)
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Types of Assistance	<p>DCNR provides grants, technical assistance, information exchange, and training for a number of programs involving greenways, open spaces, community parks, rail-trails, river corridors, natural areas, indoor and outdoor recreation, and environmental education, including:</p> <ul style="list-style-type: none">• Heritage Parks Grants• Community Recreation Planning, Acquisition, and Development Grants• Land Trust Grants• Rivers Conservation Planning, Acquisition, and Development Grants• Rails-to-trails Planning, Acquisition, and Development Grants• Recreational Trails Program Grants• Snowmobile/ATV Trail Acquisition and Development Grants• Land and Water Conservation Fund Grants <p>Grants generally require a 50% match except for some technical assistance grants and projects eligible as small community projects.</p>
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Who is Eligible	Municipal governments.
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Program Use	Eligible activities include the rehabilitation and development of parks and recreational facilities, acquisition of land for park and conservation purposes, and technical assistance for feasibility studies, trail studies, and site development planning.
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Application Procedure	DCNR strongly recommends that all applicants for a C2P2 grant contact their regional recreation and park advisor to discuss their proposed project and the program application requirements prior to submitting an application. A municipality may submit one application per project type per funding period.
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Contact	<p>Department of Conservation and Natural Resources Southeast Regional Office State Office Building, Suite 207 1400 Spring Garden Street Philadelphia, PA 19130 Telephone: (215) 560-1183 Fax: (215) 560-6722 Email: cwallis@state.pa.us Website: http://www.dcnr.state.pa.us/brc/grants/general02.aspx</p>
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PENNSYLVANIA
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES (DCNR)

Program	Rails-to-Trails Grants
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Types of Assistance	These grants provide 50% funding for acquisition, rehabilitation, and development.
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Who is Eligible	Municipalities and nonprofit organizations established to preserve and protect available abandoned railroad corridors for use as trails or future rail.
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Program Use	<p>Eligible activities include:</p> <ul style="list-style-type: none">• Rail-trail feasibility studies to determine feasibility of converting available rights-of-way to a trail.• Rail-trail master plans to create a design detailing the proposed trail development.• Rail-trail special purpose studies to develop a detailed study on a particular issue or structure (culvert, bridge) that impacts the conversion of a rail corridor to a trail.
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Application Procedure	Recreation and park advisors help guide interested applicants through the application process. There is a limit of one application per project type per funding period, and applications are due each fall.
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Contact	<p>Pennsylvania Department of Conservation and Natural Resources Southeast Regional Office State Office Building, Suite 207 1400 Spring Garden Street Philadelphia, PA 19130-4088 Telephone: (215) 560-1183 Fax: (215) 560-6722 Email: frubert@state.pa.us Website: www.dcnr.state.pa.us/brc/grants/ www.dcnr.state.pa.us/brc/grants/general02.aspx</p>
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**PENNSYLVANIA
DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP)**

Program	Growing Greener Watershed Grants
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Type of Assistance	Grants provided in an effort to address nonpoint source pollution through local, watershed-based planning, restoration, and protection efforts.
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Who is Eligible	Eligible applicants include incorporated watershed organizations recognized by DEP, counties and municipalities, county conservation districts, councils of government, non-profit organizations engaged in environmental conservation activities, educational institutions, and municipal authorities. Other applicants may be sponsored by one of these types of eligible applicants.
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Program Use	<p>Eligible projects will address pollution through local, watershed-based planning, restoration or protection efforts and will fit into one or more of the following categories:</p> <ul style="list-style-type: none">• Watershed group organization/support;• Develop plan for watershed restoration and/or protection;• Education/outreach;• Design and/or construction;• Operation, maintenance, and replacement;• Technical assistance to support one or more of the project types above; and/or• Evaluation, assessment, or monitoring tools for watershed management.
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Application Procedure	Application forms, instructions, and deadlines for these grants can be obtained from the contact below, and on the website listed below.
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Contact	<p>DEP Southeast Regional Office 2 E. Main Street Norristown, PA 19401 Telephone: (484) 250-5822 Email: GrowingGreener@state.pa.us or daburke@state.pa.us Website: www.depweb.state.pa.us/growinggreener/site/default.asp</p>
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**PENNSYLVANIA
DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP)**

Program	Municipal Recycling Program (Section 902) Grants
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Types of Assistance	These grants are for up to 90% funding of approved program costs for the development and implementation of municipal recycling programs.
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Who is Eligible	County and municipal governments, councils of governments, consortiums, and solid waste authorities or similar entities established by two or more municipalities under 53 PA. C.S.
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Program Use	Projects eligible for grant funding are those that divert recyclable materials from the municipal solid waste stream including source separated recyclable materials, source separated food scraps, and yard waste.
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Application Procedure	Grant application periods and funding priorities are published in the Pennsylvania Bulletin. Information can be found through the regional DEP or County recycling coordinators. Pre-application conferences are required.
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Contact	<p>Pennsylvania Department of Environmental Protection Bureau of Waste Management Rachel Carson State Office Building 400 Market Street Harrisburg, PA 17101 Telephone: (717) 787-7382 Email: tpejack@state.pa.us Website: http://www.dep.state.pa.us/dep/deputate/airwaste/wm/recycle/document/grants.htm</p> <p>OR</p> <p>Delaware County Solid Waste Authority Rose Tree Park – Hunt Club 1521 N. Providence Road Media, PA 19063 Telephone: (610) 892-9716 Fax: (610) 892-9622 Email: Recycledelco@comcast.net Website: www.co.delaware.pa.us/recycle</p>
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**PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION (PENNDOT)**

Program	Congestion Mitigation and Air Quality Improvement Program
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Types of Assistance	This program funds projects that contribute to the attainment of the <i>Clean Air Act</i> standards by reducing emissions from highway sources, particularly ozone, carbon monoxide, and small particulate matter.
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Who is Eligible	Any federal or state agency, County or municipal government, or nonprofit organization.
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Program Use	Eligible projects include those that will reduce transportation-related emissions, such as transit improvements, travel demand management strategies, traffic flow improvements, public fleet conversions to cleaner fuels, and bicycle and pedestrian improvements.
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Application Procedure	Applications are available every two years from the Delaware Valley Regional Planning Commission.
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Contact	Delaware Valley Regional Planning Commission The ACP Building 190 N. Independence Mall West, 8 th Floor Philadelphia, PA 19106-1520 Telephone: (215) 238-2863 Fax: (215) 592-9125 Email: cdougherty@dvrpc.org Website: http://www.dvrpc.org/transportation/capital/cmaq.htm
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**PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION (PENNDOT)**

Program	Home Town Streets Program
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Types of Assistance	This program provides reimbursements of up to 80% of a project's total cost if the project encourages the reinvestment in and redevelopment of our downtowns with streetscape improvements that are vital to reestablishing downtown and commercial centers.
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Who is Eligible	Federal or state agencies, County or municipal governments, school districts, and non-profit organizations.
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Program Use	Eligible projects should be physical improvements focusing on the surface transportation system that promote positive interactions with people in the area. Example projects may include sidewalk improvements, planters, benches, street lighting, pedestrian crossings, transit bus shelters, traffic calming, bicycle amenities, kiosks, signage, and other visual elements. Projects will be favored if they are currently on the PennDOT Transportation Improvements Program (TIP) with allocated funding or are "ready to go" but not on the TIP, such as a Transportation Enhancements project. Preference will also go to projects that request less than 80% of total costs, are immediately ready to go to construction, and are within areas approved for funding from the Main Street or Elm Street Programs.
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Application Procedure	Program guidelines and applications are available through the contacts below. Selection is done by a cooperative and collaborative process of local, state, and federal agencies.
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Contact	PennDOT District 6 Office 7000 Geerdes Boulevard King of Prussia, PA 19406 Telephone: (610) 205-6950 Email: penndot6@roadwatch.org or lguarini@state.pa.us Website: www.dot.state.pa.us/penndot/Bureaus/CPDM/Prod/Saferoute.nsf
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**PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION (PENNDOT)**

Program	Safe Routes to School Program
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Types of Assistance	This program provides reimbursements of up to 80% of a project's total cost if the project is for physical improvements that promote safe walking and biking passages to schools.
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Who is Eligible	Federal or state agencies, County or municipal governments, school districts, and non-profit organizations.
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Program Use	Eligible projects include pedestrian education, sidewalks, crosswalks, bike lanes or trails, traffic diversion improvements, curb extensions, traffic circles, and raised median islands.
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Application Procedure	Program guidelines and applications are available through the contacts below. Selection is done by a cooperative and collaborative process of local, state, and federal agencies.
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Contact	PennDOT District 6 Office 7000 Geerdes Boulevard King of Prussia, PA 19406 Telephone: (610) 205-6950 Email: penndot6@roadwatch.org or lguarini@state.pa.us Website: www.dot.state.pa.us/pennDOT/Bureaus/CPDM/Prod/Saferoute.nsf
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PENNSYLVANIA
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION (PENNDOT)

Program	Transportation Enhancement (TE) Program
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Types of Assistance	This program provides reimbursements of up to 80% of a project's cost with PennDOT putting up all funds initially and covering the remaining match. The average funding amount is \$500,000.
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Who is Eligible	Any federal or state agency, County or municipal government, or nonprofit organization.
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Program Use	Historic preservation is one of twelve different community focused activities defined in the Federal Surface Transportation Program. TE funds can be used to improve the public's appreciation of the historic significance of the project and its surrounding area, to enhance a public transportation corridor (including historic corridors for scenic easements), acquisition and rehabilitation of transportation related buildings, or any project that will have a positive effect on the public enjoyment of such a corridor. Activities include identification, planning, evaluation, recordation, documentation, curation, rehabilitation, interpretation, restoration, and stabilization of any historic transportation site, building, structure, landscape, or object. It may also be used for archaeological planning and research.
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Application Procedure	Visit http://www.dvrpc.org/transportation/capital/te/pa.htm for more information and links to the most current application on the PennDOT website.
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Contact	Delaware Valley Regional Planning Commission The ACP Building 190 N. Independence Mall West, 8 th Floor Philadelphia, PA 19106- 1520 Telephone: (215) 238-2881 Fax: (215) 592-9125 Email: rgallagher@dvrpc.org Website: http://www.dvrpc.org/transportation/capital/te/pa.htm
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PENNSYLVANIA
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION (PHMC)

Program Historic Preservation Project Grants

Types of Assistance These grants are available for cultural resource surveys, National Register nominations, planning and development assistance, educational and interpretive programs, and archaeology and provide two levels of funding:

- Grants in amounts up to and including \$5,000 that require no matching funds, designed to provide competitive funding opportunities for smaller organizations whose operating budgets generally do not exceed \$100,000.
- Grants in amounts between \$5,001 and \$15,000 that require 50/50 matching funds.

Who is Eligible County and municipal governments, colleges and universities, conservancies, historic preservation organizations, historical societies, museums, other historical organizations, museums and historic sites that are owned by PHMC and operated by independent non-profit organizations, and multi-purpose organizations. Applicants must be located in Pennsylvania and meet the following requirements:

- Must have tax-exempt status 501(c)(3) or be an entity of local government.
- Must be incorporated and in existence for at least two years prior to submission.
- Must be registered with the Pennsylvania Commission on Charitable Organizations.

Program Use Grant assistance is available for, among others, the following:

- Conducting cultural resource surveys.
- Preparing nominations to the National Register of Historic Places.
- Predevelopment feasibility studies and planning.
- Projects that promote awareness of preservation issues and improve the ability of communities to support preservation of historic and archaeological resources.
- Supporting activities that promote or enhance the understanding of Pennsylvania's prehistoric or historic archaeological resources.

Application Procedure Applications can be accessed at www.artsnet.org/phmc/egrant.htm and submitted on-line. Applications are due on December 1 each year. The grants are administered on a competitive basis, and the awards are made annually based on a peer review process.

Contact Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Commonwealth Keystone Building
400 North Street, 2nd Floor
Harrisburg, PA 17120-0093
Telephone: (717) 783-6012
Fax: (717) 787-0920
Email: midoyle@state.pa.us
Website: http://www.artsnet.org/phmc/grants_historic_preservation.htm

PENNSYLVANIA
PENNSYLVANIA INFRASTRUCTURE INVESTMENT AUTHORITY (PENNVEST)

Program	Drinking Water, Wastewater, and Stormwater Loans
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Types of Assistance	Low-interest loans of up to \$11 million per project for one municipality, up to \$20 million for more than one municipality, and up to \$350,000 for design and engineering for any eligible project. Interest rates are 1% to 5%, depending upon the resulting user rates in the community. Disbursement is based upon reimbursable expenses.
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Who is Eligible	Municipalities or private firms needing clean drinking water distribution facilities.
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Program Use	Design, engineering, and construction of publicly and privately owned drinking water distribution systems.
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Application Procedure	Applicants should 1) Request a planning consultation with the Department of Environmental Protection; 2) Update their facilities plan or ordinance; 3) Prepare final construction plans, specifications, and any other supporting documents to be used for the construction or installation of the project; 4) Apply online at PENNVEST's Funding Request Website, https://www.pennvestfunding.state.pa.us/ ; and 5) Submit the application to PENNVEST.
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Contact	Pennsylvania Infrastructure Investment Authority 22 S. Third Street Harrisburg, PA 17101 Telephone: (717) 787-8138 Email: lbuffingto@state.pa.us Website: www.pennvest.state.pa.us/pennvest/cwp/browse.asp?A=4&BMDRN=2000&BCOB=0&C=41845
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PENNSYLVANIA
PENNSYLVANIA INFRASTRUCTURE INVESTMENT AUTHORITY (PENNVEST)

Program	Growing Greener Grants
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Types of Assistance	These grants are available for drinking water, wastewater, and stormwater infrastructure projects. Growing Greener funds assist communities in undertaking prohibitively expensive water and sewer projects, thus making these projects reasonably affordable for their customers.
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Who is Eligible	Any municipality, authority, or private entity that is eligible under the PENNVEST program will be considered for the Growing Greener grant funds.
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Program Use	Infrastructure improvements such as drinking water, wastewater, and stormwater projects.
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Application Procedure	Applications originally sent through DEP for Growing Greener grant funding for drinking water, wastewater, and stormwater infrastructure projects such as those traditionally funded by PENNVEST will be referred to PENNVEST for consideration. The PENNVEST Board traditionally meets three times per year, in March, July, and November. Applications are accepted throughout the year and packaged for the meeting that follows the submittal, provided that the application is received by the due date, which is generally nine weeks prior to the scheduled meeting date. Application and additional information available at www.depweb.state.pa.us/growinggreener/site/default.asp .
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Contact	Pennsylvania Infrastructure Investment Authority 22 S. Third Street Harrisburg, PA 17101 Telephone: (717) 783-6798 Fax: (717) 787-0804 Email: pmarchetti@state.pa.us Website: www.pennvest.state.pa.us/pennvest/cwp/browse.asp?A=4&BMDRN=2000&BCOB=0&C=43215
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**PENNSYLVANIA
URBAN AND COMMUNITY FORESTRY COUNCIL**

Program	Municipal Challenge Grants
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Types of Assistance	These grants are to assist municipalities in developing a comprehensive urban and community forestry program. Grants range from \$1,000 – \$5,000, and matches may be in-kind services.
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Who is Eligible	Municipalities or municipal tree commissions.
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Program Use	Grants are geared to tree planting projects in public spaces and rights-of-way. These grants are aimed at supporting municipal tree inventories, tree planting, and tree care.
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Application Procedure	Municipalities should contact their urban extension forester early in the application process to discuss proposed projects and obtain technical assistance on site analysis and species selection. Applications are available at www.dcnr.state.pa.us/forestry/pucfc/grants.html#mcg and must be postmarked between the middle of March and October to be considered.
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Contact	Urban and Community Forestry Council Montgomery County Cooperative Extension Office 1015 Bridge Road, Suite H Collegeville, PA 19426-1176 Telephone: (610) 489-4315 Fax: (610) 489-9277 Email: jxs51@psu.edu Website: www.dcnr.state.pa.us/forestry/pucfc/
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SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA)

Program	SEPTA Capital and Operating Budgets
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Types of Assistance	These budgets provide capital grants for public transit facilities and vehicles as well as operating assistance for transit services.
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Who is Eligible	SEPTA, acting on behalf of its public sector partners, including Counties, municipalities, and the Commonwealth of Pennsylvania.
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Program Use	Eligible activities include improvements to train, trolley, and subway/elevated stations; bus stops; SEPTA parking lots; pedestrian access to and bicycle parking at stations, and new or expanded SEPTA transit service.
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Application Procedure	Contact the DCPD and SEPTA to request improvements in facilities or services.
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Contact	<p>Delaware County Planning Department Transportation Planning Section Court House and Government Center 201 W. Front Street Media, PA 19063-2751 Telephone: (610) 891-5217 Fax: (610) 891-5203 Email: shaffert@co.delaware.pa.us Website: www.co.delaware.pa.us/planning/</p> <p>OR</p> <p>Richard Burnfield Senior Director of Budgets Southeastern Pennsylvania Transportation Authority 1234 Market Street, 9th Floor Philadelphia, PA 19107-3780 Telephone: (215) 580-7411 Fax: (215) 580-7231 Email: rburnfield@septa.org Website: www.septa.org</p>
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TREEVITALIZE

Program	General Grants
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Types of Assistance	A partnership administered through the Pennsylvania Department of Conservation and Natural Resources, this program awards either trees or funds.
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Who is Eligible	Specific agencies identified by TreeVitalize.
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Program Use	<p>Trees or funds are awarded for the following projects:</p> <ol style="list-style-type: none">1. Neighborhoods Program – Trees awarded for residential neighborhoods.2. Watersheds Program – Trees awarded for riparian areas or upland areas that heavily influence stream health.3. Municipalities Program “Municipal Incentive Grants” – Grants for funding planning and capacity-building projects.4. Special Projects – Grants for funding large projects from the county or local initiatives with county endorsement.
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Application Procedure	Depends on program; see website for more information.
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Contact	<p>TreeVitalize c/o Pennsylvania Horticultural Society 100 N. 20th Street- 5th Floor Philadelphia, PA 19013 Telephone: (610) 988-8874 Email: pcarroll@Pennhort.org Website: www.TreeVitalize.net</p>
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UNITED STATES
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD)

Program	Federal Housing Administration (FHA) 203(k) Program
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Type of Assistance	The program aids homebuyers with financing to cover necessary improvements and repairs that are needed before moving into a single-family property.
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Who is Eligible	<p>The following homes are eligible:</p> <ul style="list-style-type: none">• One- to four-family dwellings that have been completed for at least one year.• Homes that have been demolished or will be razed as part of the rehabilitation work are eligible, provided that some of the existing foundation system remains in place.• Conversion of a one-family dwelling to a two-, three- or four-family dwelling. An existing multi-unit dwelling could be decreased to a one- to four-family unit.• The residential portion of a mixed use building.
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Program Use	<p>This program can be used to:</p> <ul style="list-style-type: none">• Purchase a dwelling and the land on which the dwelling is located and rehabilitate it.• Purchase a dwelling on another site, move it onto a new foundation on the mortgaged property, and rehabilitate it.• Refinance existing indebtedness and rehabilitate such a dwelling.• Structural alterations and reconstruction.• Changes for improved functions and modernization.• Elimination of health and safety hazards.• Changes for aesthetic appeal and elimination of obsolescence.• Reconditioning or replacement of plumbing.• Installation of a well and/or septic system.• Roofing, gutters, and downspouts.• Flooring, tiling, and carpeting.• Energy conservation improvements.• Major landscape work and site improvements.• Improvements for accessibility to a disabled person.
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Application Procedure	Applications must be submitted through an FHA-approved lending institution. Check HUD's website for a directory of approved lenders: http://www.hud.gov/ll/code/llplcrit.html .
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Contact	<p>U.S. Department of Housing and Urban Development 451 7th Street SW Washington, D.C. 20410 Telephone: (202) 708-1112 Website: www.hud.gov/offices/hsg/sfh/203k/203kabou.cfm</p>
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**UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT)
FEDERAL HIGHWAY ADMINISTRATION (FHWA)**

Program	Surface Transportation Program (STP)
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Types of Assistance	This program provides funding that may be used for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.
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Who is Eligible	State and municipal governments.
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Program Use	<p>Eligible activities include:</p> <ul style="list-style-type: none">• Modifications of any existing public sidewalks to comply with the requirements of the <i>Americans with Disabilities Act</i>.• Infrastructure based intelligent transportation system capital improvements.• Environmental restoration and pollution abatement projects.• Natural habitat mitigation.• Privately owned vehicles and facilities that are used to provide intercity passenger service by bus.• Sodium acetate or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions.
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Application Procedure	Contact the DCPD's Transportation Planning section for more information. The Federal Highway Administration website (www.fhwa.dot.gov/safetealu/factsheets/stp.htm) contains up-to-date information.
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Contact	<p>Delaware County Planning Department Transportation Planning Section Court House and Government Center 201 W. Front Street Media, PA 19063-2751 Telephone: (610) 891-5217 Fax: (610) 891-5203 Email: shaffert@co.delaware.pa.us Website: www.co.delaware.pa.us/planning/ www.fhwa.dot.gov/safetealu/factsheets/stp.htm</p>
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**UNITED STATES
DEPARTMENT OF HOMELAND SECURITY**

Programs

Assistance to Firefighters Grant Program

Type of Assistance

This program awards one-year grants directly to fire departments of a state to enhance their abilities with respect to fire and fire-related hazards. A 10% match will be required of fire departments that serve populations of under 50,000. A 30% match will be required for all departments protecting over 50,000 populations.

Who is Eligible

Eligible applicants are limited to fire departments, defined as an agency or organization that has a formally recognized arrangement with a state, territory, local, or tribal authority to provide fire suppression to a population within a fixed geographical area.

Program Use

There are three programs associated with this grant:

- Operations and Firefighter Safety Program – training, equipment, personal protective equipment, wellness and fitness, and modifications to fire stations and facilities.
 - Fire Prevention Program – public education and awareness activities, fire code enforcement activities, fire inspector certifications, purchase and installation of smoke alarms and fire suppression systems, wildland mitigation, and arson prevention and detection activities.
 - Firefighting Vehicle Acquisition Program – pumpers, brush trucks, tankers/tenders, rescue vehicles, ambulances, quints, aerials, foam units, and fireboats.
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Application Procedure

When funding is available, application is online at www.firegrantsupport.com. An application tutorial is available on the website as well.

Contact

United States Department of Homeland Security
6th Floor, 615 Chestnut Street
Philadelphia, PA 19106
Telephone: (215) 931-5718 or 1 (866) 274-0960
Fax: (215) 931-5539
Email: firegrants@dhs.gov or Dustin.brosius@dhs.gov
Website: www.firegrantsupport.com/afg/

**UNITED STATES
TREASURY DEPARTMENT**

Program	New Market Tax Credits
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Types of Assistance	These tax credits, operating under the Community Development Financial Institutions (CDFI) Fund, allow taxpayers to receive a tax credit against federal income taxes worth 39% of an equity investment in a “community development entity” (CDE) that are organizations qualified to invest in low-income communities.
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Who is Eligible	Any taxable investor that would make an equity investment in a qualified CDE. To qualify as a CDE, an entity must be a domestic corporation or partnership that: 1) has a mission of serving or providing investment capital for low-income communities or low-income persons; 2) maintains accountability to residents of low-income communities through their representation on a governing board of or advisory board to the entity; and 3) has been certified as a CDE by the CDFI Fund.
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Program Use	The equity capital can promote and support smaller businesses in low-income communities.
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Application Procedure	Applications are generally due in September. The websites of the Treasury Department’s CDFI Fund (below) and the National Trust’s Main Street Program have further information.
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Contact	CDFI Fund 601 13th Street NW Suite 200, South Washington, D.C. 20005 Telephone: (202) 622-8662 Fax: (202) 622-7754 Email: cdfihelp@cdfi.treas.gov Website: www.cdfifund.gov/what_we_do/programs_id.asp?programID=5
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WILLIAM PENN FOUNDATION

Program	General Grants
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Types of Assistance	These grants are extremely variable, from a few thousand to several million dollars.
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Who is Eligible	Section 501(c)(3) organizations that are located and/or serve constituents within the Philadelphia region, are not private foundations, and have sufficient income to meet the public support tests of the Internal Revenue Code.
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Religious organizations may be eligible to receive funding for non-sectarian purposes, and governmental agencies are occasionally funded if there is no suitable 501(c)(3) that can do the work. National organizations are eligible in selected cases.

Program Use	<p>Eligible activities include:</p> <ul style="list-style-type: none">• Developing and implementing a comprehensive, asset-based stabilization and revitalization strategy for targeted communities.• Strengthening the capacity of technical and support organizations to provide strategic assistance to community-building groups.• Promoting policies and systems change to leverage and stimulate private sector investment.• Developing new programs or expanding ongoing successful programs. Replication, in this region, of successful national practices.• Research, policy-related work and advocacy, project evaluation, strategic planning organization capacity building, capital expenditures, publications and other public information projects, collaborative efforts with other nonprofits, and in some unusual circumstances, grants for endowments.• Feasibility studies for bicycle and pedestrian trails, bicycle and pedestrian educational programs, and planning for infrastructure improvements are also eligible.
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Application Procedure	Rolling acceptance.
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Contact	<p>The William Penn Foundation Two Logan Square 11th Floor 100 N. 18th Street Philadelphia, PA 19103-2757 Telephone: (215) 988-1830 Fax: (215) 988-1823 Email: moreinfo@williampennfoundation.org Website: www.williampennfoundation.org/</p>
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APPENDIX B

PRESERVATION TOOLBOX

HISTORIC PRESERVATION PLANNING

Local historic preservation measures help a community's efforts to increase the quality of life for its citizens and can offer methods to assist in the community revitalization. These measures can create a desirable and interesting area for heritage trails and tourist destinations. These "tools" for preservation can also improve the environmental, economic, educational, and social aspects of the municipality, while saving our heritage.

LEGAL BASIS FOR HISTORIC PRESERVATION

Preservation at the Federal Level

Historic preservation is accomplished through a variety of different tools permitted under both federal and state law. The *National Historic Preservation Act* of 1966 created an extensive framework within which preservation takes place. It established programs and opportunities for preservation activities from the federal to the local levels. In addition, the Act created the National Register of Historic Places, the State Historical Preservation Offices (SHPO), and the Certified Local Government Program (CLG).

Preservation at the State Level (SHPO)

Federal law mandates that states have a SHPO. The *Pennsylvania Historic Preservation Act* of 1978 (Act 273) recognizes the role of Pennsylvania Museum and Historical Commission (PHMC), which is the Pennsylvania SHPO, as having general responsibility for overseeing and advising all levels of government on historic preservation within the state.

Preservation on the Municipal Level

The Pennsylvania state laws that specifically enable local regulation for preservation are the *Historic District Act*, Act 167, (1961 P. L. 282) and the Municipalities Planning Code (MPC). The MPC allows municipalities to use zoning to protect historic sites. The *Historic District Act* authorizes municipalities to create historic districts and to establish an Historical and Architectural Review Board (HARB) to oversee construction activity within the district.

COMPREHENSIVE PLAN

Goals and Objectives

The legal basis for historic preservation, as described above, assumes that preservation is a goal of the community. As provided for in this plan, it is important to clearly establish preservation-related goals in the comprehensive plan. A section in the plan should clearly indicate that the Boroughs value their historic and cultural resources and that one of the goals for the future is to preserve and maintain them. This provides the basis for any preservation-related land use provisions that the Boroughs might want to establish, such as an historic district ordinance.

The Inventory of Cultural Resources

In addition to specifying local preservation goals, a municipal comprehensive plan should also contain a mapped inventory or survey of the historic and archaeological resources intended for protection/preservation. This survey or inventory provides the groundwork upon which preservation policies should rest.

A simple inventory can consist of just a listing of all of the historic resources contained within a municipality. A more complete survey containing information on the historic significance of each resource would be of even greater value as it serves as a basis for determining the type and level of protection that is needed. For legal purposes, it is extremely important to establish criteria for determining which sites are chosen to be included in the survey. This list is then the defining base for additional controls through local regulations.

Delaware County Planning Department (DCPD) can act in an advisory capacity to those communities who wish to begin a survey. In a comprehensive survey, each historic resource is documented on a form provided by PHMC. Each site is visited, photographs are taken, and a site plan is drawn. A narrative is included for both the history of the structure and the architectural description. The areas believed or known to contain sensitive archaeological resources should also be defined and included in any municipal survey of historic resources. DCPD maintains a database on the potentially archaeologically sensitive areas in the County. This completed survey of all of the resources and their location should then be adopted into the comprehensive plan.

TOOLS FOR HISTORIC PRESERVATION

The following is a description of various tools that can be used to preserve historic and archaeological resources. They can be used alone or together to best satisfy the needs of the community. For example, a municipality with both clustered and scattered sites may wish to enact both an historic district ordinance and an overlay ordinance (refer to subsequent sections on these types of ordinances). Although many municipalities will have sites on the National Register of Historic Places, they may also want to protect valuable community resources that do not meet the criteria of the National Register.

The Local Landmark designation (also discussed below) can be used for the one or two scattered sites, while the core of an historic area is protected by the historic district ordinance.

National Register of Historic Places

The National Register of Historic Places is the official source for federally recognized historic resources of value. It lists those places deemed significant due to their history, architecture, archaeology, engineering, or culture. Eligibility of buildings, sites, districts, or objects is based on specific criteria defined by the National Register. More detailed information is available from the National Park Service and at DCPD.

It is important to note that PHMC is the agency responsible for determining whether the nominated resource is eligible for the National Register. This Determination of Eligibility (DOE) carries with it the same advantages as those held by resources actually listed on the National Register. These advantages consist of the following:

1. Recognition of the historic significance of the resource
2. Special consideration if a federally funded project is found to affect the resource in any way
3. Eligibility for federal tax credits
4. Qualification for special funding from state or federal sources

Districts or clusters of historic buildings or resources (such as an industrial complex or a village of residences) may also be placed on the National Register as a *district*. In this case, each building contributing to the district's historic significance is considered to have the same benefits as those of an individual building on the National Register.

It should also be stressed that the National Register designation places absolutely no obligations on the property owner. The owner is free to do whatever he wishes to his property. In extreme cases, the only penalty would be having the National Register designation removed.

Advantages

- A good first step toward recognition of the community's goals
- Prestige and status is given to the resource and community
- Special consideration on the effect of a project funded by state or federal funds
- Special funding opportunities

Disadvantages

- It gives no protection from any private or local projects.

Certified Local Districts (Act 167 Historic District Ordinance)

Adoption of a Certified Local District through an Act 167 historic district ordinance is the most important tool for protection of clusters of historic resources. It essentially allows for the creation of a district that, after certification by PHMC, provides local review of changes in the district. It places another layer of regulations upon the base zoning of the district whether it is commercial, residential, or industrial. The district need not be on the National Register. Act 167 (1961 P.L. 282) authorizes the local government to:

- Delineate an historic district
- Establish a HARB which is advisory to the municipal governing officials
- Determine guidelines to regulate physical changes within the district
- Create a review process leading to granting or not granting a Certificate of Appropriateness for changes within the district

Many misconceptions exist about an Act 167 district. It is true that the design guidelines can be very strict and may place limits on many homeowners' exterior alterations. However, since the guidelines should reflect community values, they can be created to be as strict or as lenient as desired. In some cases, they may only affect new construction or any additions (not alterations) made to existing housing within the district. Some municipalities' districts may regulate all changes including the color of paint on the existing structure. Examples of elements that can be regulated by design guidelines are height, bulk, roof line, proportions, façade openings, compatibility with architectural detail, building materials, color, fences, walls, and exterior lighting. It is strongly advised that residents of the proposed district be included in the planning process very early to provide their input and cooperation.

There are three municipalities in Delaware County that have an Act 167 historic district ordinance. Chadds Ford Township has two districts involving crossroad villages, and Ridley Park Borough has a district which is a residential area dating to the late 19th century. The third district is in Media Borough.

Advantages

- A prescribed process is mandated by the Act.
- The guidelines are customized to the locality.
- It is the most effective way in which to preserve the character as well as the buildings.

Disadvantages

- Residents of the district must be involved from the very beginning of the decision-making process to create a district that is acceptable to all.
- HARB members must be knowledgeable about architectural styles and interpretation of the guidelines.

Historic Zoning Overlay

A municipality could amend its zoning ordinance and/or subdivision and land development ordinance to include an historic preservation section.

If the surveyed historic resources in a municipality are widely scattered, a zoning overlay that includes the resources identified in the municipal survey can be adopted into the zoning ordinance. This overlay can apply regulations in addition to those of the base zoning. These regulations can address such factors as:

- Demolition of historic structures
- Design guidelines
- Buffering or visual protection
- Protection for archaeological sites

Additional incentives, such as special exceptions or conditional uses, can be granted to property owners. A developer of a property that contains an historic building can be offered incentives to retain the building and reuse it. Some incentives could include an expansion in uses, increased density, and parking bonuses, which are especially valuable in encouraging the reuse of some of the larger late 19th century homes now too large for a single family. For instance, an historic home in the overlay zone could be used for a flower shop even though it is in a residential zone on the base zoning map. Concord Township has enacted an historic zoning overlay with incentives.

To preserve historical integrity, controls can also be included within these regulations to protect resources. Buffering requirements are valuable in maintaining the historic setting of some of the resources. The retention of landscaping and outbuildings is also helpful. Archaeological sites are especially vulnerable to land development projects. Therefore, developers should be required to submit an archaeological assessment plan describing the measures that will be taken to minimize the impact of the project on these resources.

An Historical Commission is generally the review body for activities that take place within an historic overlay district. This is an appointed advisory board, but its general responsibilities can consist of more than its review function. Like a HARB, the Historical Commission can review for appropriate treatment within the overlay zones, but it may also become the “keeper” of the history of the municipality and be in charge of updating the survey, providing information to citizens, and filing National Register nominations.

The historic resources protected by a zoning overlay must be in the survey of historical sites adopted into the comprehensive plan. They may be classified by their level of significance. Many municipalities use three classifications:

- Class I – Resources on the National Register or eligible for the National Register
- Class II – Resources significant to local history
- Class III – All other resources

In this manner, a greater degree of control can be given to the higher classifications, and perhaps no control can be placed on Class III resources.

Advantages

- It provides flexibility of restrictions and incentives
- Areas with a high archaeological potential can be included with protective measures directed toward ground disturbances
- It encourages reuse of historic structures

Disadvantages

- The criteria for the classification of the historical and archaeological sites must be precise and thorough

Demolition Ordinance

In order to provide a minimum level of protection for historic resources, a municipality should adopt an ordinance governing demolition of historic structures, either as a freestanding ordinance or as part of the zoning ordinance. These provisions would specify that all demolition permit applications be reviewed in accordance with a specific procedure. The ordinance provisions could stipulate a delay period or “stay of demolition” for issuing a demolition permit (e.g., 90 to 120 days). During this period, the local review board would be given an opportunity to seek alternative uses and/or buyers for the building. A report on the findings developed during that period could indicate that alternative scenarios for the resource are economically feasible and/or acceptable to the applicant. Although legally untested, it may be possible to deny a demolition permit in the case of an extremely significant building.

Demolition by neglect (the gradual deterioration of a building over time) is a difficult situation to address and control. However, maintenance standards can be enforced to help control this type of “demolition.” The Concord Township historic preservation ordinance gives the Township the authority to determine if a structure is being demolished by neglect and to require the owner to apply for a demolition permit, thus setting in motion the review procedure for demolition.

If the end result of a stay of demolition is ultimately granting the demolition permit, then the municipality may require that adequate time be added to the stay period for documenting the building. Such documentation involves photographs, measurements, and site plans being placed with the local historical group or the Boroughs for future reference.

Local Landmark Designations

A municipality can adopt a “landmark ordinance” to protect a specific structure that has special significance to the municipality. St. Martins Church in Marcus Hook is protected by just such an ordinance.

A landmark ordinance has two parts. The first part demonstrates the significance of the structure. The second part lists actions permitted or not permitted (such as the removal of an architectural detail) and/or any incentives for preservation activities associated with the structure.

Advantages:

- The façade for one structure of outstanding significance is protected

Disadvantages

- The significance of the structure must be substantiated
- The owner must give consent

Historic Conservation Districts

Neighborhoods with a special architectural character can be preserved without putting a financial burden onto the homeowner through a conservation district ordinance. This is similar to an historic district (Act 167) but with less stringent requirements in retaining the authentic historic fabric. For example, homeowners in a conservation district may use aluminum siding, but they may not enclose their front porches because that would undermine a defining feature of the neighborhood.

A conservation district ordinance may also offer the homeowners a financial incentive by making low interest revolving loans available to them from the municipality. In addition, the review board established with the district would also serve as an advisory group offering construction and architectural expertise and advice. An example of a conservation district can be found in the Pottstown, Pennsylvania, zoning ordinance.

Advantages:

- Minimum design control
- Financial incentives
- Expert consultations

Disadvantages:

- Destruction of some of the historical fabric of the buildings
- Needs consent of most of the homeowners involved
- Establishing the financial base for the loans

Development and Subdivision Regulations

An historic preservation section could be adopted into the municipal ordinance regulating land development and subdivisions. A developer of a property that contains an historic building can be offered incentives to retain the building and reuse it. One incentive could provide for density and parking bonuses, which is especially valuable in encouraging the reuse of some of the larger late 19th century homes now too large for a single family.

To preserve historical integrity, controls can also be included within these regulations. Buffering requirements are invaluable in maintaining the historic setting of some of the resources. Also helpful are the retention of landscaping and outbuildings.

Archaeological sites are especially vulnerable to subdivision and land development projects. Requiring the developer to submit an archaeological assessment plan describing the measures that will be taken to minimize the impact of the project can protect these areas.

Building Code Exceptions

Building codes, including the Building Officials and Code Administrators (BOCA) code, provide for exceptions for historic buildings. In the 1999 BOCA code, buildings classified as historic need not meet all mandatory requirements of the code if they are judged to be safe and meet the requirements for the public's health, safety, and welfare. That is, historic structures can be held to a less stringent standard for repairs, alterations, and additions.

Historical Commissions and Historical and Architectural Review Boards

In the previous paragraphs we have mentioned two different review boards that a municipality may establish. The following will give a better explanation of how each is used:

HARB – This is the appointed Board mandated by the *Historic District Act* (Act 167). The Act specifies that this Board will have not less than five members and describes the qualifications of these members. The primary duty of this HARB is to review changes within an historic district and to recommend (or not recommend) that a Certificate of Appropriateness be issued.

Historical Commission – This Board is not mandated by law but, like a HARB, its members are appointed by the municipal officials. The duties of an Historical Commission can range from simply being the keepers of the municipal history to overseeing the municipal historic resource survey, from acting as a formal review board for historic overlays to archaeological assessment, or any other advisory function regarding the historic fabric of the community.

Facade Easements/Dedications

The municipality can create an easement on a building façade or accept dedication of an area or structure. The owner of the property then can take a federal tax deduction for a charitable donation. The mechanism can monitor the future changes on structures or areas and is usually done through a nonprofit agency such as Natural Lands Trust or the Preservation Alliance of Philadelphia. Some municipalities have established their own nonprofit group to accept and monitor the easements.

REUSE, REVITALIZATION

The reuse of existing buildings can help to revitalize a community. Buildings that are intact can, in most cases, be rehabilitated at less expense than building new structures. Using the tools described above will help to preserve the historic fabric of a community, but adaptive reuse is an important component of revitalization. The key to continued preservation is the active use of a structure. Once a resource is identified as historic and special to the community, action can then begin to encourage its reuse.

In most cases, an historic building is adaptable to reuse. However, it is strongly advised and often enforced that the “The Secretary of the Interior’s Standards for Rehabilitation” be used as a guideline for modifying and improving the structure. These guidelines encourage the reuse of original materials or replacement in kind.

Tax Incentives

Federal Tax Credits – Sites on the National Register of Historic Places (or those in a National Register historic district) are eligible for federal tax credits for rehabilitation. This applies only to income producing structures but can be an incentive for revitalization of an area.

Property Tax Abatement and Freeze – The municipality has the authority to develop its own incentive for preservation. The municipal tax is lowered or frozen for a period of time for those historic structures undergoing a rehabilitation or reuse.

Community Development Block Grants

Another source of funds for the rehabilitation of historic resources is the Community Development Block Grant (CDBG) Program. These federally sponsored grants are awarded each year for projects that benefit mainly low- and moderate-income areas, but there is also a provision for funding historic rehabilitation.

Public/Private Cooperation

Not all projects can be funded by one source, especially in revitalization areas. Many projects, usually those involving more than one building or an extremely large structure, are accomplished using funds from several public sources such as state or federal preservation grants, as well as foundation and corporate grants and local financial institutions.



Fact Sheet

COMMONWEALTH OF PENNSYLVANIA • DEPARTMENT OF ENVIRONMENTAL PROTECTION
BUREAU OF LAND RECYCLING & WASTE MANAGEMENT • LAND RECYCLING PROGRAM FACT SHEET 2

Summary of Act 2 of 1995: Land Recycling and Environmental Remediation Standards Act

The primary goal of Act 2 is to encourage the voluntary cleanup and reuse of contaminated commercial and industrial sites. This strategy of encouraging the redevelopment of sites with existing roads, sewers, water lines and utilities is often more cost-efficient than providing this infrastructure at pristine sites. The strategy also helps to preserve prime farmland, forests and open areas from development. The Land Recycling Program was developed to administer Act 2.

General Provisions

Act 2 provides incentives to promote the voluntary development and implementation of site remediation. Act 2 is composed of four cornerstones that break down redevelopment obstacles: uniform cleanup standards, liability relief, standardized reviews and time limits, and financial assistance. Clear, uniform cleanup standards and standardized review procedures promote the voluntary elimination of public health and environmental hazards. Remediation of a site according to the standards and procedures provides owners and developers with relief of liability for further remediation of the contamination. Financial assistance encourages assessment and remediation of environmental contamination.

Other general provisions:

- Cleanup is based on the actual risk that contamination on a site poses to public health and the environment.
- Act 2 established the Cleanup Standards Scientific Advisory Board to help the Department of Environmental Protection's (DEP's) Environmental Quality Board develop Statewide health standards and provide advice on other technical and scientific matters.
- The environmental remediation standards established under Act 2 are used when any site is remediated either voluntarily or remediation is required under the Clean Streams Law, the Air Pollution Control Act, the Solid Waste Management Act, the Infectious and Chemotherapeutic Waste Law, the Hazardous Sites Cleanup Act and the Storage Tank and Spill Prevention Act.

Remediation Standards and Review Procedures

Anyone who voluntarily wants to or is required to clean up a site and wants to take advantage of the liability protection provided in Act 2 must select and attain compliance with one or any combination of the following three environmental standards, or remediate their site as a special industrial area.

- Background standard
- Statewide health standard
- Site-specific standard

Background Standard

A person choosing to clean up a site to the background standard must document that the concentration of any contaminants remaining are not related to any release of regulated substances at the site. This often applies to a site where contamination has come onto the site from a nearby property.

Statewide Health Standard

Regulations have been developed that establish Statewide health standards for contaminants for each environmental medium. These standards are derived from medium-specific chemical concentrations based upon acceptable cancer and systemic health risks. The standards account for use and non-use groundwater, as well as residential and nonresidential exposure factors at a site.

Site-Specific Health Standard

This standard allows the remediator to consider exposure and risk factors to establish cleanup levels appropriate for the intended use of a particular site. This approach is a more detailed process that involves developing a risk assessment based on the conditions and human exposures at the site.

Special Industrial Areas

This approach allows for limited remediation based in part upon the proposed reuse of the property. To qualify for this status, a site must either not have an associated financially viable responsible person or be in an Enterprise Zone, which includes all Keystone Opportunity Zones. The party conducting the cleanup must not have caused or contributed to the site contamination and must perform a remedial investigation. Cleanup actions must address all immediate, direct or imminent threats, and other environmental contamination based on the intended use of the site. A baseline environmental report is developed which becomes the basis for a consent order and agreement between the remediator and DEP.

Public Involvement

For background and Statewide health standard cleanups, notices must be submitted to DEP and the municipality (where the site is located) and published in a local newspaper when the responsible person intends to clean up a site and when they believe the cleanup is complete. For site-specific standard and special industrial area cleanups, in addition to the previous notices, a detailed public involvement plan must be developed if requested by the municipality. People doing cleanups are encouraged to develop a proactive approach to working with the municipality in developing and implementing remediation and reuse plans.

Cleanup Liability Protection

Any person demonstrating compliance with one or a combination of the cleanup standards is relieved of further liability for the remediation of contamination identified in reports submitted to and approved by DEP. The cleanup liability protection provided applies to:

- Current and future owners of the property.
- Any other person who participated in the remediation of the site.
- A person who develops or otherwise occupies the site.
- A successor or assign of any person to whom the liability protection applies.
- A public utility to the extent the utility performed activities on the site.

The owner or developer of a special industrial area has limited liability and is only responsible for remediation of immediate, direct or imminent threats, and any other remediation specified in the special industrial area agreement between them and DEP.

Industrial Land Recycling Fund

One of the cornerstones of the Land Recycling Program is providing financial assistance to encourage voluntary investigation and remediation activities at industrial sites. This financial assistance is performed under the Industrial Sites Reuse Program. This program provides grant or loan money for assessment and remediation for up to 75 percent of the cost of the activity to persons who did not cause or contribute to contamination on the site. The Department of Community and Economic Development administers the Industrial Sites Reuse Program.

Miscellaneous Provisions

- State or local permits are not required for remediation activities undertaken under the requirements of this act although the Federal government could require permits in Federally-funded state programs.
- Changing land use from nonresidential may require further cleanup and DEP concurrence that the site has been rendered safe for residential use.

Contact Information

For information on this initiative or general information on the Land Recycling Program call (717) 783-7816, or the Information Request Line at (717) 787-6264 to request written material or to place a message on voice mail. You may also visit our web site at www.state.pa.us (PA Keyword: "Land Recycling"). Questions and comments may be directed to Tom Fidler, Program Manager, at tfidler@state.pa.us.

This fact sheet and related environmental information are available electronically via Internet. For more information, visit us through the PA PowerPort at <http://www.state.pa.us> PA Keyword "Land Recycling".



www.GreenWorks.tv - A web space dedicated to helping you learn how to protect and improve the environment. The site features the largest collection of environmental videos available on the Internet and is produced by the nonprofit Environmental Fund for Pennsylvania, with financial support from the Pennsylvania Department of Environmental Protection, 877-PA-GREEN.

APPENDIX D **Traffic Calming Techniques**

Measure	Traffic Reduction	Speed Reduction	Noise and Pollution	Loss of Parking	Traffic Access Restrictions	Emergency Vehicle Access	Maintenance	Cost
Traffic Education Campaign	Maybe	Maybe	No change	None	None	None	No	Varies
Speed Display	Yes	No	No change	None	None	None	No	\$250/day
Neighborhood Sign	Maybe	Minimal	No change	None	None	None	No	\$200/sign
High Visibility Crosswalks	Maybe	No	No change	None	None	None	Yes	\$1K-\$5K
Police Enforcement	Yes	Maybe	No change	None	None	None	No	\$75/hour
Narrowing Lanes	Yes	Maybe	No change	None	None	None	Yes	\$1K-\$3K
Speed Limit Signing	Maybe	No	No change	None	None	None	No	\$200/sign
Signing Restrictions	No	Yes	No change	None	Yes	None	No	\$200/sign
Bike Lane	Maybe	No	No change	Maybe	No	None	Yes	\$25K-\$75K/mile
Sidewalk	No	No	No change	Maybe	No	None	Yes	\$20-\$30/foot
Median Island	Maybe	Yes	Decrease	Maybe	Yes	Yes	No	\$10K-\$75K
Gateway	Yes	Yes	Decrease	Maybe	Yes	None	No	\$10K-\$20K
Curb Extension	Maybe	No	No change	Yes	None	Some	Yes	\$10K-\$20K
Choker	Yes	Maybe	No change	Yes	None	Some	No	\$15K
Speed Hump	Possible	Limited	Increase	Maybe	None	Yes	Yes*	\$5K
Raised Crosswalk	Yes	Maybe	Increase	Yes	None	Some	Yes*	\$5-\$10K
Raised Intersection	Yes	No	Increase	Yes	None	Yes	Yes	\$25K-\$50K
Traffic Circle	Yes	Maybe	No change	Yes	None	Some	Yes	\$15-\$25K
Intersection Channelizing	Yes	Maybe	No change	Yes	None	None	Maybe	\$15-\$20K
Chicane	Yes	Maybe	Maybe	Yes	None	Yes	Maybe	\$20K-\$40K
Creek bridge (short)	No	No	No change	None	None	None	Yes	\$50K-\$100K
Movement Barrier	Maybe	Yes	Decrease	None	Yes	Yes	Yes	\$5K
Entrance Barrier	Maybe	Yes	No change	Maybe	Yes	Maybe	No	\$15-\$20K
One-way Streets	No	Yes	No change	None	Yes	Yes	No	\$5K
Diagonal Diverter	Yes	Yes	Decrease	Maybe	Yes	Maybe	No	\$15-\$35K
Street Closure	Yes	Yes	Decrease	Yes	Total	Yes	No	\$20-\$35K

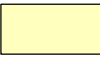
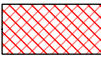















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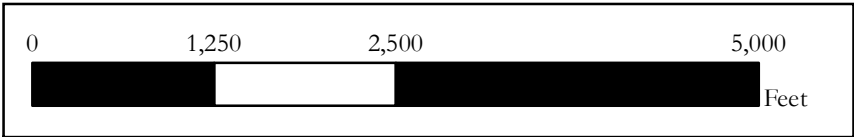
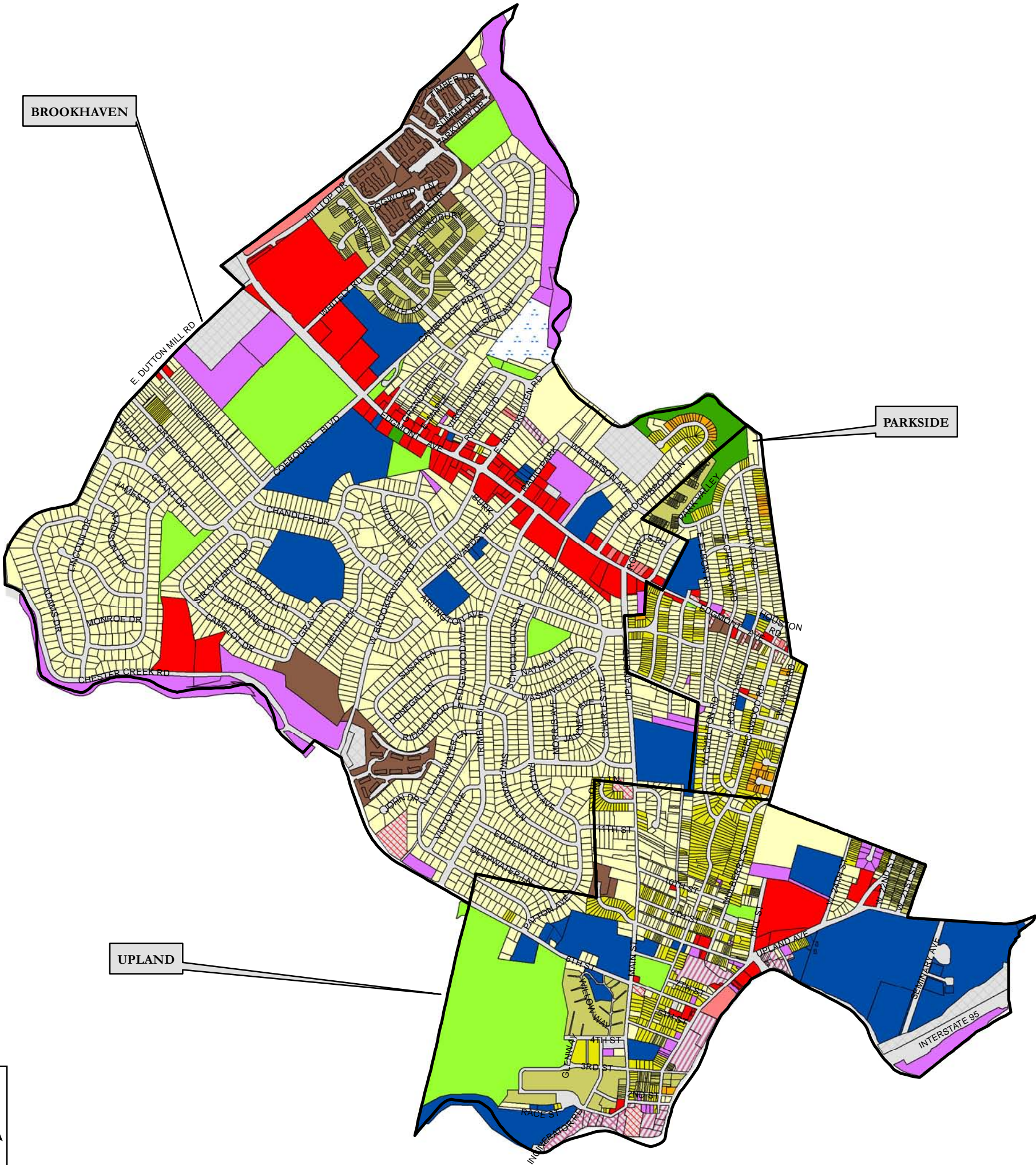
Appendix E

Locations for New Sidewalks

Borough	Street Name	Location
Brookhaven	Brookhaven Rd.	Extend to Camelot Apartments
Brookhaven	Brookhaven Rd.	At Woodland Ave. on west side of street
Brookhaven	Brookhaven Rd.	Just south of Edgmont Ave.
Brookhaven	Brookhaven Rd.	Extend on both sides to Nether Providence boundary
Brookhaven	Cambridge Rd.	Edgmont Ave. to Spring St.
Brookhaven	Chester Creek Rd.	Extend east to Brookhaven Swim Club & Blast Fitness Center
Brookhaven	Church St.	Maple Ave. to Virginia Ave.
Brookhaven	Dutton Mill Rd.	Lincoln Dr. to Edgmont Ave.
Brookhaven	Edgmont Ave.	Hilltop Dr. to Whiteley Rd.
Brookhaven	Grandview Ave.	Edgmont Ave. to Houston St.
Brookhaven	Greenwood St.	Dutton Mill Rd. to Coeburn Blvd.
Brookhaven	Hillside Ave.	Spring St. to Zoar St.
Brookhaven	Houston St.	Wellington Ave. to Maple Ave.
Brookhaven	Maple Ave.	Church St. to Houston St.
Brookhaven	Meadowbrook La.	Edgmont Ave. to beyond Williamson Ave.
Brookhaven	Radio Park La.	From blockade to Williamson Ave.
Brookhaven	Ridge Blvd.	End of street
Brookhaven	Seiger St.	Wellington Ave. to Maple Ave.
Brookhaven	Shepherd St.	Some of street
Brookhaven	Spring St.	Wellington Ave. to Hillside Ave.
Brookhaven	Upland Rd.	Missing segment between Edgmont Ave. and Tom Sweeney Dr.
Brookhaven	Wellington Ave.	Spring St. to Edgmont Ave.
Brookhaven	Unnamed st.	Dutton Mill Rd. to Di Maio Dr.
Brookhaven	New connecting sidewalk	On petro. pipeline ROW Cambridge - Ruth for access to Boro. Hall
Brookhaven	New connecting sidewalk	From end of Argyle Rd. to Bradbury Rd. for access to Giant Field
Parkside	Arlington Ave.	Garrison Rd. to Elbon Rd.
Parkside	Forestview Rd.	Arlington Ave. to end of street
Parkside	Norfolk La.	Beechwood Rd. to Avon Rd.
Parkside	Norfolk La.	Elbon Rd. to Chelton Rd.
Parkside	Tom Sweeney Dr.	Garrison Rd. to Elbon Rd.
Upland	Glenway Ave.	Race St. to Upland Rd. for short distance on south side of road
Upland	McClintock Dr.	6th St. to 4th St.
Upland	Race St.	Upland Rd. to end of street
Upland	Upland Ave.	3rd St. to 4th St.

Existing Land Use

	Single - Family Detached		Mixed Use		Open Space
	Single - Family Semi Detached/Two Family Detached		Commercial		Recreation
	Single Family Attached		Heavy Industrial		Roads
	Multi-Family		Light Industrial		Ulility/Railroad/Parking
	Apartment		Institutional		Undeveloped/Vacant
	Office/Professional		Cemetery		



Brookhaven, Parkside,
and Upland Boroughs

Existing Land Use

SOURCE:
1. USGS - Municipal Boundary
2. Delaware County Board of Assessments - Roads
3. Delaware County Planning Department - Existing Land Use

Disclaimer
This map is for analytical
purposes only. The reliability
of this map depends on the
accuracy of the underlying
data sources which have
not been verified.



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Future Land Use

