



April 2005

# FOUR-BOROUGH COMPREHENSIVE PLAN

Aldan Borough  
Collingdale Borough  
Colwyn Borough  
Sharon Hill Borough

**FOUR-BOROUGH COMPREHENSIVE PLAN**  
**FOR THE**  
**BOROUGHES OF ALDAN, COLLINGDALE, COLWYN, AND SHARON HILL**

**April 2005**

**Prepared for the citizens of the Boroughs of**  
**Aldan, Collingdale, Colwyn, and Sharon Hill**  
**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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John Nawn  
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## **ACKNOWLEDGEMENTS**

### **COMPREHENSIVE PLAN TASK FORCE**

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| Stephen Beckson  | Manager, Collingdale Borough             |
| Joseph Botta     | Council, Sharon Hill Borough             |
| Kathy Brennan    | Council, Colwyn Borough                  |
| James S. Bryan   | Council, Collingdale Borough             |
| John McBlain     | Council, Aldan Borough                   |
| Dan McEnhill     | Manager, Colwyn Borough                  |
| Paul Meuser      | Council, Colwyn Borough                  |
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David M. Collins, AICP, Housing Programs Manager\*

\* Former staff member



**BOROUGH OF ALDAN**  
**COUNTY OF DELAWARE**

**RESOLUTION 2010-03**

**A RESOLUTION TO ADOPT THE FOUR BOROUGH  
COMPREHENSIVE PLAN OF 2005**

**WHEREAS**, the Borough Council of the Borough of Aldan has deemed it in the best interest of the Borough to update the Aldan Borough Comprehensive adopted in 1975; and,

**WHEREAS**, a multi-municipal Comprehensive Plan for the Boroughs of Aldan, Collingdale, Colwyn, and Sharon Hill, including text, charts, and maps have been prepared by the Delaware County Planning Department, working with a task force of elected and appointed officials from the participating Boroughs, and intended to guide the development and revitalization of these Boroughs; and,

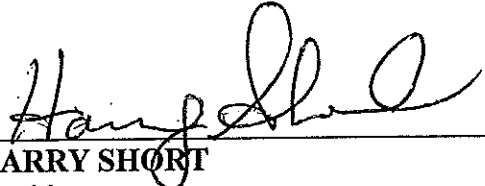
**WHEREAS**, a joint public meeting of representatives of the Planning Commissions of the participating Boroughs was held on October 28, 2004 and a joint public hearing of representatives of the Councils of the participating Boroughs was held on January 19, 2005 pursuant to public notice, and no substantial revisions to the proposed multi-municipal Comprehensive Plan resulted therefrom.

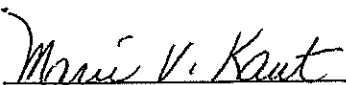
**NOW, THEREFORE, BE IT RESOLVED** that the Aldan Borough Council does hereby approve and adopt the Four Borough Comprehensive Plan of 2005 for the Boroughs of Aldan, Collingdale, Colwyn and Sharon Hill, and that this Plan shall henceforth constitute the Comprehensive Plan of the Borough of Aldan under and in

accordance with Article III of the Pennsylvania Municipalities Planning Code, Act 247 of 1968, as amended.

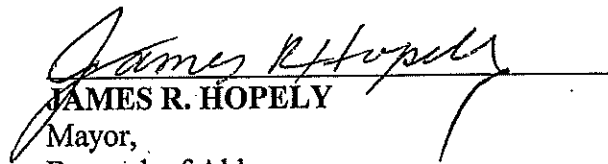
**RESOLVED** this 8<sup>th</sup> day of September, 2010.

**BOROUGH OF ALDAN**

  
**HARRY SHORT**  
President,  
Aldan Borough Council

Attest:   
**MARIE V. KAUT**  
Secretary,  
Borough of Aldan

Approved this 8<sup>th</sup> day of September, 2010.

  
**JAMES R. HOPELY**  
Mayor,  
Borough of Aldan

**BOROUGH OF COLLINGDALE**  
**DELAWARE COUNTY, PA.**  
**RESOLUTION No. 2005-09**

**A RESOLUTION TO ADOPT THE FOUR BOROUGH COMPREHENSIVE PLAN OF 2005**

**WHEREAS**, the Borough Council of the Borough of Collingdale deemed it in the best interest of the Borough to update its Comprehensive Plan which is part of the Southeast Delaware County Comprehensive Plan of 1971; and


**WHEREAS**, a multi-municipal Comprehensive Plan for the Boroughs of Aldan, Collingdale, Colwyn, and Sharon Hill, including text, charts, and maps, has been prepared by the Delaware County Planning Department working with a task force of elected and appointed officials from the participating Boroughs, and intended to guide the development and revitalization of these Boroughs; and

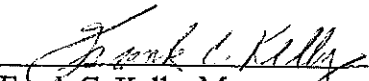
**WHEREAS**, a joint public meeting of the Planning Commissions of the participating Boroughs was held on October 28, 2004 and a joint public hearing of the Councils of the participating Boroughs was held on January 19, 2005 pursuant to public notice, and no substantial revisions to the proposed multi-municipal Comprehensive Plan resulted therefrom.

**NOW, THEREFORE, BE IT RESOLVED** that the Collingdale Borough Council does hereby approve and adopt the Four Borough Comprehensive Plan of 2005 for the Boroughs of Aldan, Collingdale, Colwyn and Sharon Hill, and that this Plan shall henceforth constitute the Comprehensive Plan of the Borough of Collingdale under and in accordance with Article III of the Pennsylvania Municipalities Planning Code, Act 247 of 1968, as amended.

**RESOLVED** this 4<sup>th</sup> day of April, 2005.

**Borough of Collingdale**

  
Kathleen M. Munro, Council President

  
Frank C. Kelly, Mayor

**ATTEST:**   
Stephen Beckson, Borough Manager

BOROUGH OF COLWYN  
DELAWARE COUNTY PA  
RESOLUTION No. 2011-5

A RESOLUTION OF THE BOROUGH OF COLWYN TO RATIFY THE APRIL 1, 2005  
ADOPTION OF THE FOUR BOROUGH COMPREHENSIVE PLAN OF 2005.

WHEREAS, the Borough Council of the Borough of Colwyn has deemed it in the best interests of the Borough to update the Colwyn Borough Comprehensive Plan; and,

WHEREAS, a multi-municipal Comprehensive Plan for the Boroughs of Aldan, Collingdale, Colwyn and Sharon Hill, including text, charts and maps has been prepared by the Delaware County Planning Department, working with a task force of elected and appointed officials from the participating Boroughs, and intended to guide the development and revitalization of these Boroughs; and,

WHEREAS, a joint public meeting of representatives of the Planning Commissions of the participating Boroughs was held on October 28, 2004 and a joint public hearing of representatives of the Councils of the participating Boroughs was held on January 19, 2005, pursuant to public notice, and no substantive revisions to the proposed multi-municipal Comprehensive Plan resulted therefrom; and,

WHEREAS, on April 21, 2005, the Borough Council of Colwyn did adopt the Four Borough Comprehensive Plan by Resolution 2005-3; and,

WHEREAS, the Borough Council of Colwyn now wishes to ratify and document that adoption for the publication of the Comprehensive Plan,

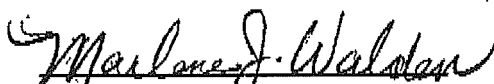
NOW THEREFORE, BE IT RESOLVED that the Colwyn Borough Council does hereby ratify its decision to approve and adopt the Four Borough Comprehensive Plan of 2005 for the Boroughs of Aldan, Collingdale, Colwyn and Sharon Hill, and that this Plan shall henceforth constitute the Comprehensive Plan for the Borough of Colwyn under and in accordance with Article III of the Pennsylvania Municipalities Planning Code, Act 247 of 1968, as amended.

INWITNESS WHEREOF, adopted at a meeting of Colwyn Borough on the 10<sup>th</sup> day of March, 2011.

BOROUGH OF COLWYN

  
\_\_\_\_\_  
Tonette Pray, Council President

ATTEST:

  
\_\_\_\_\_  
Marlene Walton, Borough Secretary

# Borough of Sharon Hill

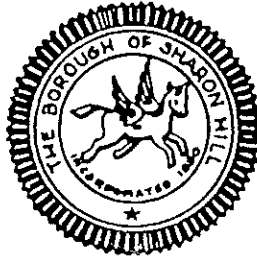
250 Sharon Avenue  
Sharon Hill, PA 19079

DELAWARE COUNTY  
PENNSYLVANIA 19079

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ROBERT J. O'Neill, Mayor  
WILLIAM H. SCOTT, Borough Mgr.  
RICHARD C. TINUCCI, ESQ.  
Borough Solicitor



COUNCIL MEMBERS  
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JOSEPH WHITE, V. PRES.  
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JAMES VILLARE  
SCOTT MacNEIL  
NANCY DAY  
JOHN SCANLAN

## BOROUGH OF SHARON HILL DELAWARE COUNTY, PA RESOLUTION No. 278-R

### A RESOLUTION TO ADOPT THE FOUR BOROUGH COMPREHENSIVE PLAN OF 2005

WHEREAS, the Borough Council of the Borough of Sharon Hill has deemed it in the best interest of the Borough to update the Sharon Hill comprehensive plan which is part of the Southeast Delaware County Comprehensive Plan of 1971.

WHEREAS, a multi-municipal Comprehensive Plan for the Boroughs of Aldan, Collingdale, Colwyn and Sharon Hill, including text, charts, and maps, has been prepared by the Delaware County Planning Department, working with a task force of elected and appointed officials from the participating Boroughs, and intended to guide the development and revitalization of these Boroughs; and

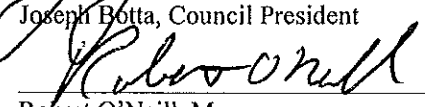
WHEREAS, a joint public meeting of the Planning Commissions of the participating Boroughs was held on October 28, 2004 and a joint public hearing of the Councils of the participating Boroughs was held on January 19, 2005 pursuant to public notice, and no substantial revisions to the proposed multi-municipal Comprehensive Plan resulted therefrom.

NOW, THEREFORE, BE IT RESOLVED that the Sharon Hill Borough Council does hereby approve and adopt the Four Borough Comprehensive Plan of 2005 for the Boroughs of Aldan, Collingdale, Colwyn and Sharon Hill, and that this Plan shall henceforth constitute the Comprehensive Plan of the Borough of Sharon Hill under and in accordance with Article III of the Pennsylvania Municipalities Planning Code, Act 247 of 1968, as amended.

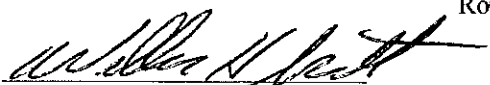
RESOLVED this 28<sup>th</sup> day of April, 2005.

Borough of Sharon Hill

  
Joseph Botta, Council President

  
Robert O'Neill, Mayor

ATTEST:

  
William H. Scott, Borough Manager

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# CHAPTER 1

## INTRODUCTION

### **THE COMPREHENSIVE PLAN**

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The comprehensive plan is a document prepared to assist in guiding future growth and development. It contains sections on various planning topics specific to the four Boroughs and develops goals and objectives for each of them. It is officially adopted by the governing body of a municipality and is implemented to a large extent by zoning and subdivision and land development ordinances. The plan must be periodically reviewed and updated and must have the understanding and support of local residents, the Planning Commission, and Borough Council.

A comprehensive plan is more than just a document disclosing past and present land use trends with a proposed course of action. It is a process of organizing for the future. It creates a strategy for land use patterns of tomorrow. Even doing no planning is a strategy for dealing with what lies ahead. Community planning is an organized way or process of thinking about tomorrow. Thinking about how a community changed in the past can help predict what changes might occur in the future. When this type of thinking translates into action, it needs to be done in an orderly fashion and made part of a routine administrative process.

The *Pennsylvania Municipalities Planning Code* (MPC), Act 247 as amended, requires comprehensive plans to include a statement of the community's development goals and objectives, as well as plans for land use, transportation, community facilities, housing, historic preservation, and the environment. In addition to these required plan elements, this plan contains sections and chapters about the Boroughs' demographic characteristics, their vision for the future, sources of funding and technical assistance, and implementation tools and methods. The goals, objectives, and recommendations outlined in the plan are based on the combined input from local residents, Borough staff, elected and appointed officials, as well as that of the Delaware County Planning Department (DCPD).

### **VISION STATEMENT**

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Visioning is a relatively new and commonly used tool in developing the goals, objectives, and policies of a comprehensive plan. 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-range goal.

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

While this vision statement provides the broad concept of the community's long-term vision, some elaboration is necessary to provide a clearer picture of this idealistic society. 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 streets that are pedestrian oriented and discourage high volumes of vehicular traffic and speeds;
3. Encourages diversity in land uses, economic development, housing opportunities, and social and cultural activities;
4. Encourages and supports businesses, government, and citizens to work together to attain common goals and fully capitalize on the community's 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. Offers age-appropriate recreational facilities and programs to residents of all abilities;
9. Encourages outdoor recreational activities, festivals, and events;
10. Provides and supports pedestrian-oriented and human-scaled streetscape and urban design that fosters a sense of place, pride of place, belonging, and accessibility for all members of the community;
11. Provides a setting that encourages people to locate, remain, or return to the Boroughs out of choice because they offer a healthy, safe, and enriching environment in which to raise their families;
12. Preserves its cultural resources by supporting the rehabilitation of historically or architecturally significant structures and sites;

13. Provides an integrated network of lighted multi-use paths/trails utilizing public rights-of-way and stream valleys; and
14. Provides and maintains attractively landscaped entranceways and streetscapes containing shade trees along clean, well-maintained streets.

## **GOALS, OBJECTIVES, AND RECOMMENDATIONS**

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In order to attain or at least come close to the generalized ends expressed in its vision statements, a comprehensive plan must contain a clear statement of goals and objectives. This statement should be a reflection of the needs and desires of the community as well as an indication of the actions required to achieve the envisioned future.

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/objectives stated in terms of land use issues are frequently strongly related to those framed as transportation issues. Whenever this occurs, it is important to assure that these statements are reasonably consistent with one another.

One of the most critical elements 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.

## **FOUR BOROUGH'S PLANNING HISTORY**

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This plan is a multi-municipal comprehensive plan that includes the Boroughs of Aldan, Collingdale, Colwyn, and Sharon Hill. Before the adoption of this plan, the Boroughs were using comprehensive plans prepared in the early 1970s. Collingdale, Colwyn, and Sharon Hill relied on the 1971 *Southeast Delaware County Comprehensive Plan* to guide their decisions while Aldan Borough was using a comprehensive plan that was prepared in 1975. At the time, both documents met the requirements of the MPC, but today they are extremely out of date and do not comply with either the year 2000 amendments to the MPC or the draft Delaware County Comprehensive Plan.

## **PLANNING FUNDING SOURCES**

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On behalf of the participating Boroughs, Delaware County secured a state Land Use Planning and Technical Assistance Program (LUPTAP) grant in the amount of \$34,950 and a Community Development Block Grant (CDBG) in the amount of \$28,000. The remaining 10% of the total project cost (\$70,000) was provided by the individual 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 equally among the four Boroughs.

## **PLANNING PROCESS**

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In July 2002, the four Boroughs employed DCPD to update their comprehensive plans. This plan is the result of an extensive effort by many persons. The DCPD staff performed much of the research and drafted the text in coordination with a Task Force consisting of representatives from each Borough. This Task Force and DCPD staff met regularly to exchange information and review the work performed by DCPD staff.

This document contains significant data describing conditions in the four-Borough area as they were in 2002-2003. 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 the Boroughs' existing development was obtained from land use surveys conducted by DCPD staff in 2002 and 2003.

## **MULTI-MUNICIPAL PLANNING IN PENNSYLVANIA**

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In June 2000, Pennsylvania adopted its own "smart growth" legislation uniquely tailored to the traditions, laws, and politics of Pennsylvania. Act 67 (House Bill 14) and Act 68 (Senate Bill 300) both amend the MPC. These reforms enable counties and municipalities to take more control over their destiny by planning together for both development and conservation of resources, and, most importantly, implementing such plans through cooperative agreements and consistent ordinances and actions. 10,000 Friends of Pennsylvania's 2002 report *Planning Beyond Boundaries* is a manual designed to help Pennsylvania municipalities participate in multi-municipal planning and implementation activities. The following advantages of multi-municipal planning were identified in the report.

Multi-municipal planning under Act 247, as amended by Acts 67 and Act 68, can:

**Promote the protection of rural resources** by enabling all municipalities to plan and zone for natural and historic resources and agricultural lands. Within a multi-municipal plan, it is easier to protect larger areas of lands from intense



development by designating growth areas in or around existing developed places and rural resource areas for more limited development.

**Promote development in older boroughs and suburbs** by giving municipalities the opportunity to plan with neighboring municipalities for more dense development by making use of and improving existing infrastructure and providing for infill and traditional neighborhood development.

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

**Require state agencies to incorporate 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, agricultural preservation, transportation issues, and developments of regional scope. Planning together can eliminate duplication of efforts, encourage communication, and create opportunities for more efficient use of resources.

**Allow cost sharing** of the significant costs of a sound land use plan and the use of technical assistance and expertise of county planning departments, state, regional, and local agencies, and/or the sharing of planning tasks among the participating municipalities.

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

**Authorize transfer of development rights (TDR) across municipal boundaries** for the area covered by the plan. The use of TDR in an area that combines rural lands and urban municipalities could enable farmers to sell development rights to developers for use in a city, borough, or more suburban township within the plan, thereby relieving pressure on rural lands and helping to sustain developed areas.

**Allow tax-base sharing across municipal boundaries** by authorizing agreements for the sharing of tax revenues and fees within the multi-municipal planning area. The tax and revenue sharing tools mean that the burdens and the benefits of such development are shared and contribute to the economic health of all of the municipalities in the plan. For example, some percentage of the real estate tax from a large shopping mall or industrial park could be shared among municipalities in the plan on a formula basis.

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

## **PLAN ORGANIZATION**

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This plan is organized into thirteen chapters that, for members of the Councils, are bound into 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 section has been carefully prepared to support and enhance the other sections but is not dependent on them. This allows the sections to act independently as well as cooperatively with one another to meet the overall vision of the region. The general contents of each section are:

- **Chapter 1 – Introduction:** provides an overview of the comprehensive plan and includes the vision statement.
- **Chapter 2 – Regional Profile:** presents a brief history of the region and analyzes its demographic characteristics.
- **Chapter 3 – Historic Preservation:** provides an historic overview and a plan for the preservation of the region's cultural and historic resources.
- **Chapter 4 – Environment:** describes the area's natural features and explores the region's environmental issues.
- **Chapter 5 – Housing:** presents various housing conditions and strategies to improve them.
- **Chapter 6 – Transportation:** discusses methods to enhance and expand the local and regional transportation system.
- **Chapter 7 – Community Facilities and Services:** describes the level and adequacy of community facilities and services such as police protection, fire protection, library service, and Borough administration.
- **Chapter 8 – Parks, Recreation, and Open Space:** discusses existing conditions of parks and open space areas and presents recommendations for additional recreational areas, facilities, and programs.

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<sup>1</sup> *Planning Beyond Boundaries*, 10,000 Friends of Pennsylvania, 2002.

- **Chapter 9 – Livable Communities:** discusses what makes a community livable and highlights the components of a livable community that the four Boroughs possess.
- **Chapter 10 – Land Use:** presents an inventory of existing land uses, a discussion of principal problem areas, and recommended actions for the revitalization of the Boroughs.
- **Chapter 11 – Two-year Action Plan:** 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.
- **Chapter 13 – Funding Programs and Technical Assistance Sources:** lists the funding agencies and programs and sources of technical information needed to pay for and properly implement plan recommendations.

## **HOW TO USE THIS COMPREHENSIVE PLAN**

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This plan has been written in a consistent and straightforward manner, intended to be read either from cover to cover or consulted as needed as a 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 each recommendation, where applicable. Chapter 13 – Funding Programs and Technical Assistance, provides an alphabetized description of the applicable funding programs, sources of technical assistance, and specific contact information.

Members of each Borough Council should 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 Council or other local boards or officials are considering specific matters, they should 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 plan which contains 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 guide in providing guidance on a wide variety of issues, problems, and challenges facing the individual Borough or the entire four-Borough area.

## **CHAPTER 2**

### **REGIONAL PROFILE**

This chapter describes the four Boroughs in the context of past, present, and future generations and their place in the region. It identifies the historical events that shaped the Boroughs and the region as a whole and describes the communities in terms of population and housing. The knowledge of the Boroughs' past will assist in charting a course for their future.

#### **LOCAL AND REGIONAL SETTING**

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Located in the eastern portion of Delaware County bordering Philadelphia, the four Boroughs are inner ring or "first-generation" suburbs. In this report, the term "first-generation suburbs" refers to older Delaware County boroughs adjacent to or near Philadelphia that developed along early transportation routes.

The four-Borough area occupies 2.5 square miles and is bounded to the north by Clifton Heights Borough and Upper Darby Township, to the west by Upper Darby and Darby Townships and Glenolden and Folcroft Boroughs, to the south by Darby Township, and to the east by Upper Darby Township, Darby Borough, and the City of Philadelphia. The main east-west corridors are MacDade Boulevard and Chester Pike (U.S. Route 13) (see Map 2-1 – Regional Setting).

#### **BRIEF HISTORY OF THE BOROUGHs**

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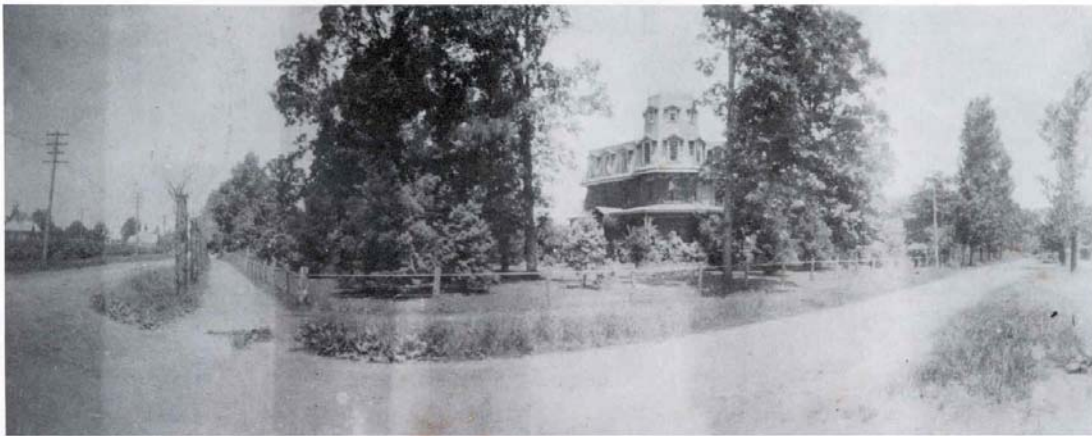
In 1890, the Pennsylvania Supreme Court handed down a ruling that forever altered the political landscape of Pennsylvania. Retreating from its prior course, the Court ruled that new boroughs or townships could form from those already in existence through secession. In Delaware County, residents received this news with much excitement and anticipation, and the County witnessed the formation of many new municipalities during the 1890s. By the turn of the century, many of the present eastern municipalities came into their own due to the new opportunity afforded to them.

The area surrounding Darby Borough felt the effects of the new ruling rather rapidly. Since 1883, residents of the Sharon Hill area of Darby Township pressed to form their own municipality, primarily due to inequities they felt in the local tax system. After repeated attempts, Sharon Hill received its incorporation rights on June 2, 1890. During the next three years others followed: Collingdale Borough received its charter on December 23, 1891, Colwyn Borough on March 11, 1892, and Aldan Borough on September 22, 1893. However, the history of these Boroughs did not begin with incorporation.

Despite their present differences, Aldan, Collingdale, Colwyn, and Sharon Hill Boroughs all emerged from a common origin. For nearly 200 years the inhabitants of these areas lived a predominantly agrarian life. Early on only a few families held claim to the majority of the land that came to comprise these Boroughs. These families were the Jacksons in Sharon Hill, the Hibberds of Aldan, the Elliots in Colwyn, and the Mortons in Collingdale. Slowly, the large tracts of land were divided either through sale or inheritance. Thus, a path emerged conducive to further residential and commercial development.

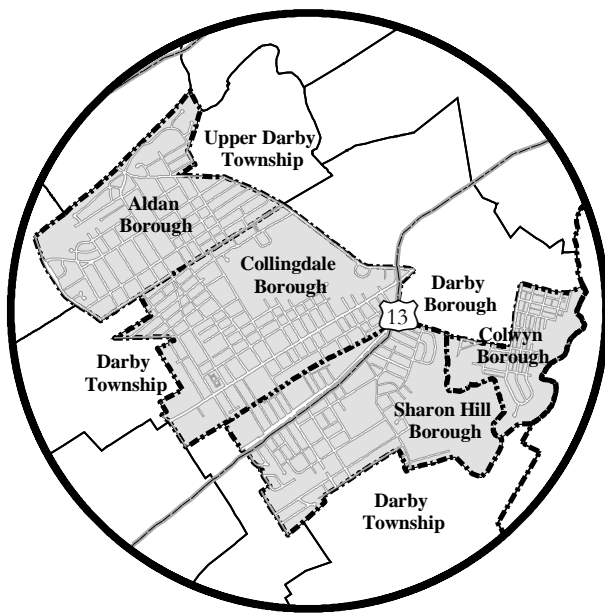
It was the flourishing of the railroad, above any other factor, that hastened the development of the four Boroughs. Upon learning of the plans to shift the course of the railroad lines from Philadelphia, developers scrambled to obtain land close to the railroad's path.

Shortly after Aldan's incorporation, John Adams, a Philadelphia lawyer, began constructing a number of upscale homes in the Borough north of Providence Road. Similarly, David H. Watts, Sr., developed the land at the southeast corner of Clifton Avenue and Providence Road, while Patrick J. McDevitt erected upper class homes on the eastern side of Providence Road. In Collingdale, Maximilian F. LaRoche, with the aid of Dr. Jacob Boon, established the Collingdale Land Improvement Company. In all, the company purchased land that extended from Clifton Avenue on the west to Springfield Road in the east, Bartram Avenue to the north, and the area of the present-day CSX Railroad tracks, which at that time had not been cut through, on the south. Once the railroad tracks were put in place, Collingdale began to grow rapidly. No longer did the residents have to find a way to Sharon Hill to catch a train because a new station was built on the western side of Clifton Avenue in the late 1880s.



*Property of Maximilian F. LaRoche, built in the late 1880's. The address was 101 Clifton Avenue. Clifton Avenue is on the left intersected by Pusey Avenue on the right. The house originally faced Clifton Avenue. The original front lawn of the estate is now occupied by two twin houses. The property was later owned by William Joyce, Sr., Collingdale's third Burgess.*

Likewise, the Boroughs of Colwyn and Sharon Hill experienced significant development by the time of incorporation. With the agrarian character of the area fading, the Boroughs were poised to assume their modern character. Between 1890 and 1905, development



Chester  
County

Montgomery  
County

Philadelphia  
County

State of  
New Jersey

State of  
Delaware



Four-Borough Area

Regional Setting  
Map 2-1

NOTES:  
1. Delaware County Board of Assessments - Four-Borough Roads  
2. Delaware County Planning Department - Major Roads, County and Municipal Boundaries

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  
2004

occurred along 4<sup>th</sup> Street, Main Street, and 2<sup>nd</sup> Street above Chestnut Street in Colwyn in addition to industrial expansion. In Sharon Hill, farsighted developers pounced on the opportunity to seize land in close proximity to the new rail line. In 1871, the Sharon Land Association was established, and roughly 373 lots became available for sale along with 17 larger parcels of land. Prominent men such as Clement M. Biddle, Samuel Bunting, and Isaac Clothier of Strawbridge and Clothier all built homes in what is now Sharon Hill Borough. Also, commercial development proliferated along modern-day Chester Pike and along Sharon Avenue.

During the first half of the 20<sup>th</sup> century, the Boroughs continued to expand and modernize. Their population increased steadily, and developers continued to transform the communities. The 1920s witnessed the increase of row and twin housing, which increased the density of all four Boroughs. Modern facilities such as sewage systems and electric lighting sprouted throughout the Boroughs. New schools were constructed along with parks and other essentials of community life.

The population continued to rise even through the Great Depression, but the rate of new construction slowed down. However, following World War II, growth quickly took root once again. Many new houses were built in the 1940s and 1950s in all four Boroughs. Brick row homes were erected primarily below Pine Street between 2nd Street and 4th Street in Colwyn, and the historic Tribitt Farm House fell victim to development when the fire company set it ablaze to clear way for further development. Similarly, Sharon Hill witnessed a proliferation of development when the Curtis Publishing Company was built in 1946. It printed such notable publications as *The Saturday Evening Post* and *Ladies Home Journal*. Also, Donald Love, who developed a portion of Norwood around the same time, created the Sharon Park Development Company. This development was located partially in Sharon Hill Borough and partly in Folcroft Borough and consisted of single residences. Other developments were Warner West on Felton Avenue, which were twins, and Saxony Village on Brainerd Boulevard, also twins. Houses were also constructed at Academy Terrace, Foster Avenue, and Eggleston Circle. Towards the end of the 1950s, George Dunlap, Jr., built row homes on Barker Avenue. In Aldan, development increased again in the 1940s and 50s when many developments such as Priscilla Homes in the northern section of the Borough were constructed. By this time structural development in Collingdale had almost reached its limit. In addition to Collingdale Park, Pusey Park, Westmont Park, and Dorsey Field (renamed Veterans Field in the 1990s) were developed.

Since the economic downturn of the 1970s, the Boroughs have experienced a degree of population loss. However, the Boroughs continue to function in a manner that ensures their future growth and livelihood. Having shed their early agrarian character, the Boroughs stand out as noteworthy examples of first-generation suburbs that are experiencing a variety of problems common to these suburbs. However, on the positive side, the Boroughs are viable communities where residential neighborhoods are located close to stores, parks, schools, churches, and community facilities. By employing the recommendations in this plan, their residential, commercial, recreational, and other sectors can be revitalized and once again function as thriving, livable communities.

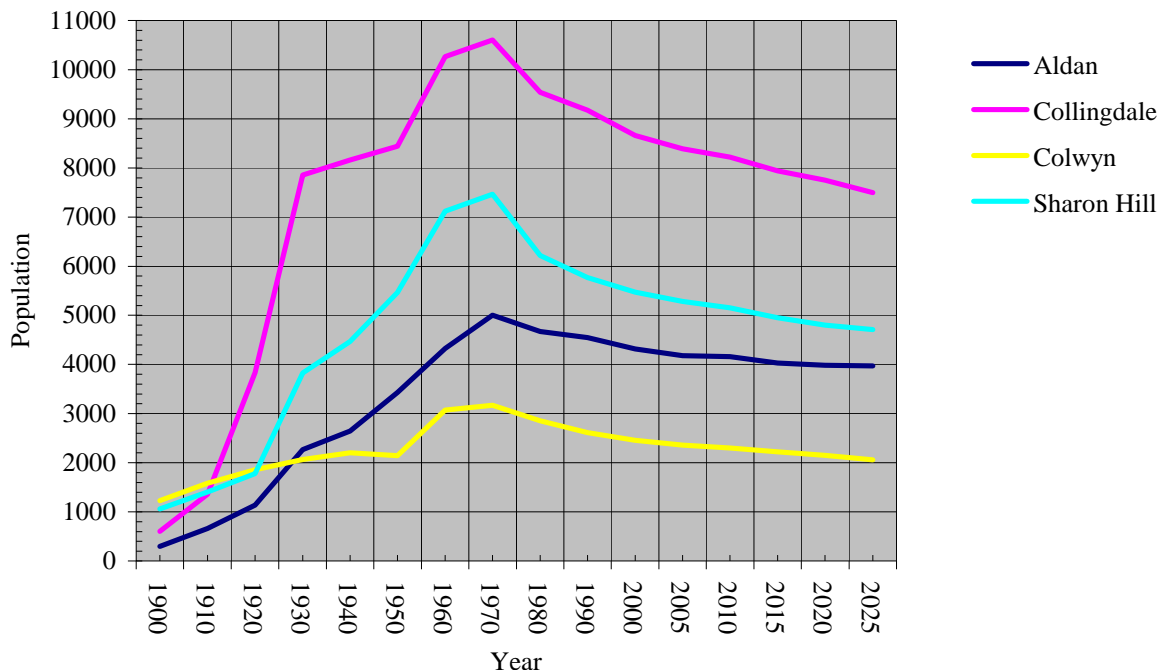
## DEMOGRAPHIC ANALYSIS

In order to appreciate the present and future needs and opportunities of the four Boroughs and their residents, it is necessary to analyze the demographic characteristics of the area. Reviewing population trends and forecasts, age distribution, employment, and housing characteristics provides an understanding of the needs and concerns of the area. This examination helps to determine the amount and type of services that are and will be required and also provides an understanding of the Boroughs' future position within the County. All demographic data is from the U.S. Department of Commerce, Bureau of the Census. Forecasts for the years 2005-2025 are provided by the Delaware Valley Regional Planning Commission (DVRPC) (see Figure 2-1).

### Population Trends and Forecasts

Between 1900 and 1920, each of the four Boroughs experienced significant increases in their respective populations. During that period, Aldan's population increased by 283.8% and Collingdale's by 535.8%. Although the populations of Colwyn and Sharon Hill also increased significantly, their increase was not nearly as great, rising 51.6% and 68.2%, respectively. Together, the population of the Boroughs rose by 170.4%. In contrast, Delaware County's population increased by only 29.9% during this time.

**FIGURE 2-1  
POPULATION TRENDS AND FORECASTS, 1900-2025**



Sources: U. S. Department of Commerce, Bureau of the Census, 1900 to 2000;  
DVRPC, "Year 2025 County & Municipal Population & Employment Forecasts," 1999

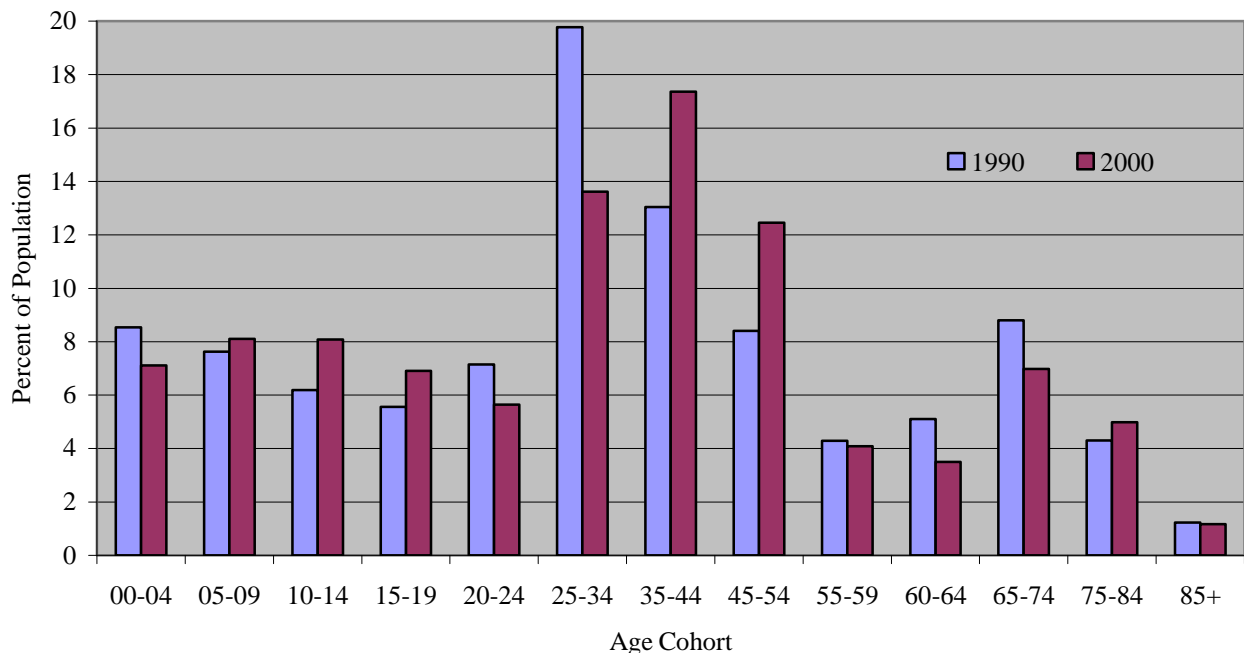


From 1930 to the present, all four Boroughs have experienced similar trends, increasing in population until 1970 and then steadily decreasing, similar to the County's trend. Forecasts from DVRPC show that this downward trend will continue through to the year 2025. These forecasts suggest that by 2025, the population of the Boroughs will have decreased by almost 8,000 residents or 30.4% since 1970. In the same period, Delaware County is expected to have decreased by only 9%, far less than the Boroughs. However, between 2000 and 2025, this decline is expected to be only 12% for the Boroughs and 1% for the entire County.

### **Age Distribution**

Since 1990, the younger population (5-19 year old group) of the Boroughs increased by 12.7%. The 35-54 cohort increased by approximately 31.4%. Conversely, the 0-4 group decreased 21.2%, most likely the effect of a 32.4% decrease in childbearing-age women (20-34 year olds). This correlates with a decrease in the number of married-couple families and an increase in female householders with no husband present. The 55-74 group has also declined by 4.3%, possibly due to retirees moving from the area. In contrast, the 75-84 group increased 9.5%, while the 85+ group declined 10.3%. The age group trends for the Boroughs generally follow those of the County (see Figure 2-2 – Age Distribution, 1990 and 2000).

**FIGURE 2-2  
AGE DISTRIBUTION, 1990 AND 2000**



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

## **Racial Composition**

Table 2-1 shows that since 1990, the Boroughs have experienced a very substantial increase in the Black population. The number of Asian and Pacific Islanders, American Indians, and Alaskan Natives (denoted as “Other”) also increased notably. These increases contrasted with the decline of the White population, consistent with the County’s trend. Clear indications that the Boroughs are becoming more multi-racial can be seen in Table 2-1.

While the White population decreased by 20.0%, the Black population increased by 324.9%, and those in the “Other” category increased by 264.4%. During this time, the White population of the County declined only 6.6%, Blacks increased by 30.3%, and “Others” increased 74.8%.

**TABLE 2-1**  
**RACIAL COMPOSITION, 1990 AND 2000**

|                          | White   |       | Black  |       | Other  |       |
|--------------------------|---------|-------|--------|-------|--------|-------|
|                          | #       | %     | #      | %     | #      | %     |
| <b>Aldan</b>             |         |       |        |       |        |       |
| 1990                     | 4,505   | 99.0  | 21     | 0.5   | 23     | 0.5   |
| 2000                     | 4,024   | 93.3  | 187    | 4.3   | 102    | 2.4   |
| Change                   | -481    | -10.7 | 166    | 790.5 | 79     | 343.5 |
| <b>Collingdale</b>       |         |       |        |       |        |       |
| 1990                     | 8,981   | 97.9  | 92     | 1.0   | 102    | 1.1   |
| 2000                     | 7,966   | 91.9  | 407    | 4.7   | 291    | 3.4   |
| Change                   | -1,015  | -11.3 | 315    | 342.4 | 189    | 185.3 |
| <b>Colwyn</b>            |         |       |        |       |        |       |
| 1990                     | 2,378   | 91.0  | 201    | 7.7   | 34     | 1.3   |
| 2000                     | 1,046   | 42.6  | 1,279  | 52.1  | 128    | 5.2   |
| Change                   | -1,332  | -56.0 | 1,078  | 536.3 | 94     | 276.5 |
| <b>Sharon Hill</b>       |         |       |        |       |        |       |
| 1990                     | 5,279   | 91.5  | 446    | 7.7   | 46     | 0.8   |
| 2000                     | 3,886   | 71.1  | 1,356  | 24.8  | 226    | 4.1   |
| Change                   | -1,393  | -26.4 | 910    | 204.0 | 180    | 391.3 |
| <b>Four Borough Area</b> |         |       |        |       |        |       |
| 1990                     | 21,143  | 95.6  | 760    | 3.4   | 205    | 0.9   |
| 2000                     | 16,922  | 81.0  | 3,229  | 15.5  | 747    | 3.6   |
| Change                   | -4,221  | -20.0 | 2,469  | 324.9 | 542    | 264.4 |
| <b>County</b>            |         |       |        |       |        |       |
| 1990                     | 473,741 | 86.5  | 61,394 | 11.2  | 12,516 | 2.3   |
| 2000                     | 442,449 | 81.3  | 79,981 | 14.7  | 21,878 | 4.0   |
| Change                   | -31,292 | -6.6  | 18,587 | 30.3  | 9,362  | 74.8  |

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

## Income and Education

Median household and family incomes in the four Boroughs have increased since 1990, consistent with the County's trend. As Table 2-2 shows, the Boroughs experienced a 22.5% and 27.2% increase in median household income and median family income, respectively, compared to the County's increases of 34.2% and 60.4%.

**TABLE 2-2**  
**INCOME AND EDUCATION, 1990 AND 2000**

|                        | Income                  |                      | Education                      |                             |                                 |
|------------------------|-------------------------|----------------------|--------------------------------|-----------------------------|---------------------------------|
|                        | Median Household Income | Median Family Income | High School Graduate or Higher | Bachelor's Degree or Higher | Graduate or Professional Degree |
| <b>Aldan</b>           |                         |                      |                                |                             |                                 |
| 1990                   | \$40,453                | \$46,044             | 2,654                          | 612                         | 187                             |
| 2000                   | \$47,292                | \$59,595             | 2,598                          | 694                         | 215                             |
| <i>Percent change</i>  | <i>16.9%</i>            | <i>29.4%</i>         | <i>-2.1%</i>                   | <i>13.4%</i>                | <i>15.0%</i>                    |
| <b>Collingdale</b>     |                         |                      |                                |                             |                                 |
| 1990                   | \$31,853.0              | \$37,649.0           | 4,348                          | 488                         | 130                             |
| 2000                   | \$40,207.0              | \$47,288.0           | 4,462                          | 467                         | 197                             |
| <i>Percent change</i>  | <i>26.2%</i>            | <i>25.6%</i>         | <i>2.6%</i>                    | <i>-4.3%</i>                | <i>51.5%</i>                    |
| <b>Colwyn</b>          |                         |                      |                                |                             |                                 |
| 1990                   | \$30,482.0              | \$33,024.0           | 1,256                          | 101                         | 22                              |
| 2000                   | \$33,150.0              | \$39,861.0           | 1,158                          | 189                         | 24                              |
| <i>Percent change</i>  | <i>8.8%</i>             | <i>20.7%</i>         | <i>-7.8%</i>                   | <i>87.1%</i>                | <i>9.1%</i>                     |
| <b>Sharon Hill</b>     |                         |                      |                                |                             |                                 |
| 1990                   | \$30,351.0              | \$36,559.0           | 3,071                          | 341                         | 97                              |
| 2000                   | \$42,436.0              | \$48,146.0           | 2,883                          | 569                         | 152                             |
| <i>Percent change</i>  | <i>39.8%</i>            | <i>31.7%</i>         | <i>-6.1%</i>                   | <i>66.9%</i>                | <i>56.7%</i>                    |
| <b>Four Boroughs</b>   |                         |                      |                                |                             |                                 |
| 1990                   | \$33,285.0              | \$38,319.0           | 2,832                          | 386                         | 109                             |
| 2000                   | \$40,771.0              | \$48,723.0           | 2,775                          | 480                         | 147                             |
| <i>Percent change</i>  | <i>22.5%</i>            | <i>27.2%</i>         | <i>-2.0%</i>                   | <i>24.4%</i>                | <i>34.9%</i>                    |
| <b>Delaware County</b> |                         |                      |                                |                             |                                 |
| 1990                   | \$37,337.0              | \$38,385.0           | 295,019                        | 89,715                      | 33,344                          |
| 2000                   | \$50,092.0              | \$61,590.0           | 315,948                        | 109,670                     | 43,186                          |
| <i>Percent change</i>  | <i>34.2%</i>            | <i>60.4%</i>         | <i>7.1%</i>                    | <i>22.2%</i>                | <i>29.5%</i>                    |

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

There is a direct association between income and education because as people achieve higher degrees, they are more likely to earn a higher salary. The number of people receiving higher degrees increased substantially since 1990; therefore, the median income also increased because of the earning potential of the degree-holder.

The number of graduate or professional degrees achieved in the four-Borough region has increased 34.9% since 1990, exceeding the County increase of 29.5%. Those who have earned bachelor degrees or higher throughout the four Boroughs also increased since

1990, with the exception of Collingdale, which decreased by 4.3%. Aldan experienced a 13.4% increase, Colwyn an 87.1% increase, and Sharon Hill a 66.9% increase. The County increased by 22.2% since 1990. In contrast, high school graduates in the four Boroughs decreased since 1990, not including Collingdale, which increased 2.6%. Aldan decreased by 2.1%, Colwyn by 7.8%, and Sharon Hill by 6.1%. These figures do not follow those of the County, which show that high school graduates increased by 7.1% since 1990.

### **Housing Affordability**

According to the U.S. Department of Housing and Urban Development (HUD), the “generally accepted definition of housing affordability is for a household to pay no more than 30% of its annual income on housing.” The number of people in the Boroughs and the County who are paying more than 30% of their income on owner-occupied housing has increased since 1990, with the exception of Sharon Hill, even though household income has increased in the four Boroughs (see Table 2-3). The percentage of renters in Aldan and Colwyn devoting more than 30% of income to rent has increased by 10.4% and 25.8%, respectively, since 1990. In Collingdale and Sharon Hill, this percentage has decreased by 11.4% and 3.3%, respectively.

**TABLE 2-3**  
**INCOME SPENT ON HOUSING, 1990 AND 2000**

|                        | Owner-occupied |               |              | Renter-occupied |               |              |
|------------------------|----------------|---------------|--------------|-----------------|---------------|--------------|
|                        | Less than 30%  | More than 30% | Not computed | Less than 30%   | More than 30% | Not computed |
| <b>Aldan</b>           |                |               |              |                 |               |              |
| 1990 (%)               | 90.1           | 8.3           | 1.5          | 68.3            | 30.1          | 1.6          |
| 2000 (%)               | 70.7           | 28.8          | 0.6          | 51.1            | 40.5          | 8.4          |
| <b>Collingdale</b>     |                |               |              |                 |               |              |
| 1990 (%)               | 79.0           | 20.4          | 0.5          | 47.7            | 48.1          | 4.1          |
| 2000 (%)               | 74.6           | 24.1          | 1.3          | 59.5            | 36.7          | 3.8          |
| <b>Colwyn</b>          |                |               |              |                 |               |              |
| 1990 (%)               | 78.1           | 21.3          | 0.6          | 60.0            | 34.9          | 5.1          |
| 2000 (%)               | 74.8           | 25.2          | 0            | 35.3            | 60.7          | 3.9          |
| <b>Sharon Hill</b>     |                |               |              |                 |               |              |
| 1990 (%)               | 73.8           | 26.2          | 0.0          | 50.9            | 42.2          | 6.8          |
| 2000 (%)               | 79.2           | 20.7          | 0            | 56.8            | 38.9          | 4.2          |
| <b>Delaware County</b> |                |               |              |                 |               |              |
| 1990 (%)               | 79.0           | 20.4          | 0.6          | 55.9            | 39.8          | 4.3          |
| 2000 (%)               | 75.2           | 23.9          | 0.8          | 54.7            | 39.4          | 6            |

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

## CHAPTER 3

### HISTORIC PRESERVATION

Each of the four Boroughs, Aldan, Collingdale, Colwyn, and Sharon Hill, has a distinct history. The heritage of each of these communities is traceable to their buildings and places that have remained intact. The significant historic places in each Borough are community assets, and planning for these resources as part of this comprehensive plan is the mission of this chapter. Accomplishing an improved future for the Boroughs should include planning for the best physical reminders of the past.

Historic preservation is the process 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. Some of these older places are significant and should be protected and preserved. Other places may meet this age criterion but have little historic significance and not warrant protection.

This chapter will identify regional historic development patterns and architectural styles that the four Boroughs share as a result of their common history, highlight what makes each Borough's historic character unique, review past preservation efforts including public and private sector involvement, and propose appropriate regional and municipal preservation planning strategies to ensure that the historic fabric of this region is fully utilized and appreciated. These strategies are mentioned in the recommendations and in Appendix A – Preservation Toolbox.

**GOAL:** Identify noteworthy historic development patterns, individual places, and character-defining features, and protect and maintain these historic resources of regional heritage as a means to reinforce community identity, generate economic vitality, and sustain the continuity of the most valued places for the future.

A municipality's heritage is evident in a variety of places – exceptional buildings, monuments, whole neighborhoods, and commercial centers, as well as more ordinary features such as slate sidewalks, cast iron fences, and even alleyways. All types of historic assets combine to tell the story of how a particular community has developed over time. Preserving this shared communal heritage can benefit a community in many ways – financially, socially, and aesthetically. For these reasons, historic preservation is really community preservation. Some of the more important terms contained in this chapter are defined below:

**Historic Resource** – any building, structure, site, or below-ground archaeological remnant that is 50 years or older.

**Significance** – referring to any historic resource that represents a high level of architectural or historical importance.

**Historic Development Pattern** – the physical forms that streets, blocks, and parcels take on as a result of social, economic, and other influences that have occurred over time.

**Character-defining Feature** – any physical design element that gives a place its lasting visual impression.

**Preservation Plan** – municipal-wide strategy for preserving historic resources, including goals, objectives, survey, and preservation actions.

It is necessary to understand the place where you live – its origin, evolution, and present condition – to make decisions about the future. Knowing why a municipality developed a certain way helps officials decide whether the remaining physical evidence – road patterns, buildings, open spaces, etc. – is worth preserving.

The benefits of historic preservation are:

- ✓ **Stronger sense of community identity** – Historic buildings and features often epitomize the character of a community. Communities with a strong sense of character and visual identity elicit community pride and attract new investment.
- ✓ **Economic benefits** – Rehabilitating older neighborhoods or commercial districts attracts investment, raises property values, and discourages outward migration.
- ✓ **Visual variety/quality of design** – Having a mix of buildings whose architectural styles and ages vary makes for more visual variety and interest. A higher level of visual interest/attractiveness offers a richer daily experience for community members and attracts visitors.
- ✓ **Educational opportunities** – Residents of all ages can benefit from understanding the continuity of their shared past and present experience. Children can especially gain appreciation of history from the living history around them.
- ✓ **Model for future development** – Successful development patterns and architectural features from the past can serve as models for future new development.

Significant historic places need protection; losing them is irreversible and changes a community dramatically. A community has the legal authority to include preservation planning as part of its overall planning. Federal, state, and municipal legislation encourages and, in some cases, mandates planning for historic or cultural resources.

There are many methods of protecting valuable historic places. These “preservation tools” are sometimes legislatively based, as in the National Register designation and the Act 167 local historic district designation; sometimes they are research-based, such as

atlas or archives research; and sometimes they involve making someone officially responsible, such as appointing an Historical Commission or starting an historical society.

## **REGIONAL HISTORIC CHARACTER**

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**Objective 3-1:** To identify elements of the regional historic character, including development patterns, distinctive buildings, and architectural styles and features, and to develop strategies to retain those that are most valued.

The historic character of the area is made up of development patterns, architectural styles, and design features shared by the four Boroughs.

### **Regional Historic Development Patterns**

Historic development patterns are how streets, parcels, and the siting of buildings have been shaped over time. These patterns dictate elements such as lot size, setbacks, and grid vs. curving streets. These elements are designed differently over time and result in distinct patterns, sometimes witnessed in a row of houses, an entire street, or an entire neighborhood. How these sections of our neighborhoods and commercial areas are laid out contributes to the character of the region. Historic contexts mentioned in the history of the region previously discussed in Chapter 2 are the factors that shape these historic development patterns.

#### **Residential**

**Early agricultural farmstead development** – All four Boroughs were originally a patchwork of large agricultural parcels connected by few roads. No longer a current pattern of development, there are still isolated examples of 18<sup>th</sup> century and early 19<sup>th</sup> century farmhouses, carriage houses, and barns. With the dense in-fill of later residential blocks, industrial complexes, and commercial development, these scattered early historic resources have lost their original context but still add vitality to the later streetscape design.

**19<sup>th</sup> century mansion/summer home development** – Agricultural parcels in Sharon Hill and Aldan were purchased by wealthy City dwellers and transformed into elite mansions and summer homes. Sometimes the farmhouses were adapted; sometimes new homes were constructed. Some of these large homes were built for the executives of the many mills and factories that were once the basis of the regional economy. Few of these architectural gems still exist. However, their legacy still adds vitality to the subsequent development schemes in which they are scattered, in the forms of gateposts, carriage houses, and even the shape of their parcels, which were later subdivided and now are the boundaries of today's neighborhoods.

## **Early Suburban Development – 1880s - 1930s**

**Grid patterned streets** – With the creation of public transit lines, grid patterns of residential development were laid out near stations in all four Boroughs. Earlier development was mostly singles and twins; later, rowhousing was developed to allow for more dense housing near transit lines. Some of the earliest commuter suburbs in the country are in this region. Examples are Sharon, Woodland, and Elmwood Avenues in Sharon Hill; along Clifton Avenue by the trolley and south of MacDade Boulevard in Collingdale; the Amos Barnes District between Providence Road and Woodlawn, Magnolia, and Beech Avenues in Aldan, and areas bounded by Main, Walnut, Front, and 4<sup>th</sup> Streets in Colwyn.

**Alleys/secondary streets** – The grid-patterned neighborhoods were often designed with alleys or secondary narrow streets interspersed between wider streets. Examples are on High Street and Greenwood and Laurel Roads in Sharon Hill and Francis Street in Colwyn.

**Street amenities** – Many of these new neighborhoods were planted with street trees, lit by street lamps, and provided with sidewalks and amenities typical of early pedestrian-oriented development.

## **Later Suburban Development – Post-World War II**

Later residential subdivisions were created in the area. These tend to be located farther away from transit lines, are more auto oriented, and include sections of the Boroughs built to house post-World War II families. The street layout often is curving vs. grid, and these developments are not interconnected to other neighborhoods. Examples are the Penn Farms Tract and Priscilla Homes in Aldan; Burton Lane and Watson Road in Sharon Hill; north and east of Eden Cemetery, especially Westmont Drive, Windsor Road, Minden Lane, and Lynbrook Road in Collingdale; and south of Ellis Avenue, near Tribet Place in Colwyn.

## **Industrial**

**19<sup>th</sup> and early 20th century industrial development** – Remnants of regional industrial architecture remain. Sharon Hill still retains the building housing the Rose Tool Company on Elmwood Avenue. There are also examples of mill housing such as Keystone Avenue in Colwyn. Some of these industrial buildings lend themselves to new uses such as business parks, housing, and mixed use development.

## **Commercial**

**Early commercial centers** – Commercial development is scattered throughout the four Boroughs. There is no one central business district for the area nor one central thoroughfare. Each Borough's major thoroughfare contains a mix of retail and commercial enterprises now, but was once mostly residential, with a scattering of



commercial nodes. Some commercial areas that are now strip malls or shopping centers grew from simple crossroads development at the intersection of two roads. The predominant commercial pattern is linear strips of businesses evolving from the roads that originally had train stops and trolley lines. Many of these original crossroads and linear strips have blended together to form continuous commercial strips such as MacDade Boulevard and Chester Pike. In Sharon Hill, for example, the early linear commercial area along Sharon Avenue still exists, but Chester Pike is now the principal business area. Similarly, in Collingdale there is still scattered commercial activity along Clifton Avenue, but businesses along MacDade Boulevard have taken over.

### **Regional Architectural Styles**

Within the Boroughs there exists a vast array of architectural styles that speak against homogeneous development. Although many styles of structures can be found in these communities, the following images show the most prevalent. For a complete architectural styles guide of Delaware County, contact DCPD's Historic Preservation section.

### **Regional Housing Types**

Though each Borough has its own distinct character, the four Boroughs share common housing types. What helps determine each Borough's character is the specific mix of these housing types and the architectural styles in which they were built.

Twins predominate in many sections of the area, such as Birchwood Road in Aldan, southeast of MacDade Boulevard in Collingdale, south of Chester Pike in scattered areas, and in Colwyn on parts of 2<sup>nd</sup> and 4<sup>th</sup> Streets. Styles here include Tudor Revival, Dutch Colonial, and Craftsman. There are many sections of single homes, designed in all of the styles mentioned above. Rowhousing examples include N. High Street in Sharon Hill, 3<sup>rd</sup> Street in Colwyn, and the blocks southwest of MacDade Boulevard as well as the area north of Eden Cemetery in Collingdale.

**Dutch Colonial Revival Style – Aldan**



**Colonial Revival Style – Aldan**



**Queen Anne Style – Collingdale**



**Victorian Vernacular Style – Colwyn**



**Bungalow – Sharon Hill**



## **RECOMMENDATIONS**

Historic development patterns and architectural styles have been outlined above. To strengthen the regional historic character, these recommendations guide each Borough to identify significant neighborhoods, create design guidelines to ensure that their character remains, find ways to enhance the historic character of commercial areas, and better understand and maintain prominent regional architectural styles.

The Boroughs should...

- 3-1 Identify significant neighborhoods that are successful examples of both early and later suburban development patterns and develop design criteria for each neighborhood, including elements such as setback, bulk, height, roof lines, architectural styles, building types, and other streetscape features such as well-designed sidewalks, curbs, and street trees.

Funding Programs:

CDBG

Pennsylvania Historical and Museum Commission

(PHMC) Historic Preservation Grants  
Certified Local Government (CLG) Program

Technical Assistance: DCPD

- 3-2 Develop design guidelines on a strictly voluntary basis using the design criteria established for each neighborhood. The information may include preferred rehabilitation and maintenance alternatives.

Funding Programs: CDBG  
PHMC Historic Preservation Grants  
CLG Program

Technical Assistance: DCPD

- 3-3 Shape new zoning regulations to reflect neighborhood design criteria in order to preserve neighborhood character.

Technical Assistance: DCPD

- 3-4 Reinforce historic design patterns, styles, and features by encouraging appropriate rehabilitation and attracting new infill development that fits into the design and layout of the neighborhood.

Funding Programs: Housing Development Fund  
HOME Investment Partnership Program

Technical Assistance: DCPD

- 3-5 Target historic business centers and established strips which offer opportunity for continued retail use and consider “Main Street” type programs.

Funding Programs: CDBG  
National Trust Main Street Program  
DCED Main Street Program

Technical Assistance: DCPD

- 3-6 Identify vacant or underutilized commercial or industrial sites for adaptive reuse and consider redevelopment schemes that take advantage of the historic character of these places.

Funding Program: Rehabilitation Investment Tax Credits

Technical Assistance: DCPD

- 3-7 Consider a joint municipal grant for creating maintenance manuals for the key architectural styles the Boroughs share.

Funding Programs: CDBG  
Keystone Historic Preservation Grant

Technical Assistance: DCPD

## **HISTORIC RESOURCES**

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**Objective 3-2:** To prepare a Borough-wide inventory of historic resources that represents the full range of significant historic development to date.

### **Snapshot of Each Borough**

Though the Boroughs share many similarities in historic development patterns, architectural styles, building types, and design features, each has its own distinct character or personality. Having completed an inventory for each Borough, DCPD compiled the following snapshots:

**Aldan Borough** is primarily a residential community with little commercial or industrial use. Providence Road and Clifton Avenue are the major thoroughfares, and there is trolley and train access. Though many of Aldan's neighborhoods were laid out prior to 1910, most of the existing housing dates from the 1920s - 1950s. Most of the homes are detached single-family dwellings in a variety of styles, with Bungalow, Dutch Colonial, and Colonial Revival predominating. Aldan is a walkable community, with streetscape amenities such as connecting neighborhoods, sidewalks, and mature street trees. A shopping center, park, local schools, churches, and small shopping nodes are in proximity to many neighborhoods. The historic character of Aldan is exemplified in its motto, the "Community of Homes."

**Sharon Hill Borough** is an outstanding example of a community that still possesses a strong sense of its historic character. The historic mix of residential and commercial is still apparent. Victorian residences along Sharon Avenue and adjacent side streets have been retained, as well as the late 19<sup>th</sup> century commercial areas near the railroad station. These homes are large two- and three-story structures with spacious lots and generous setbacks. Later development occurred around this early core and consisted of 1920s twins, such as those on Cherry Street, and rowhousing such as the Tudors on N. High Street. This period also includes the Craftsman Bungalows along Melrose Avenue. Post-World War II housing became denser primarily with rowhousing such as that along Foster and Frances Avenues and the twins on Felton Avenue. Some of the commercial area of Sharon Hill was retained along Sharon Avenue, but the primary commercial expansion is on Chester Pike, on land formerly occupied by wealthy estate owners. Interesting vestiges of Sharon Hill's heritage remain as streetscape reminders such as stone walls, pillars, and steps. The spacious feel of the community is the result of the

open fields of Academy Park High School and the Henderson Industrial Park that was formerly Curtis Publishing Company.

**Collingdale Borough** has a dense residential feel, softened by the parks and vast cemetery land scattered throughout the municipality. The large number of churches adds to the strong feel of community. With MacDade Boulevard serving as the major commercial thoroughfare, there is a smaller outgrowth of neighborhood commercial activity along the trolley line and along Clifton Avenue. Borough residents of all ages can be seen easily walking throughout the community to and from schools, churches, stores, and homes. Tight residential development occurred closer to the train and trolley lines, in the form of many twins and rowhouses. Victorians of various styles and Craftsman Bungalows are also plentiful throughout the Borough. Single-family homes were built in a variety of styles between the 1900s and 1980s. Variety in land use and style has helped the Borough become a close-knit family community.

**Colwyn Borough**, since shedding its agrarian character, has undergone development as both an early and later suburban community. The majority of housing is attached (70% according to the Census 2000). Of the existing buildings, 30% were constructed prior to 1939, and 53.5% were built between 1940 and 1959. In general, brick twins and rows dominate the Borough, but over time they have been altered from their original state. However, upon closer inspection, it appears that many of the original design features still exist under the alterations, which greatly strengthens their historic potential. In addition to the twins and rows, examples of Queen Anne Victorian homes and early 20<sup>th</sup> century Bungalows may be found, adding to the diversity of Colwyn's built heritage.

### **Borough Inventories**

The inventories created for this comprehensive plan are intended to summarize each Borough's historic built environment. These preliminary inventory lists, also known as windshield surveys, are a crucial first step for preservation planning. These inventories are listed by Borough, instead of regionally, 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. Examples of each period of development including the more "recent" historic resources from the 1940s and 1950s have also been noted (see Tables 3-1 through 3-4 and Maps 3-1 through 3-4).

**TABLE 3-1**  
**ALDAN BOROUGH HISTORIC RESOURCE INVENTORY**

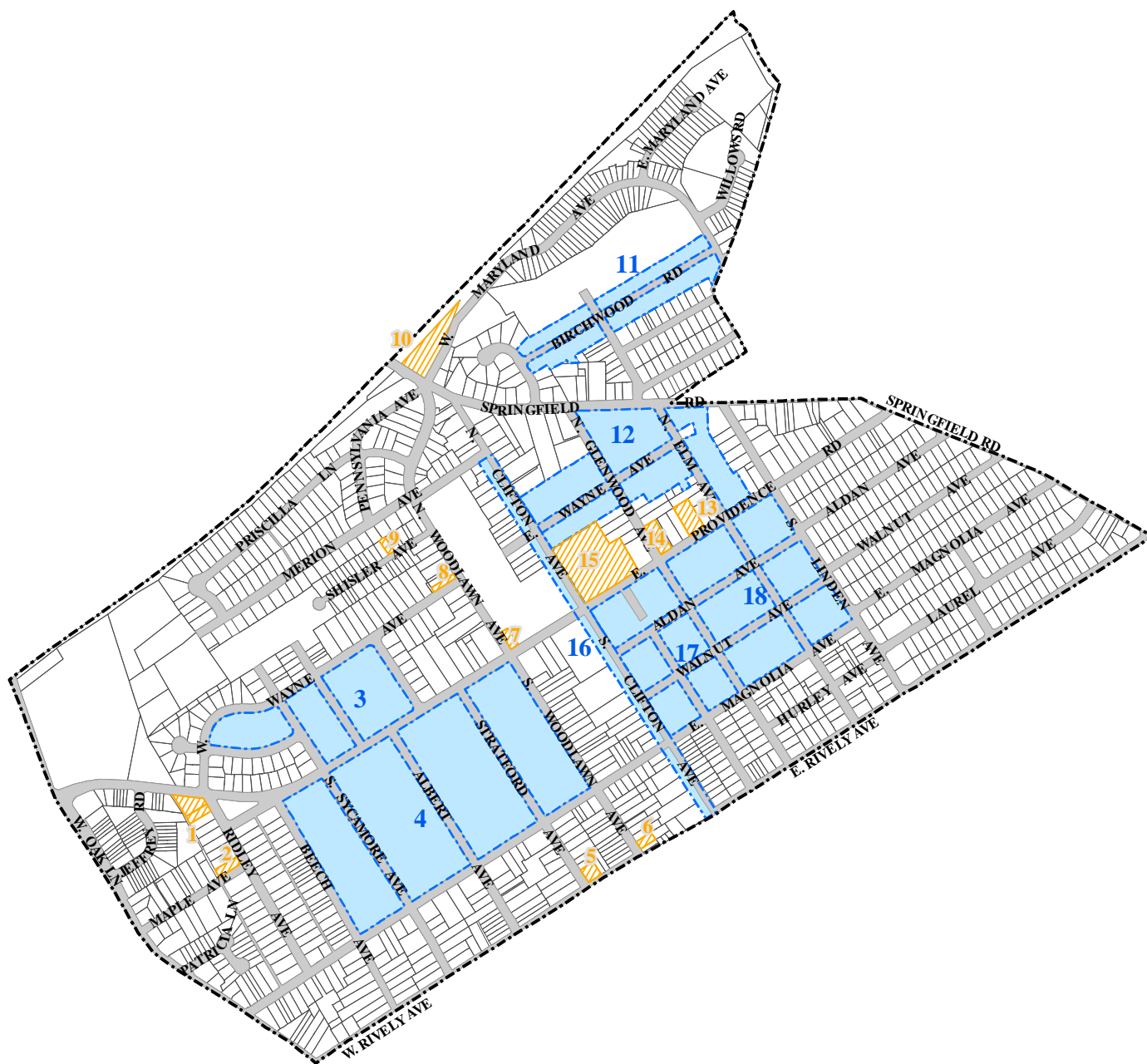
| Map No. | Name/Location   | Description/Comments  |
|---------|---|---|
| 1       | 2 Ridley Avenue*  | Example of Craftsman style, see also twins at 6/8, 12/14, and 11/13; some have cosmetically altered exteriors   |
| 2       | 16 Ridley Avenue*   | One of many 1930-40s Colonial Revival singles, including 18 Ridley and several corner lots on Magnolia, including 65, 71, 100, 101, and 103 Magnolia  |
| 3       | Aldan-Wood area – Chester, W. Wayne, Sylvan, and Bonsall Avenues**                      | 1950-1951 variety of brick Capes, Colonial Revivals   |
| 4       | Amos Barnes District – Beech Avenue/Providence Road/ Magnolia Avenue /Woodlawn Avenue** | Area laid out by 1909, includes many examples of mid-20 <sup>th</sup> c. twins – 37/39 Beech; 54/56, 58/60, 122/124, 126/128, 130/132 Albert; 36/38, 102/104 S. Woodlawn; and singles – 20 Albert; 64, 101, 102, 119, 131 Stratford; 20, 24, 30, 50, 117 S. Woodlawn; 43, 49 Sycamore |
| 5       | 131 Stratford Avenue*   | Example of mid-20 <sup>th</sup> c. vernacular Revival, see also 39, 108, 126 S. Clifton; 64, 102, 119 Stratford   |
| 6       | 131 S. Woodlawn Avenue*   | Example of the many Bungalows, also 21, 411 Magnolia; 50 Stratford; 110, 123, 130 Beech; 15, 16, 49, 57 S. Woodlawn; 22, 103, 122, 126 E. Wayne; 320 Birchwood; 334 Springfield; 39, 59, 61, 62, 63, 100 S. Clifton; 28 E. Providence   |
| 7       | Aldan Trolley Stop, Providence Road and Woodlawn Avenue                                 | Built c. 1907, now home to the Aldan Historical Commission  |
| 8       | 102/104 N. Woodlawn Avenue*   | Colonial Revival twin   |
| 9       | 117/119 Shishler Avenue*  | Late 19 <sup>th</sup> – early 20 <sup>th</sup> c. twins at 103/105, 111/113, 123/125 – grouped together on Shisler Avenue   |
| 10      | Clifton/Aldan Train Station   | Built c. 1869   |
| 11      | Birchwood Road**  | Variety of mid-20 <sup>th</sup> c. twins, including some Dutch Colonial and Tudor Revival – 104/106, 300/302, 308/310, 312/314, 316/318; and singles – 301, 221   |
| 12      | E. Wayne Victorian District**   | Several late 19 <sup>th</sup> and 20 <sup>th</sup> c. including Queen Anne, Victorian vernacular – 6, 34, 35, 107, 110, 115, 125; 17, 19 Glenwood; 43 Elm   |
| 13      | 121 E. Providence Road*   | Example of American Four Square, also at 50 Albert; 25, 215 E. Providence   |
| 14      | 103 E. Providence Road**  | Variety of homes along Providence Road, including late 19 <sup>th</sup> -early 20 <sup>th</sup> c. Queen Anne – 25, 32, 33, 125   |
| 15      | Aldan Union Church  | Oldest religious congregation in Aldan  |
| 16      | Clifton Avenue, from Merion Avenue to Rively Avenue**                                   | 19 <sup>th</sup> c. twins – 26/28, 58/60, 100/102, 106/108, 126/128; Queen Anne – 34, 112, 208; Gothic Revival/Victorian – 44, 116, 134; early 20 <sup>th</sup> c. twins – 123/125, 119/121, 115/117  |

|    |   |  |
|----|---|--|
| 17 | Penn Farms Tract – Aldan/Walnut/<br>Magnolia Avenues, east of Clifton<br>Avenue**           | Example of 1939-1940s development of brick Colonial Revivals,<br>see also Priscilla Lane, Merion and Pennsylvania Avenues (blt.<br>1941)   |
| 18 | R. L. Watt District – Glenwood<br>Avenue/Providence Road/Linden<br>Avenue/Magnolia Avenue** | Area laid out by 1909, mix of early-mid 20 <sup>th</sup> c. twins – 110/112,<br>114/116 Aldan, 110/112, 114/116 Walnut, and many singles –<br>Dutch Colonials like 61 Glenwood, 20 <sup>th</sup> c. vernacular Revivals<br>like 37 Elm, and Four Squares like 41 Elm |

\* Denotes a representative example of a particular style of architecture found throughout the Borough; does not indicate that this is necessarily the best or only occurrence. Additional addresses listed in comments are not comprehensive.

\*\* Denotes a district or area of similar homes, built as a group at one time or built with a similar architectural style and feel. Does not necessarily imply National Register Historic District eligibility. Additional addresses listed in comments are not comprehensive.

Source: DCPD Field Surveys, 2003





**TABLE 3-2**  
**COLLINGDALE BOROUGH HISTORIC RESOURCE INVENTORY**

| Map No. | Name/Location   | Description/Comments   |
|---------|---|--|
| 1       | St. Joseph's Church – Woodlawn and Bartram Avenues                  | Built in 1916; includes church and school  |
| 2       | 1001 Walnut Street*   | Craftsman/Bungalow/Prairie examples - 1920-1930s; see also 715 Clifton; 1196 North; 1012 Clifton; 605/609 Collingdale; 419 Beechwood; 121 Upland Terrace (Prairie)                     |
| 3       | Clifton Avenue<br>Commercial/Residential District**                 | Original commercial area; along trolley line and very walkable; ripe for revitalization  |
| 4       | Mariner's Bethel United Methodist – Clifton and Ash Avenues         | Built in 1949; locally significant resource; original building from 1924   |
| 5       | 603 Clifton Avenue*   | Queen Anne Victorian example - 1890s; see also 820 Chestnut; 722 Bartram; 625 Hibberd; 621 Andrews; 109 Upland Terrace   |
| 6       | Grace Reformed Episcopal Church – Clifton and Blackstone Avenues    | Originally built in 1897; congregation began in 1894   |
| 7       | 524 Collingdale Avenue*   | Victorian vernacular examples - 1890s – 1930s; see also 1021 Spruce; 816/824 Beechwood; 728 Sharon; Beechwood and Collingdale; 501 Collingdale; many others throughout the Borough     |
| 8       | Corner of Hibberd and Clifton Avenues                               | Built late 1800s; 2-story stone building used as an elementary school; school board meeting house; community center; church meeting house; and eventually a variety of commercial uses |
| 9       | First Lutheran – Clifton and Hibberd Avenues                        | Built in 1926; congregation began in 1921  |
| 10      | First Baptist – Clifton and Andrews Avenues                         | Built c. 1900; modified in 1958; locally significant resource; congregation began in 1887  |
| 11      | 900 Andrews Avenue*   | Second Empire Victorian example - built 1880-1890s; see also 609 Hibberd; 608/610 Andrews; behind Donovan's bar/restaurant on MacDade  |
| 12      | Trinity Episcopal Church – Clifton Avenue and MacDade Boulevard     | Built 1890; congregation began in 1888   |
| 13      | Collingdale Community Center – MacDade Boulevard and Clifton Avenue | Built 1927; formerly the Senior High School; includes Borough Hall, auditorium, and District Court   |
| 14      | LaRoche House – 713 Pusey Avenue                                    | Built 1880s by Maximilian F. LaRoche, the "Father of Collingdale" and Borough's first Burgess  |
| 15      | 500 block of MacDade Boulevard**                                    | Large Victorian-style twins - built around the turn of the century, when MacDade Boulevard was still called Parker Avenue  |
| 16      | 519 MacDade Boulevard   | Art Deco commercial building   |
| 17      | Church of the Nazarene – MacDade Boulevard and Staley Avenue        | Built 1925; congregation united in 1909  |

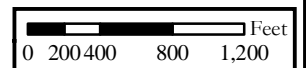
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|----|---|--|
| 18 | Collingdale Gospel Chapel – MacDade Boulevard and Hillside Avenue | Built in 1921  |
| 19 | Residential District of brick rows south of MacDade Boulevard**   | Built c. 1920s; outgrowth from adjacent industrial and rail area; displays a variety of intact architectural detail in cornices and roof lines |
| 20 | 1126 Broad Street*  | Dutch Colonial example – twin; see also 612 Lafayette  |
| 21 | 1013 Broad Street*  | Late 19th c. – early 20th c. American vernacular; see also 237, 238 Wolfenden, 1010, 1014, 1031 Chestnut                                       |
| 22 | Wolfenden and Andrews Avenues**                                   | Late 19th c. – early 20th c. American vernacular twins and row; eclectic design elements from Tudor to Spanish                                 |

\* Denotes a representative example of a particular style of architecture found throughout the Borough; does not indicate that this is necessarily the best or only occurrence. Additional addresses listed in comments are not comprehensive.

\*\* Denotes a district or area of similar homes, built as a group at one time or built with a similar architectural style and feel. Does not necessarily imply National Register Historic District eligibility. Additional addresses listed in comments are not comprehensive.


Source: DCPD Field Surveys, 2003

-  POTENTIAL HISTORIC DISTRICT
-  HISTORIC RESOURCE



NOTES:  
 1. Delaware County Board of Assessments - Roads and Parcels  
 2. Delaware County Planning Department - Municipal Boundary and 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.



Prepared by  
 Delaware County  
 Planning Department  
 2004

Collingdale  
 Borough

# Historic Resources and Potential Historic Districts Map 3-2

**TABLE 3-3**  
**SHARON HILL BOROUGH HISTORIC RESOURCE INVENTORY**

| Map No. | Name/Location  | Description/Comments  |
|---------|--|---|
| 1       | Sharon Hill Train Station - Sharon Avenue                        | 1872 - serpentine train station; National Register-eligible   |
| 2       | Sharon Hill Trolley Station - Chester Pike                       | 1917 - restored trolley stop and trolley stop wall  |
| 3       | Old School House - 933 & 935 Chester Pike                        | 1879 - three-story Second Empire that was Sharon Hill's first school building   |
| 4       | Lyceum - Sharon and Maple Avenues                                | Built in 1896 as a Lyceum Club, it became Sharon Hill's second school. A fire destroyed all but stone first floor in 1925 |
| 5       | Holy Spirit School - School Street                               | Two and ½-story brick building built in 1917  |
| 6       | Rose Tool Company - Elmwood and Felton Avenues                   | 1889 - early industrial building  |
| 7       | Dalton's Pharmacy - 421 Sharon Avenue                            | 1899 - commercial building  |
| 8       | Quinn's Grocery Store - Chester Pike and Sharon Avenue           | Queen Anne Victorian building - pre-1894  |
| 9       | Florist Square - Chester Pike and Kenney Avenue                  | Stone Italian Renaissance style - built in 1940s  |
| 10      | Yanck's Glass Works - 1309 & 1311 Elmwood Avenue                 | Part of the original 1889 building has been converted to residences   |
| 11      | Sharon Hill Borough Hall - 250 Sharon Avenue                     | Built in 1905   |
| 12      | Sharon Hill Methodist Church - Sharon and Maple Avenues          | Built in 1889   |
| 13      | Tully Memorial Church and Manse - Sharon Avenue and Chester Pike | Built in 1913, 1916   |
| 14      | Bartlett House - 113 Bartlett Avenue                             | Built pre-1854  |
| 15      | Sparks House - 640 Poplar Street                                 | Built pre-1872  |
| 16      | Melville House - 326 Sharon Avenue                               | 1873 residence of Rear Admiral Melville, Arctic explorer  |
| 17      | Goodwin House - 300 Sharon Avenue                                | Built pre-1912  |
| 18      | Dalton Home - 739 Woodland Terrace                               | Built c. 1890   |
| 19      | A. B. Scott Residence - 1122 Woodland Avenue                     | Hipped roof Colonial Revival, built c.1900  |
| 20      | Reese Houses - 411 & 503 Cherry Street, 511 & 527 Chester Pike   | Early 1900 stone homes built by Jacob Reese for his sons  |
| 21      | Trigiani's House - Ridley Avenue and Chester Pike                | 1870s house with cupola   |
| 22      | Larer Home - 317 Sharon Avenue                                   | Built c.1890s   |
| 23      | 746 Academy Terrace  | Built c.1890s   |
| 24      | Elmwood Avenue and Calcon Hook Road                              | Built before 1909 and formerly property of P.R.R. Co.   |
| 25      | Carriage House I - 1119 Woodland Avenue                          | Part of the E. B. Bliss property in 1909  |

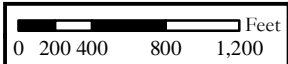
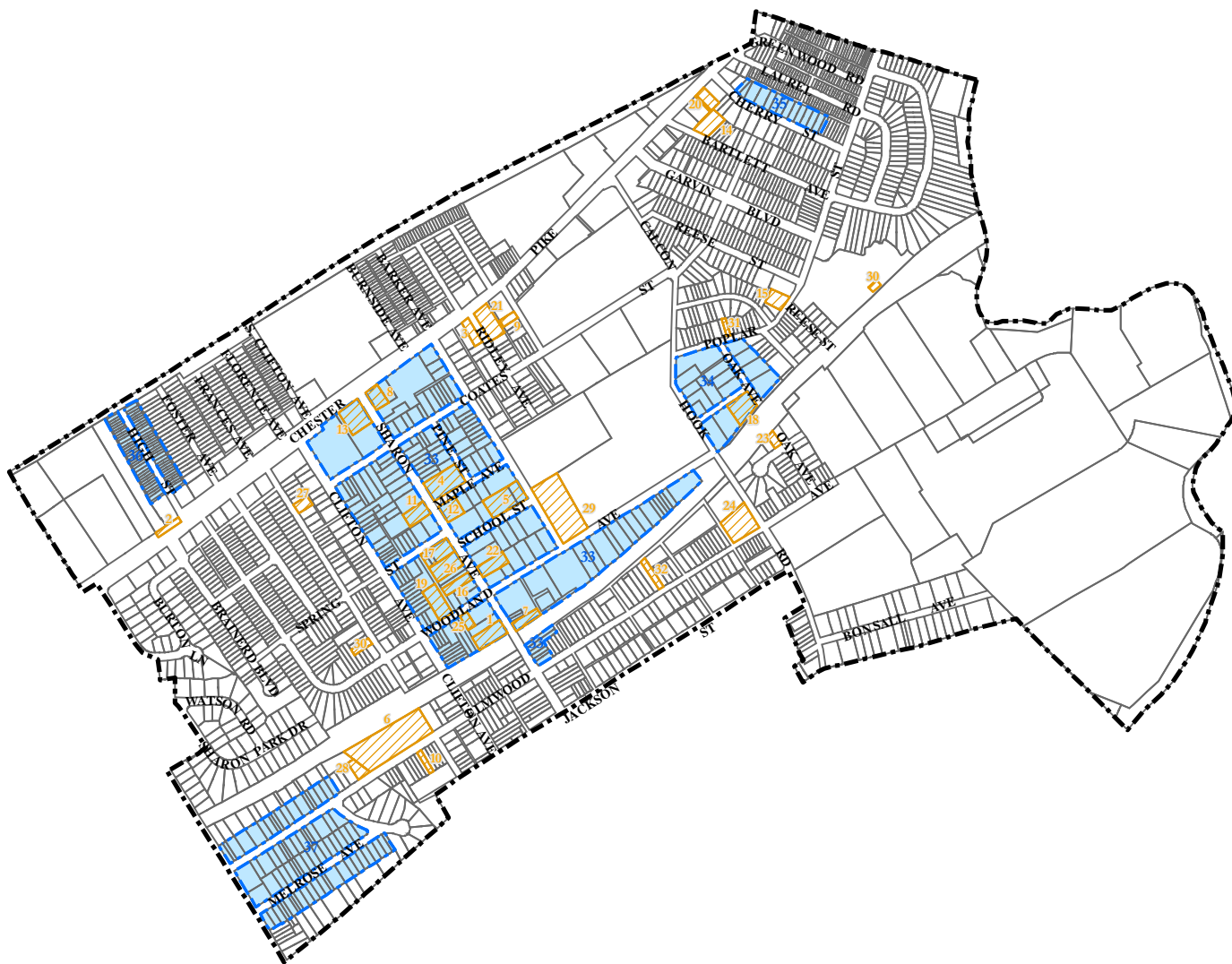
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|----|---|---|
| 26 | Carriage House II - 318 Sharon Avenue   | Part of the J. Schmidt property in 1909   |
| 27 | Sears House - 127 Felton Avenue   | Built between 1919 and 1929, this home is the Sears model "The Rodessa"   |
| 28 | World War II Station No. 5 - 1342 Elmwood   | Previously located at Folcroft and Elmwood Avenues, it was moved after the war and is now a private residence     |
| 29 | Stone Arch - entryway at Academy Park   | Built from stone from historic Holy Child Academy by Clayton Valerio in 1979                                      |
| 30 | Cow Tunnels -<br>a. behind Spring Valley Apts. at 601 Poplar Street<br>b. behind 1300 Woodland Avenue | Built before 1872 to continue access for dairy cows from one pasture to another under newly built railroad tracks |
| 31 | Spanish Style twins - 720-730 Poplar Street*  | Built c.1920s   |
| 32 | Oakford Farm house - 916 Elmwood  | Built in 1795   |
| 33 | Chester Pike to Elmwood Avenue between Clifton Avenue and Barker Street**                             | 19th century Sharon Hill  |
| 34 | Oak Avenue and Woodland Terrace**   | 19th century residential  |
| 35 | Northeast side of Cherry Street - 125 to 233**  | Late 1800s twins  |
| 36 | Rowhousing on N. High Street**  | Tudor rowhousing built in the 1920s   |
| 37 | Melrose and Elmwood between Twin Oaks and Folcroft**  | These 1920 Bungalows generally retain a great degree of integrity   |

\* Denotes a representative example of a particular style of architecture found throughout the Borough; does not indicate that this is necessarily the best or only occurrence. Additional addresses listed in comments are not comprehensive.

\*\* Denotes a district or area of similar homes, built as a group at one time or built with a similar architectural style and feel. Does not necessarily imply National Register Historic District eligibility. Additional addresses listed in comments are not comprehensive.

Source: DCPD Field Surveys, 2003

-  POTENTIAL HISTORIC DISTRICT
-  HISTORIC RESOURCE



Sharon Hill  
Borough

Historic Resources and  
Potential Historic Districts  
Map 3-3

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

Disclaimer  
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data sources which have not  
been verified.



Prepared by  
Delaware County  
Planning Department  
2004

**TABLE 3-4**  
**COLWYN BOROUGH HISTORIC RESOURCE INVENTORY**

| Map No. | Name/Location   | Description/Comments   |
|---------|---|--|
| 1       | Darby Presbyterian Church, 4 <sup>th</sup> & Main Streets   | Built in 1854  |
| 2       | 23 4 <sup>th</sup> Street   | Queen Anne built between c. 1880 and 1910, this 2½-story house has a fish scale shingle roof and turret; house retains many original design features as does its neighbors   |
| 3       | 207/209 4 <sup>th</sup> Street  | Second Empire twin with defining Mansard roof and box bays, it dates between 1855-1885   |
| 4       | 426/428 4 <sup>th</sup> Street  | Mix of Spanish Mission, Second Empire, and Italian Villa with great architectural features; quite a unique structure   |
| 5       | 439/441 4 <sup>th</sup> Street  | Dutch Colonial Revival twin; dates to the early 1900s; defined by its Gambrel roof and roof dormers  |
| 6       | 443 4 <sup>th</sup> Street  | Detached Dutch Colonial Revival house; also defined by the Gambrel roof and roof dormers; the house dates to the early 1900s   |
| 7       | 500 4 <sup>th</sup> Street  | Early 20 <sup>th</sup> -century Dutch Colonial Revival with same features as above in addition to a first story clad in brick  |
| 8       | West side of 3 <sup>rd</sup> Street bounded by Colwyn Avenue on the north and Ellis Avenue on the south** | Very unique 1-story rowhouses only known to be in Colwyn, Morton, and Clifton Heights within Delaware County; 438/440 is a representative example of these types of homes with a brick façade and low Mansard roof |
| 9       | 26/28 2 <sup>nd</sup> Street  | Typical Delaware County twin of the Victorian vernacular type  |
| 10      | 2 <sup>nd</sup> & Pine Streets - Colwyn School  | Cornerstone reads 1933 and is of Greek Revival style with large Doric columns and entablature over the entrance  |
| 11      | 438 5 <sup>th</sup> Street  | Craftsman with shallow roof and dormer   |
| 12      | 200/202 Main Street   | Tudor Revival twin with fish scale shingling   |
| 13      | 204/206 Main Street   | Second Empire twin with Mansard roof c.1880  |
| 14      | Chestnut Street & 3 <sup>rd</sup> Street - Colwyn Baptist Church  | Many Gothic elements with great stonework  |
| 15      | 98 Walnut Street  | Queen Anne with unique diamond siding  |
| 16      | Keystone Avenue between 6 <sup>th</sup> & 7 <sup>th</sup> Streets**                                       | Early 20 <sup>th</sup> century mill worker housing   |
| 17      | 413/415 Colwyn Avenue   | Typical Delco twins with original features   |

|    |                        |   |
|----|------------------------|---|
| 18 | 411 Thatcher Avenue    | Early 20 <sup>th</sup> century Bungalow   |
| 19 | 118/120 Francis Street | Typical Delco twin of the early 20 <sup>th</sup> century with more elaborate details than most. Nice corbelling and cornices along with finials |
| 20 | 101 Francis Street     | Typical Delco twin with original features   |

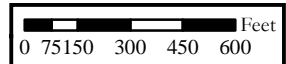
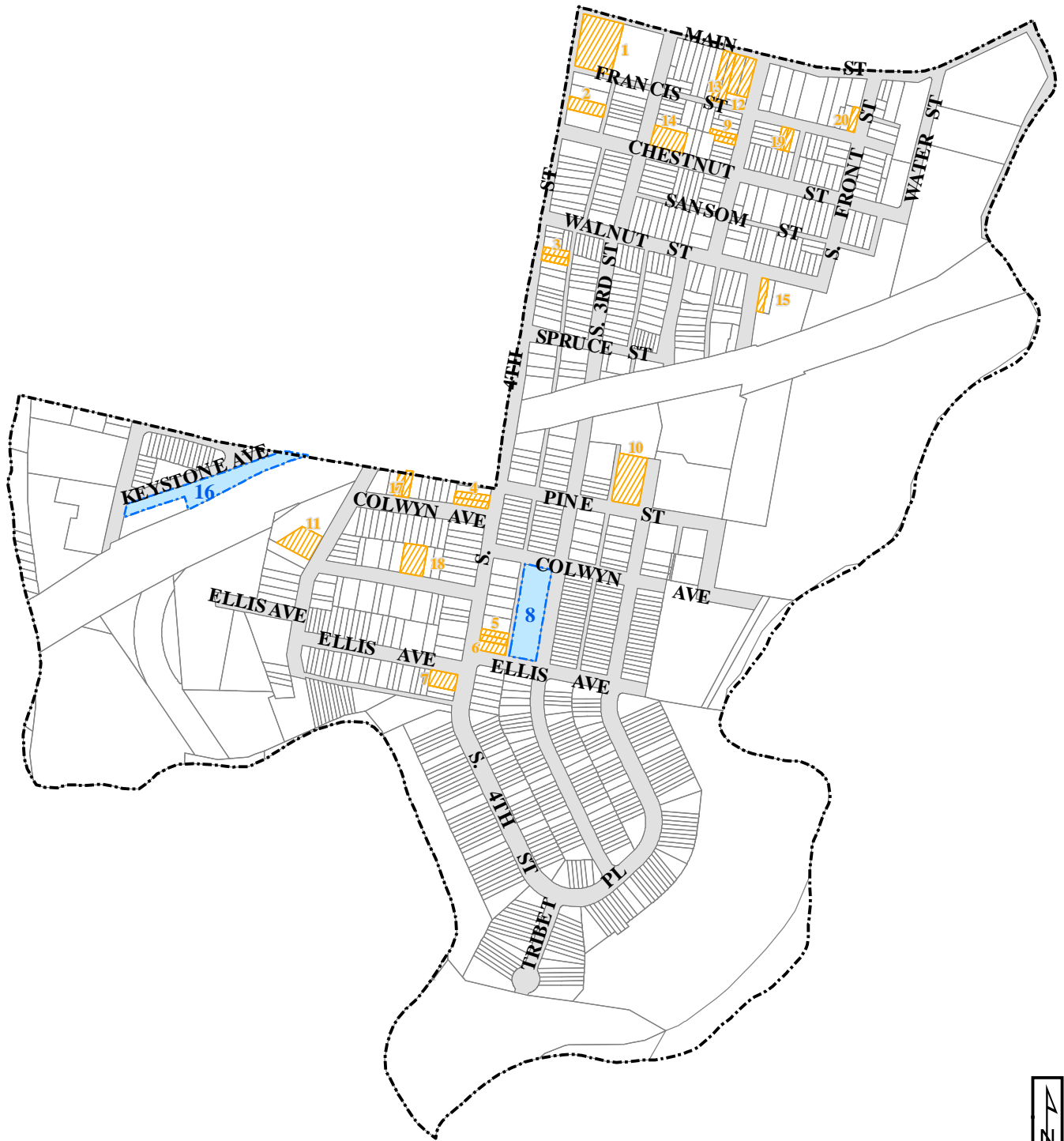
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\*\* Denotes a district or area of similar homes, built as a group at one time or built with a similar architectural style and feel. Does not necessarily imply National Register Historic District eligibility. Additional addresses listed in comments are not comprehensive.

Source: DCPD Field Surveys, 2003



-  POTENTIAL HISTORIC DISTRICT
-  HISTORIC RESOURCE; Colwyn 9



## **National Register Designation**

Historic resources that are considered to be the most significant and noteworthy historic, architectural, or archaeological treasures can receive national distinction through placement in the National Register of Historic Places. Although this designation shows a high level of historic merit, it does not protect the resource in question, with the exception of a review requirement when federal funding is involved.

✓ For more information on the National Register of Historic Places, consult Appendix A – Preservation Toolbox.

To date, there are no historic resources in the Boroughs that are listed in the National Register. However, two buildings are on a list that designates them as eligible for the National Register – the Sharon Hill Train Station and the Colwyn School.

## **Archaeology**

The heritage of the Boroughs is not only represented in the historic structures and development patterns, but also in their archaeological resources. These underground resources, often still intact, may be found under our streets, back yards, shopping malls, and open spaces. They provide insight into components of our history, including Native Americans and early settlers, as well as commercial, residential, and industrial development.

In an effort to encourage the protection of these resources for long-term planning, a Countywide archaeological survey was produced in 1991. The *Delaware County Archaeological Resource Inventory and Management Plan* provides information by municipality and consists of maps indicating areas of archaeological potential, previous archaeological testing, and a computerized database.

According to this inventory, each of the Boroughs has retained areas of high and moderate potential for archaeological resources despite the advanced level of development that has occurred in the region.

## **RECOMMENDATIONS**

Objective 3-2 indicates that each Borough should prepare a Borough-wide comprehensive historic resource survey using the inventories provided in this comprehensive plan as a basis. This is a necessary accomplishment from which all subsequent planning actions are justified.

The Boroughs should...

- 3-8 Create a complete survey of historic resources from the inventory provided in this comprehensive plan where more specific information concerning the most significant places would be collected and further preservation planning could be

based (see Appendix A for more complete guidance). This plan should be amended to include this survey when completed.

Funding Programs: PHMC Historic Preservation Grants  
CDBG

Technical Assistance: DCPD

3-9 Consider nominating key historic resources and districts for the National Register.

Funding Programs: PHMC Historic Preservation Grants  
CLG Program

Technical Assistance: DCPD

3-10 Protect priority historic sites and other resources by pursuing preservation tools such as the Act 167 *Local Historic District Act* or historic zoning ordinances.

Funding Program: CLG Program

Technical Assistance: DCPD

3-11 Consider archaeological resources in the review of subdivision and land development applications. (Contact DCPD for more information concerning archaeological potential of the region.)

## **PRESERVATION PLANNING IN THE FOUR BOROUGHES**

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**Objective 3-3:** To assess the Boroughs' preservation efforts to date and determine what other actions need to occur to successfully accomplish preserving the most significant historic patterns, places, and features of the area.

### **Municipal Involvement**

Historic preservation used to be the sole domain of historically minded individuals or private organizations dedicated to safeguarding their heritage for posterity. Since the enactment of the *National Preservation Act* of 1966, government has also become an active player in preservation activities. The federal government and the County have no authority to regulate historic protection, except when reviewing federally funded projects, though they both can offer guidance and technical support. The State plays a role in the National Register process, the historic tax credit program, and the process that involves federally funded projects' effect on historic properties but has no authority to require preservation protection.

The municipal authorities are the only level of government authorized to create legal preservation regulations. The MPC enables local governments to plan for and regulate cultural resources. The most efficient manner to accomplish the appropriate preservation protection is to assign the role of preservation planning to a formal advisory group, who will investigate options for legal protection and work with citizens interested in preserving the most valued places of their community. In addition, the MPC requires each municipality to include a preservation planning element as part of its comprehensive plan, which is intended to guide the direction of future preservation planning efforts.

### **Municipal Commissions/Task Forces**

Municipalities can appoint an advisory group to implement the preservation planning process. A new group called an Historical Commission or Task Force or an existing group such as a subcommittee of a Planning Commission can be appointed. Activities usually include identifying significant resources, collecting historic data, advising both municipal government and citizens, and investigating methods of protection and incentives for preserving historic places. To date, two of the four Boroughs, Aldan and Sharon Hill, have appointed Historical Commissions.

Sharon Hill passed Ordinance 1200 in 1990, the same year as its Borough centennial celebration, establishing the five-member Sharon Hill Historical Commission. It has been given the tasks of recording Borough history, creating an historic resource survey, gathering information regarding funding, and making recommendations for further preservation efforts. It also issues preservation awards each year.

In Aldan, the formation of a Centennial Commission sparked the interest for an Historical Commission, as historic items and information were collected for the 1993 Borough centennial celebration. This effort heightened the community's awareness of its historic character. The Historical Commission was formed by Ordinance 463 in 1995 to be the caretaker of Aldan's historical record. The group restored the SEPTA trolley station on the corner of Providence Road and Woodlawn Avenue in 1998 and created a small museum which stores some local historic material. Visits to the museum are available by appointment.

Collingdale and Colwyn have not formed Historical Commissions to date. Without an official group responsible for gathering and sharing information concerning the most valued historic places, the likelihood of continuing to lose community character is probable. Taking advantage of proper preservation planning by appointing a citizen advisory group is the most efficient way to ensure that both Colwyn and Collingdale will identify and preserve their historic resources, which could then contribute to the economic and visual improvement of these communities.

### **Municipal Historic Ordinances**

To date, none of the four Boroughs have enacted a municipal historic ordinance that empowers their Historical Commission to review changes – additions, alterations,

demolitions, or new construction – planned adjacent to their historic places. Although local government is the only jurisdictional level of government to authorize legal protection, none of the Boroughs have regulations that protect either scattered historic sites or historic districts. Historic ordinances can be as flexible or stringent as needed. They can set forth provisions relating to demolition, exterior restoration, and new development in the vicinity of a listed historic resource and offer incentives to owners of historic properties. They can stand alone or be included as part of the existing zoning ordinance. Without municipal regulatory historic ordinances, the Boroughs are leaving themselves vulnerable to changes that may be detrimental to their overall historic character. Striking a balance between appropriate preservation and desired growth and development is of utmost importance if the Boroughs are to make the most of their historic origins.

### **Stewardship of Historic Resources**

The protection and maintenance of historic resources fall on the shoulders of the owners of the properties. Private property owners are responsible for maintaining their property and making appropriate choices for repairing and restoring historic homes, stores, and other properties. Most municipalities own buildings, many of which become symbols of community identity, such as firehouses, borough halls, and libraries. Many of these buildings are older, and some of them have historic characteristics worth noting. Each municipality should become aware of the potential historic character of its buildings and set an example with proper maintenance and sensitivity when repairing or rehabilitating these facilities.

### **Citizen Involvement**

The citizens of Sharon Hill were inspired by their centennial activities and, when a year later the Sharon Hill train station was slated for demolition in 1991, they formed the Sharon Hill Historical Society and were successful in gaining enough support in the community to save it. They have worked to raise funds for the restoration of the station.

Although Aldan has an Historical Commission that performs some duties also accomplished by historical societies, Aldan, Collingdale, and Colwyn do not have historical societies. An historical society needs no formal authorization from a municipality. This group can offer assistance in local history, genealogy, and archival material. Sometimes a local historical society becomes involved in an historic house museum or in advocating for the protection of an endangered significant historic resource.

## **RECOMMENDATIONS**

The following recommendations are intended for implementation after the recommended activities under Objectives 3-1 and 3-2 have been undertaken.

The Boroughs should...

- 3-12 Aldan and Sharon Hill, who have already appointed Historical Commissions, should evaluate whether these Commissions are satisfying the preservation needs of the communities. Each local government should be advised how best to reap the benefits of preserving/revitalizing their community's historic assets through the work of an official advisory group such as the Historical Commission.

Funding Program: CLG Program

Technical Assistance: DCPD

- 3-13 Collingdale and Colwyn should appoint an Historical Commission to coordinate the preservation planning process.

Technical Assistance: DCPD

- 3-14 Adopt completed historic surveys as an amendment to their comprehensive plan. Sharon Hill should continue to complete a full survey of historic resources. Aldan, Collingdale, and Colwyn should consider accomplishing the same task.

Funding Programs: CDBG  
PHMC Historic Preservation Grants

Technical Assistance: DCPD

- 3-15 After historic surveys are completed, work with local Historical Commissions, if established, to determine the appropriate level of preservation protection, including the consideration of ordinances and creation of historic districts. With the core of a preservation plan started by this chapter, each Borough should continue working towards a comprehensive preservation plan as a road map for future actions.

Funding Programs: PHMC Historic Preservation Grants  
CLG Program

Technical Assistance: DCPD

- 3-16 Perform a full assessment of their ordinances to determine where disincentives to preservation can be removed and replaced with incentives.

Technical Assistance: DCPD

- 3-17 Utilize the information about the historic character of their community to promote their municipality. They should also place images of historic buildings and features on banners, logos, and public art throughout the community, and organize neighborhood walking tours and brochures (to be distributed locally and at the County's Brandywine Conference and Visitors Bureau) to promote the historic

background of the community, thereby adding richness to the community image and thus aid in economic revitalization.

Technical Assistance: DCPD

- 3-18 Evaluate the historic potential of their publicly owned buildings and ensure their future by including them in a capital improvements program to fund their preservation and repair.

Funding Programs: CDBG  
National Preservation Loan Fund

Technical Assistance: DCPD

- 3-19 Encourage local officials and interested individuals involved in historical organizations/commissions to combine efforts to plan for and preserve the historic assets of their community.

## 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. Although the four-Borough area is almost completely developed, the natural environment is still an important consideration when balancing development and redevelopment with environmental protection. For this reason, this chapter focuses on soils, topography, wetlands, floodplains, stormwater, and water quality issues affecting the study area.

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

#### NATURAL FEATURES

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**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 from harm, and provides for their continued viability.

##### Soils and Topography

Most of the soils in the four-Borough area belong to a soil group called Made Land (Ma), which refers to the type of soil mixture present after grading or filling by earthmoving equipment during the construction of buildings or other improvements. Made Land soils can be composed of many different native soils in almost any combination, and they typically display few of the characteristics of the original native soils. Topography is analyzed by examining the nature and severity of slopes in a given area. According to the *Soil Survey of Chester and Delaware Counties, Pennsylvania* (May 1963), the Boroughs are generally flat; however, there are small areas of moderately to steeply sloped land in the northeastern corner of Aldan along Lobbs Run and Darby Creek and small areas of moderate and steep slopes in Collingdale, most notably along Pusey Run (see Map 4 - 1 – Natural Features).

##### Agriculture and Woodlands

As noted above, the study area is highly urbanized and nearly built out. While soils are important indicators of the potential for agricultural and forestry uses, the primary soil type in the study area falls within the Made Land category and is not particularly suitable for such uses. Areas containing soils other than Made Land tend to follow the stream corridors; however, pockets of agricultural and woodland soils, some of which are hydric



or have hydric inclusions, are scattered throughout the area. There is one area of significant woodlands in Collingdale Borough along Pusey Run, which starts just south of the Aldan Borough line, flows through Eden and Mt. Zion Cemeteries, and goes underground near Darby Borough. Another woodland area is found in Aldan in the vicinity of Lobbs Run. Other less wooded areas follow the stream corridors.

The MPC states in Section 603(f) that a municipal zoning ordinance may not unreasonably restrict forestry activities. It further states in Section 604(3) that a zoning ordinance should be designed to “preserve prime agriculture and farmland considering topography, soil type and classification, and present use.” Since one of the main themes

*The visual and environmental qualities of Collingdale, Colwyn, and Sharon Hill Boroughs could be greatly enhanced through the planting and long-term maintenance of street trees and the establishment of a shade tree ordinance and a ShadeTree Commission.*

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 the areas that could be considered for forestry activities. Any revision to the zoning ordinance needs to take this into consideration.

It should be noted that Aldan Borough has a number of large shade trees that significantly enhance the visual character of the community. There are many physical and social benefits of urban trees, such as temperature and microclimate effects, removal of air pollutants, energy conservation in buildings, reduction of noise, reduction of the rate and volume of stormwater runoff, improved perception of and sense of identity of the community, improved aesthetics and wildlife habitat, and increased real estate values. While the shade tree provisions in

Aldan’s subdivision ordinance require the installation of trees on development sites subject to the Shade Tree Commission’s approval, the ordinance does not appear to make provision for the long-term protection of this community resource.

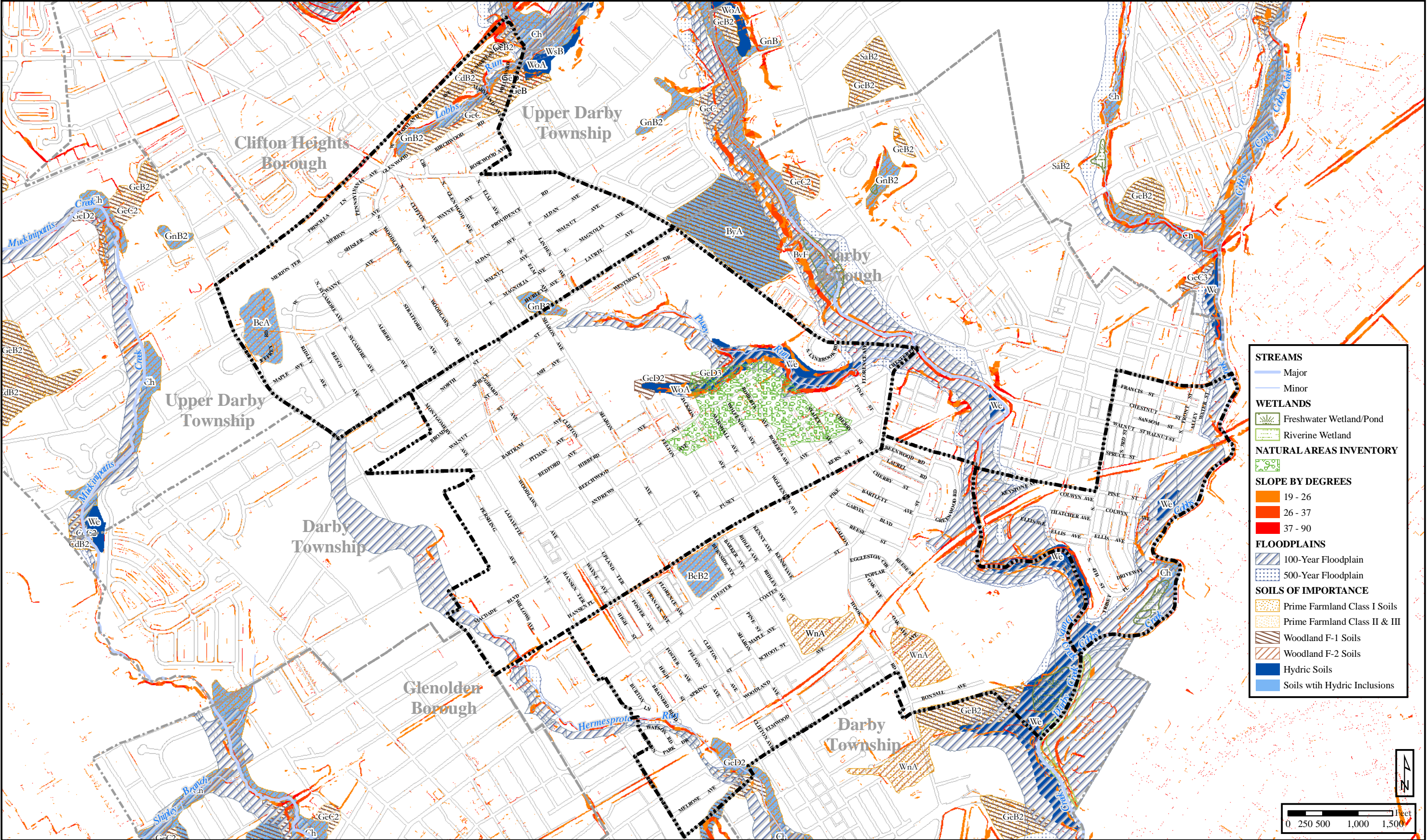
## **Wetlands**

Wetlands play a crucial role in the function of natural systems, including the ability to stabilize the water regime, improve water quality, and provide habitat for plants and animals. In addition, due to their aesthetic value and species diversity, wetlands offer opportunities for passive recreation and education. There are several wetland areas, as identified in the National Wetlands Inventory (NWI - 1991), that lie within the study area, mostly in low-lying lands adjacent to exposed streams (refer to Map 4-1).

## **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 can act as overflow areas for floodwaters, serve as wildlife habitat areas, and support certain types of water-dependent 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, the *National Flood Insurance Act* was passed by Congress, providing federally subsidized flood insurance for structures that lie within floodplains. This was followed by Act 166, enacted by the State General Assembly 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 DCED defines the following flood-related terms.

- 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 by the Federal Emergency Management Agency (FEMA) to the municipalities.
- 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.

Floodplain development in each of the four Boroughs is regulated by individual municipal ordinances. All four municipalities have current floodplain management ordinances that conform to federal and state floodplain management requirements, making them eligible to participate in the National Flood Insurance Program (NFIP) which allows property owners in the floodplain to purchase federally backed flood insurance. See Map 4-1 for the location of floodplains in the four-Borough area.

The entire study area is located in the Darby Creek watershed, and more specifically one or more of the major subwatersheds such as Cobbs Creek (Colwyn), Lobbs Run (Aldan), Pusey Run (Collingdale), and Hermesprot Run (Sharon Hill). A series of small, often unnamed tributaries that flow to the larger streams lie within these watersheds. It should be noted that some sections of these small tributaries exist in pipes as part of the storm sewer system. The more the streams in a watershed become channelized and/or put into underground pipes, the more the integrity of the stream channel and its floodplain will be compromised through erosion and flooding problems.

The area has several identified floodplain areas; however, it is fortunate that most of them are relatively undeveloped except as parkland or cemetery. Surveys completed for the purpose of a Darby-Cobbs stormwater management plan indicate a limited number of

flooding problem areas. They are discussed later in this chapter under Stormwater Management.

## RECOMMENDATIONS

Many of the natural features discussed in this section provide not only important natural functions, but also serve as valuable amenities in a community. It is important in highly urbanized areas such as this that limited natural resources are protected 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 (e.g., flooding) to the community. When properly managed through the use of stream buffers, limitations on intense development, or preservation of wooded areas, these resources serve as valuable assets to the community, serving as amenities that help to attract and keep residents and businesses in the community and promote its distinctive character.

The Boroughs should...

- 4-1 Preserve the integrity of existing woodlands through minimal disturbance practices. Not only will this help to prevent additional stormwater runoff from reaching Darby Creek, it could provide passive recreational opportunities, particularly in the form of possible nature trails.

Funding Programs: CDBG  
Community Conservation Partnerships Program (C2P2)  
Growing Greener Watershed Program

Technical Assistance: DCPD  
Delaware County Conservation District

- 4-2 Follow the requirement in Section 603 of the MPC (that a zoning ordinance may not unreasonably restrict forestry activities) when revising the zoning ordinance.

- 4-3 Consider adopting programs for the installation, preservation, and protection of shade trees. Aldan should consider featuring/promoting protection of its existing shade trees by pursuing Tree City USA designation, which would show that Aldan values its trees and intends to promote the protection of important trees in the Borough.

Funding Program: Community Improvement Grant

Technical Assistance: Pennsylvania Community Forests

- 4-4 Revise and/or adopt zoning ordinances and require other 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

- 4-5 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 Program: Floodplain Land Use Assistance Program

Technical Assistance: DCPD  
Delaware County Conservation District  
Floodplain Land Use Assistance Program

- 4-6 Consider adoption of consistent floodplain ordinances that contain stringent management standards that entirely prohibit certain types of development in flood-fringe and floodway areas.

Funding Program: Floodplain Land Use Assistance Program

Technical Assistance: DCPD  
Delaware County Conservation District  
Floodplain Land Use Assistance Program

- 4-7 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  
Darby Creek Valley Association (DCVA)

- 4-8 Protect the riparian buffer and floodplain area along Darby and Cobbs Creeks and tributaries to Darby such as Pusey Run, Hermesprot Run, and unnamed streams in the area. Such protection could be accomplished through stream restoration projects, possibly in conjunction with a Darby and/or Cobbs Creek greenway initiative. An additional method of protecting the floodplain is a “no-mow” ordinance requiring residents to maintain a vegetated buffer along the rear of their properties adjacent to the stream.

Funding Programs: CDBG  
Conservation District Mini-Grants  
Growing Greener Watershed Program

Technical Assistance: Delaware County Conservation District  
Growing Greener Watershed Program  
DCVA  
Delaware County Community Service Program

## **ENVIRONMENTAL ISSUES**

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**Objective 4-2:** To manage local resources by maintaining a high level of water quality, implementing stormwater management programs, and supporting clean-up and reuse of contaminated properties.

### **Water Quality**

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

The Department of Environmental Protection’s (DEP) 2004 303(d) Water Quality Assessment List indicates that Darby Creek and its tributaries are impaired relative to

*“... it is important to note that the water quality of the stream is most greatly impacted by land use activities and associated nonpoint pollution within the watershed.”*

their warm water fishery and migratory fishery designations. Suspected sources of pollution in these areas include urban runoff/storm sewers and habitat modification. Given the documented impairment of streams within the Darby Creek watershed, DEP will develop Total Maximum Daily Load (TMDL) allocations (maximum level of pollutants permitted to enter a stream) to improve water quality to ensure that the streams meet their water use designations. With the exception of the City of Philadelphia’s combined sewer overflow discharges along Cobbs Creek (north of Colwyn), there are no identified point source discharges to Darby Creek or the tributaries noted above. Since storm sewer outlets are known sources of discharge for nonpoint source pollution from stormwater, it is important to consider that water quality of the stream is most greatly impacted by the land use activities and associated nonpoint pollution within the watershed.

Streams can be aesthetically pleasing and can serve as valuable community assets if kept clean and properly maintained. The most effective approach to managing water quality is through 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 the stream.

## **Stormwater Management**

### **Storm Water Management Act (Act 167)**

Stormwater, as defined by the *Storm Water 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 surface within a watershed, 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 and road salts and other chemicals from streets and lawns, is believed to be a primary source of nonpoint source pollution in waterways.

A major objective of Act 167 is to assure 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. The Act requires Pennsylvania’s counties to prepare stormwater management plans for each state-designated watershed within their boundaries and municipalities within these watersheds to adopt stormwater management regulations consistent with the watershed plan. These plans are required to also address the issues of stream bank erosion, infiltration (groundwater recharge), water quality, overbank flooding, and extreme event management. To date, Delaware County has adopted three Act 167 watershed management plans – for Chester, Ridley, and Darby and Cobbs Creeks. A plan for the Crum Creek watershed is currently underway (spring 2005). The Chester and Darby Creek plans address, and the Crum plan will address, the National Pollutant Discharge Elimination System (NPDES) II requirements noted later in this section.

Because the study area lies within the Darby-Cobbs watershed, the municipalities are required by Act 167 to adopt and enforce ordinance provisions consistent with the plan. Specific requirements of stormwater management plans include quantity control of runoff generated from new development and redevelopment, infiltration of runoff, and water quality controls through the use of best management practices (BMPs).

### **Stormwater Problem Areas**

Act 167 stormwater management surveys completed by the Borough Engineers in 2001 identified a number of stormwater management problems, many of which are directly attributable to the frequent flooding and stream erosion experienced along Borough streams. These areas are identified on Map 4-2.

1. Glenwood Circle, a single-family home neighborhood in Aldan, experiences flooding problems more than once per year stemming from Lobbs Run, which runs along the rear of these properties. Some causes include stream obstructions and stormwater direction, volume, and velocity.

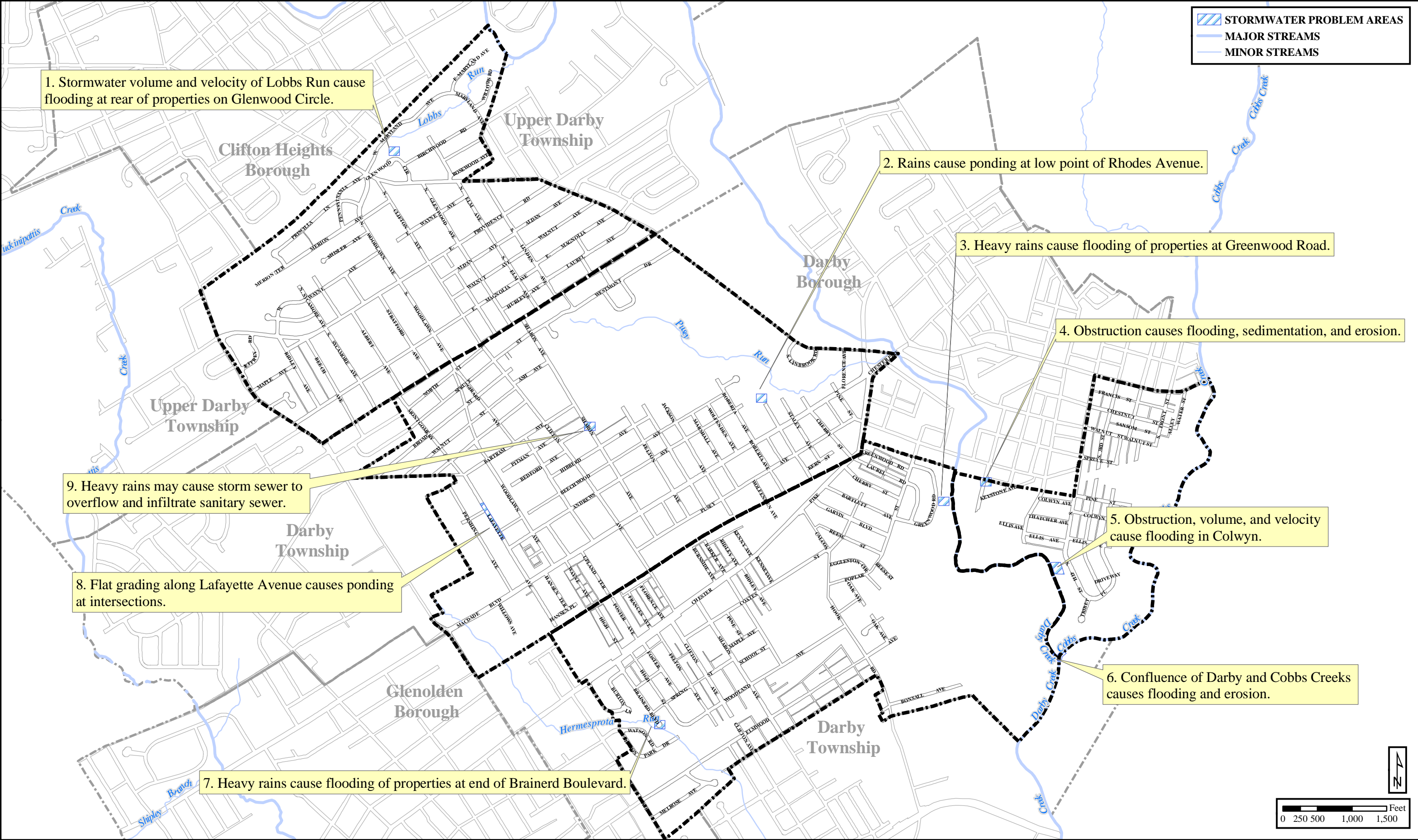
2. A low-lying area at the end of Rhodes Avenue in Collingdale floods during rain events. This is a possible area for drainage improvements. It lies completely or partially in the 100-year floodplain.
3. A residential neighborhood on Greenwood Road along Darby Creek in Sharon Hill is experiencing severe erosion problems and property damage during heavy rains more than once per year. Structures are completely or partially in the 100-year floodplain.
4. In Colwyn, the side of Darby Creek opposite #3 above experiences flooding problems just south of the Pine Street Bridge more than once per year. Some causes include stream obstructions and stormwater direction, volume, and velocity. Structures are completely or partially in the 100-year floodplain.
5. Obstructions, stormwater volume, velocity, and direction of Darby Creek cause flooding at 4<sup>th</sup> Street and Ellis Avenue in Colwyn.
6. Areas in Colwyn near the confluence of Cobbs and Darby Creeks have flooding problems caused by stormwater volume, velocity, and direction. Structures are completely or partially in the 100-year floodplain.
7. The properties on the cul-de-sac at the end of Brainerd Boulevard in Sharon Hill experience flooding during intense, tropical storms. Structures are completely or partially in the 100-year floodplain.
8. The flat grading of the roadway along Lafayette Avenue in Collingdale Borough causes ponding at intersections. This is a possible area for drainage improvements.
9. In Collingdale at Sharon and Blackstone Avenues, heavy rains cause the storm sewer to overflow and to infiltrate the sanitary sewer.

### **NPDES II Requirements for Municipal Separate Storm Sewer Systems**

Beginning in March 2003, small, urbanized, municipal separate storm sewer systems (MS4s) such as those in the Boroughs are required to obtain NPDES permits under Phase II of the federal *Clean Water Act's* Water Pollution Control Program. These permits, which are administered by DEP, require each municipality to develop and implement a program that contains six elements, or minimum control measures (MCMs). These include:

- Public education and outreach
- Public participation and involvement
- Illicit discharge detection and elimination





- Construction site runoff control
- Post-construction stormwater management in new development and redevelopment, and
- Pollution prevention and good housekeeping for municipal operations and maintenance.

While each MS4 is required to have its own permit, municipalities may be able to save both time and money by jointly undertaking some of the required activities. It should also be noted that upcoming TMDL pollutant control requirements might become part of future NPDES program requirements, possibly necessitating retrofit of some stormwater management facilities and parking lots. The specifics of such requirements are unknown at this time.

As mandated by Act 167, the Boroughs are required to adopt regulations that address how stormwater quantity and quality from new construction and redevelopment is managed. The Darby-Cobbs watershed plan contains model ordinance provisions that must be adopted by the Boroughs. The required water quality provisions included in the model also help to satisfy the post-construction stormwater management for new developments as required under the NPDES II program.

In an effort to take advantage of economies of scale and to make available limited funding for implementation of some of the NPDES requirements, the scope of the Darby-Cobbs Act 167 plan included components that address the six MCMs. Specifically, it included a public outreach strategy, provided for public involvement, and incorporated outfall mapping. This should have helped the Boroughs to comply with their NPDES Phase II requirements.

### **Brownfields**

DEP, in a document entitled *Green Opportunities for Brownfields, Conservation Planning for Recycling*, defines brownfields as “...abandoned, idle, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination. Land recycling is the use of land that is unused or underutilized whether or not it is contaminated.”

The Boroughs, like other industrialized communities in the country, have a number of properties that presently or in the past manufactured or processed materials or products that could be considered hazardous by today’s standards. As such, the possibility exists that through past disposal practices, storage methods, or by accident, the sites may have become contaminated. Whether they are truly contaminated or just perceived to be, the use or reuse of these sites for activities other than manufacturing or heavy industry may pose special problems.

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 its cost. A PRP is anyone who has ever owned, had a legal interest in, or disposed of materials at a property, and is liable for clean-up. Because of this liability, developers and banks have been hesitant to purchase these sites. Additionally, identifying a severe problem on a site, getting it on the CERCLA National Priority List for clean-up, identifying the PRPs, and actually cleaning up the site can take many years.

In May of 1995, Pennsylvania Governor Ridge signed three bills into law (Acts 2, 3, and 4), which constitute the State’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 major goal of the program is to foster voluntary reuse and redevelopment of contaminated sites. The four major components include uniform clean-up standards, standardized review procedures, financial assistance, and releases from liability for both site testing and clean-up. 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 in great part on the proposed use of the site, and clean-up efforts tend to come much faster than they would otherwise under CERCLA. According to Pennsylvania’s Land Recycling Program 2001 Annual Report, since 1995, the program has been responsible for more than 1,000 clean-ups at 892 properties in the state, 67 of which were in Delaware County. For more details concerning the various elements of the Land Recycling Program, refer to the DEP fact sheets in Appendix B.

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

*“...redevelopable brownfield acreage is still a valuable commodity... Therefore, it is recommended that municipalities in the area maintain a vision for the ‘highest and best use’ of these properties.”*

Under Act 2, the basis for requiring a particular level of clean-up on a site is the proposed future use. Therefore, it is important for the Boroughs to maintain reasonable expectations as to the future use of a site based, in part, on the potential to attract redevelopment. While the first impulse may be to plan and zone for land uses that require the lowest levels of clean-up in order to attract developers, this is not a wise choice. It should be remembered that redevelopable brownfield acreage is still a valuable commodity and should not be designated for future industrial use only. Therefore, it is recommended that municipalities in the plan area maintain a vision for the “highest and best use” of these properties.

This means that if Borough officials believe that the best use for a former industrial site is a boat ramp, park, office condominium, commercial district, or even a day care center, then they should plan and zone accordingly. It may also be noted that the clean-up of contaminated historic buildings affords extra benefit to the community by saving and reusing these valuable historic resources.

While there are currently no sites formally classified as brownfields within the four-Borough area, it should be noted that any industrial or manufacturing site holds the potential to become a brownfield upon closer examination, which is an important consideration when planning for redevelopment.

## 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 quality of life in a community. Management of floodplains as a resource was addressed in the previous section. However, there are also 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 and requires businesses and industries to obtain permits for the discharge of pollutants into waterways. Until recently, such permits addressed point sources only; however, today's permit requirements have been expanded to address nonpoint source pollution from municipal storm sewer systems. Both the Act 167 and NPDES II programs address the importance of maintaining both water quantity and quality.

Fells Naptha site in  
Colwyn Borough



The State of Pennsylvania's Land Recycling (brownfield) Program is quite different from other regulatory programs affecting municipalities. While the previously discussed water quality programs tend to address the prevention of and protection from pollution, the major focus of the State's Land Recycling Program is clean-up and productive 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...

- 4-9 Partner with other municipalities located in the Darby-Cobbs watershed to consider the most effective courses of action to protect the stream and its

tributaries from the impacts of stormwater and to improve stream quality for public enjoyment. Potential watershed partners include almost every municipality that shares watershed land area from the Delaware River to Montgomery and Chester Counties.

Technical Assistance: Darby-Cobbs Watershed Partnership

- 4-10 Establish individual or joint Environmental Advisory Councils (EAC) to advise the Boroughs on various environmental problems and issues. Such a group or groups could spearhead both the storm drain stenciling project and an accompanying public education program for residents and businesses (a required element of the NPDES II program). This program should highlight how activities such as over-fertilization of lawns, dumping of motor oil, and failure to clean up after pets contribute to the level of water pollution.

Technical Assistance: Delaware County Conservation District  
Darby-Cobbs Watershed Partnership  
Pennsylvania Environmental Council

- 4-11 Work with DCPD and DEP to develop local stormwater management regulations governing both quantity and quality of stormwater in accordance with the Darby - Cobbs Act 167 stormwater management plan.

Funding Program: Act 167 Stormwater Management Program -  
Chapter 111 Funding

Technical Assistance: DCPD  
Delaware County Conservation District  
Act 167 Stormwater Management Program

- 4-12 Consider protection (through acquisition, easement, or zoning controls) of streamside parcels for stormwater management and/or public open space use.

Funding Programs: CDBG  
Growing Greener Watershed Program

Technical Assistance: DCPD

- 4-13 Pursue funding for installation, expansion, repair, and replacement of storm sewer system components as the need arises or DEP regulations require.

Funding Programs: CDBG  
Pennsylvania Infrastructure Investment Authority  
(PENNVEST)

Technical Assistance: Borough Engineers

- 4-14 Develop a program, possibly in coordination with the EAC, to address public education concerning nonpoint sources of pollution from stormwater runoff.

Technical Assistance: DCPD  
Delaware County Conservation District  
Darby-Cobbs Watershed Partnership  
Growing Greener Watershed Program

- 4-15 Coordinate NPDES II permitting activities with DEP and adjoining municipalities.

Funding Programs: Act 167 Stormwater Management Program -  
Chapter 111 Funding  
CDBG

Technical Assistance: DCPD  
Delaware County Conservation District  
Darby-Cobbs Watershed Partnership  
Growing Greener Watershed Program

- 4-16 Establish a long-range vision for reuse of some of industrial areas (see Chapter 10 – Land Use).

- 4-17 Remain apprised of legislation concerning brownfields and brownfields development.

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

- 4-18 Pursue both economic and institutional opportunities for site assessment and redevelopment of known or potentially contaminated sites.

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

## **ENVIRONMENTAL PROGRAMS**

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

### **Watershed Protection Coordination**

There have recently been or currently are several watershed-based initiatives underway within the Darby Creek watershed that encompass the study area. These include an Act 167 stormwater management plan recently prepared by DCPD and a River Conservation



Plan prepared by DCVA. There is also a much broader effort on the part of the Darby-Cobbs Partnership to share information and coordinate planning and implementation efforts within the watershed.

### **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 other branches of 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 requirements, and parks and recreation. Typically, the purpose of these Councils is to advise the local Planning Commission, Park and Recreation Board, and elected officials on matters dealing with the protection, conservation, management, promotion, and use of natural resources within a municipality's boundaries. Under Pennsylvania law, EACs are provided with the empowerment noted above 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. These bodies may also be in an excellent position to work with adjacent municipal EACs and/or environmental organizations on watershed-wide matters.

### **RECOMMENDATIONS**

Environmental characteristics, particularly those concerning streams and other natural resources, do not follow municipal boundaries. Therefore, it is extremely important that the Boroughs work together and cooperate with municipalities outside of 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...

- 4-19 Participate in the Darby-Cobbs Partnership and coordinate municipal watershed activities with some of the existing programs and activities.

Technical Assistance: DCPD  
Delaware County Conservation District  
Darby-Cobbs Watershed Partnership

- 4-20 Adopt the River Conservation Plan prepared for Darby Creek when it is completed. Adoption of this plan will enable the Boroughs to access state funding for stream corridor-related activities and programs cited in the plan.

Technical Assistance: Darby-Cobbs Watershed Partnership  
DCVA

- 4-21 Consider forming a joint EAC to take on advisory functions as designated by the respective Borough Councils. Recommended functions include acting as the communication link among the municipality, its businesses, the general public, and DEP and fulfilling the recommendations of the River Conservation Plan for Darby Creek.

Technical Assistance: Pennsylvania Environmental Council

- 4-22 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  
Pennsylvania Environmental Council  
Growing Greener Watershed Program



## CHAPTER 5

### HOUSING

A strong residential community is fundamental to keeping the overall community healthy and stable. This chapter examines the existing conditions in the four Boroughs of Aldan, Collingdale, Colwyn, and Sharon Hill and offers recommendations and strategies for improving the housing stock, encouraging homeownership, and strengthening the overall residential community.

The four-Borough area is very much a livable community, meaning that it is compact and walkable, allowing for residential development near amenities such as schools, parks, shopping, and transportation. Retail corridors along Chester Pike and MacDade Boulevard are within walking distance of many residents. Parks are also within easy reach of many households. Also, each of the Boroughs is served by SEPTA, either by bus, regional rail, light rail, or a subway-surface line.

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

**GOAL:** To maintain and support the existing residential nature of Aldan, Colwyn, Collingdale, and Sharon Hill Boroughs, keeping the four Boroughs as compact, walkable, and attractive communities, free of vacant and deteriorated housing, that are attractive to prospective homeowners.

### HOUSING CONDITIONS

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#### Housing Types

The four Boroughs contain all principal types of housing – one-unit detached properties, twins, rows, duplexes, and multi-family dwellings. Table 5-1 shows the percentage of each type in the area. It indicates that while Aldan’s dominant housing type is the single-family detached dwelling, row homes and twins are the dominant types in Collingdale, Colwyn, and Sharon Hill.

#### Age of Housing

The housing stock in the Boroughs is aging. Table 5-2 shows that while in Aldan 73.8% of the structures were constructed before 1960, 82%-83% in the remaining three Boroughs were constructed before 1960. Averaging these figures indicates that about

**TABLE 5-1  
HOUSING TYPES, 2000**

| Municipality       | Housing Type      |                |                    |
|--------------------|-------------------|----------------|--------------------|
|                    | One-unit Detached | Twins and Rows | Multi-family Units |
| <b>Aldan</b>       | 57.7%             | 33.1%          | 9.2%               |
| <b>Collingdale</b> | 12.8%             | 77.6%          | 9.6%               |
| <b>Colwyn</b>      | 12.1%             | 77.1%          | 10.8%              |
| <b>Sharon Hill</b> | 17.4%             | 63.7%          | 18.9%              |

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

80% of the structures were more than 45 years old in 2005. This age of housing stock has implications for the condition of the housing, which is evaluated in the next section.

**TABLE 5-2  
AGE OF HOUSING STOCK, 2000**

| Municipality       | Constructed Prior to 1960 | Constructed 1960 to 1969 | Constructed 1970 to 1979 | Constructed 1980 to 1989 | Constructed 1990 to 1999 |
|--------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <b>Aldan</b>       | 73.8%                     | 16.1%                    | 6.3%                     | 2.7%                     | 1.1%                     |
| <b>Collingdale</b> | 83.1%                     | 6.6%                     | 8.1%                     | 1.8%                     | 0.4%                     |
| <b>Colwyn</b>      | 82.4%                     | 10.5%                    | 3.8%                     | 2.7%                     | 0.6%                     |
| <b>Sharon Hill</b> | 82.4%                     | 8.4%                     | 4.7%                     | 1.9%                     | 2.6%                     |

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

### **Field Surveys**

In the fall of 2002, the staff of the Delaware County OHCD and DCPD performed a drive-by assessment and limited walking survey of the housing stock in the four Boroughs. The survey evaluated the quality of the housing stock based on the five perspectives identified below:

#### **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/capping, worn fascia boards.
- Severely 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**

- No broken or boarded windows.
- Some broken or boarded windowpanes.
- Extensive broken windows, boarded up windows, etc.

**Yards/Sidewalks**

- 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 and steps, trash, overgrown yards, etc.

Source: Housing Survey, DCPD/OHCD, Fall 2002

Rather than do an evaluation of each house, the survey analyzed housing by block or street, and the overall condition and appearance of the area was noted.

Overall, a substantial portion of the housing stock is well maintained. However, the survey noted large numbers of blocks that need more attention – a little extra paint and attention to the exterior and roofs – but few areas contain pervasive exterior structural problems. Parcels “in need of attention” are listed in Appendix C. It should be noted that the survey did not cover interior conditions.

During the survey, 49 properties were noted as noticeably vacant – 2 properties in Aldan, 27 properties in Collingdale, 15 properties in Colwyn, and 5 in Sharon Hill. These vacancies were not equally distributed. In Collingdale, the vacancies were located on streets within several blocks of MacDade Boulevard with isolated vacancies in other parts of the Borough. In Colwyn, the vacancies with one exception were located in the blocks between the rail line and Main Street. In Sharon Hill, four of the five vacancies were found in the eastern half of the Borough.

**Areas Targeted for Housing Improvements**

**Objective 5-1:** To designate and prioritize areas for rehabilitation and initiate conservation and rehabilitation activities.

While the section above notes that Appendix C identifies many areas and blocks needing some attention, this section focuses on a fewer number of blocks having the worst exterior housing conditions. These blocks were identified by Borough Managers and other local officials and were surveyed by DCPD and OHCD staff in the spring of 2003.

Table 5-3 shows these blocks with the worst housing conditions. These areas should be targeted for rehabilitation and other improvement efforts. In the case of some of these areas, the individual Borough should declare selected blocks as “blighted” and apply for “redevelopment area” status in order to obtain federal funding for clearance, rehabilitation, and other improvement activities.

Improvements to residential areas listed in Table 5-3 below and shown on Map 5-1 should be coordinated with the housing rehabilitation strategy identified in the Planning

Area 4 Action Plan of the Delaware County Renaissance Program. Also see Chapter 3 – Historic Preservation.

**TABLE 5-3**  
**RESIDENTIAL AREAS TARGETED FOR IMPROVEMENTS**

| <b>Municipality</b> | <b>Street</b>                 | <b>Blocks</b>                                   |
|---------------------|-------------------------------|---|
| 1. Aldan            | Maryland Avenue               | East of Springfield Road                        |
| 2. Collingdale      | Florence Avenue               | West of Springfield Road                        |
| 3. Collingdale      | Marshall Avenue               | Between Beechwood Avenue and MacDade Boulevard  |
| 4. Collingdale      | Pusey Avenue                  | Between Cherry and Pine Streets                 |
| 5. Collingdale      | Lafayette Avenue              | Between Bartram Avenue and the CSX rail line    |
| 6. Collingdale      | Hansen Terrace                | Between MacDade Boulevard and the CSX rail line |
| 7. Collingdale      | Wayne Avenue                  | Between MacDade Boulevard and the CSX rail line |
| 8. Colwyn           | Walnut Street                 | Between Front and 3rd Streets                   |
| 9. Colwyn           | Chestnut Street               | Between Front and 3rd Streets                   |
| 10. Colwyn          | Keystone Avenue               | Between 6th and 7th Streets                     |
| 11. Sharon Hill     | South side of Woodland Avenue | Between Calcon Hook Road and Barker Avenue      |
| 12. Sharon Hill     | North side of Elmwood Avenue  | Between Sharon Avenue and the Swim Club         |

Source: DCPD/OHCD Housing Survey, Spring 2003

In addition to rehabilitating the areas identified above, the Boroughs should also consider rehabilitation of housing in portions of the Community Investment Area as identified in the Planning Area 4 Action Plan of the Delaware County Renaissance Program.

### **Expansion of Rehabilitation Assistance**

One of the fundamental components in revitalizing the Boroughs is to stabilize and rehabilitate housing. Many assistance programs are available only to low- and moderate-income families. These requirements often exclude assistance to many persons who exceed income limits but do not have sufficient incomes to repair and maintain their property. This exclusion is likely to lead to further deterioration of properties and neighborhoods. Therefore, it is important for the Boroughs to take advantage of all potential sources of funding available and where possible, devise creative new initiatives





**HOUSING IMPROVEMENT AREAS**

1. Maryland Avenue,  
east of Springfield Road

2. Florence Avenue,  
west of Springfield Road

3. Marshall Avenue, between  
Beechwood Avenue and  
MacDade Boulevard

4. Pusey Avenue,  
between Cherry and Pine Streets

10. Keystone Avenue,  
between 6th and 7th Streets

9. Chestnut Street,  
between Front and 3rd Streets

5. Lafayette Avenue,  
between Bartram Avenue and the CSX rail line

8. Walnut Street,  
between Front and 3rd Streets

6. Hansen Terrace,  
between MacDade Boulevard and the CSX rail line

11. South side of Woodland Avenue,  
between Calcon Hook Road and  
Barker Avenue

7. Wayne Avenue,  
between MacDade Boulevard and the CSX rail line

12. North side of Elmwood Avenue,  
between Sharon Avenue and the Swim Club

Four-Borough Area

Residential Areas Targeted for Improvements  
Map 5-1

NOTES:  
1. Delaware County Board of Assessments - Roads  
2. Delaware County Planning Department - Municipal  
Boundaries  
3. DVRPC - Orthophotography 2005

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  
2004



to assist homeowners with incomes that exceed the low- and moderate-income thresholds necessary to qualify for assistance to rehabilitate their properties.

## **RECOMMENDATIONS**

The aged housing stock and infrastructure of the Boroughs underscores the need to identify a program or programs designed to repair and rehabilitate housing. The Boroughs need the tools to assist homeowners to make repairs and renovations that will improve the housing stock and the neighborhoods' stability. These housing improvements would then serve to ensure that housing stock remains attractive and consistent with market demand. To that end, the Boroughs should:

- 5-1 Publicize existing loan programs to assist homeowners with home improvements.

Funding Programs: Local banks and other lending institutions  
Keystone Home Energy Loan Program (HELP)  
Renovate and Repair Loans

Technical Assistance: AFC First Financial Corp.  
Pennsylvania Housing Finance Agency

- 5-2 Pursue marketing efforts to increase the use of the County's housing rehabilitation programs.

Funding Programs: Housing Rehabilitation Loan Program  
Home Weatherization Program

Technical Assistance: OHCD  
Community Action Agency of Delaware County

- 5-3 Investigate the feasibility of establishing a local Community Development Corporation (CDC) that would acquire vacant or blighted properties, rehabilitate them, and then re-sell them to interested home buyers. Steps to form a CDC are listed in Appendix D.

Funding Programs: CDBG  
Home Investment Partnerships Program (HOME)  
Housing and Redevelopment Assistance

Technical Assistance: Chester Community Improvement Project  
Community Action Agency of Delaware County  
OHCD

- 5-4 Review the areas identified in Table 5-3 as having the worst housing conditions, and from this list recommend appropriate areas for designation as "redevelopment

areas.” Approval of a block or area as a “redevelopment area” will access federal funds for rehabilitation and other improvement activities.

Funding Program: CDBG

Technical Assistance: DCPD  
Delaware County Redevelopment Authority (DCRA)

### **Section 8 Housing**

**Objective 5-2:** To work with the Delaware County Housing Authority (DCHA) to strengthen the Section 8 Program in the project area by implementing more stringent requirements on landlords and tenants in order to encourage homeownership and prevent deterioration of neighborhoods.

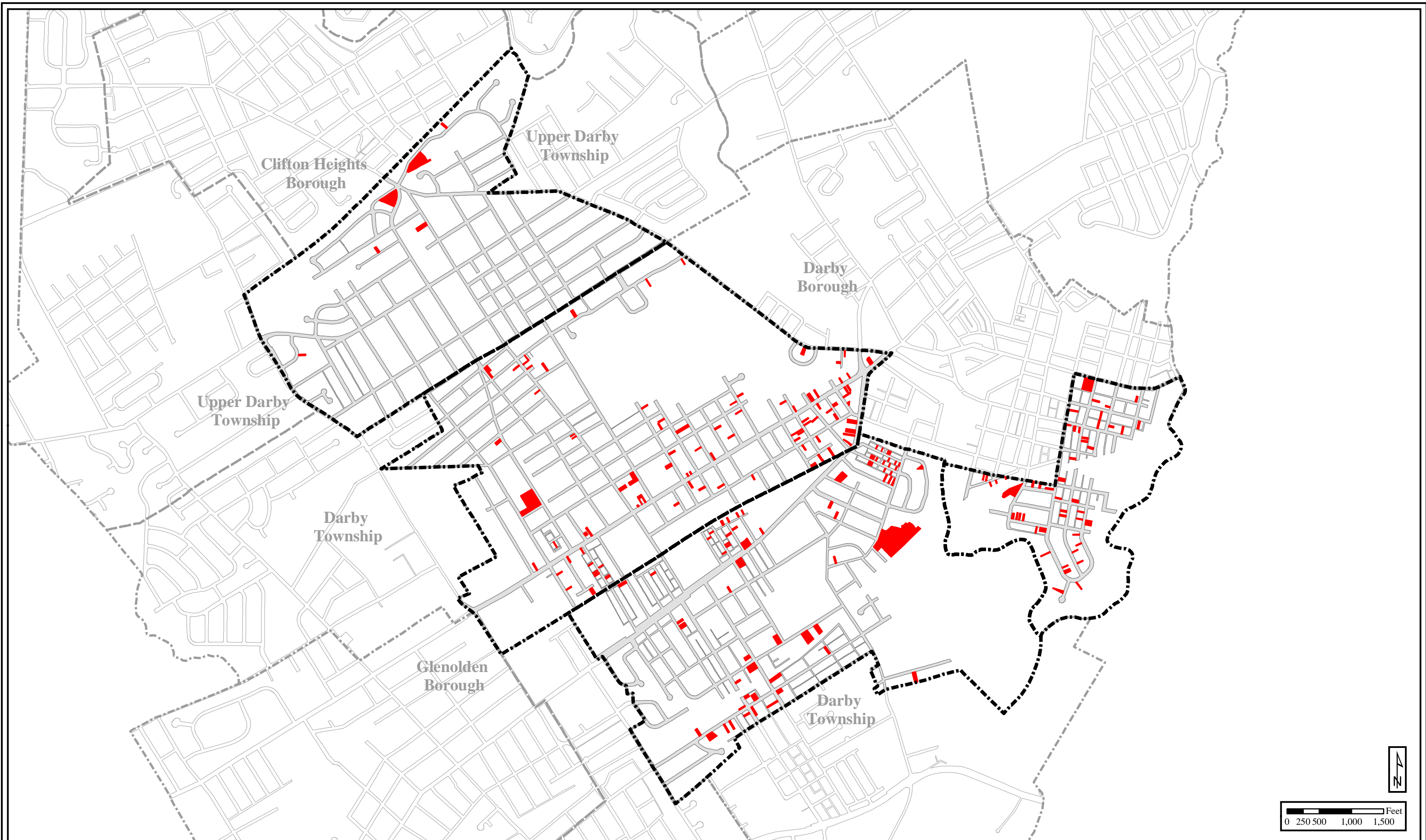
The Section 8 Program is a federal rental assistance program operated by county public housing authorities. In order to be eligible for Section 8 assistance, a household must have an income below 50% of the median family income for the Philadelphia metropolitan area. The eligible household pays 30% of its adjusted monthly income towards rent/utilities, with the Section 8 Program paying the difference directly to the landlord. Table 5-4 shows the Section 8 assisted units as a percentage of total occupied rental units. The table shows that in three of the Boroughs, the concentration of Section 8 units is substantially greater than the County percentage. Sharon Hill had the highest percentage of Section 8 units with more than 30% of all rental units receiving Section 8 assistance, while Colwyn was a close second with 29.9% (see Map 5-2).

**TABLE 5-4**  
**SECTION 8 ASSISTED UNITS, 2005**

| <b>Municipality</b> | <b>Number of Section 8 Assisted Units</b> | <b>Total Number of Occupied Rental Units</b> | <b>Percentage of Section 8 Units - Borough</b> | <b>Percentage of Section 8 Units – County*</b> |
|---------------------|---|--|--|--|
| <b>Sharon Hill</b>  | 171                                       | 565  | 30.3%  | 5.0%   |
| <b>Colwyn</b>       | 83  | 278  | 29.9%  | 5.0%   |
| <b>Collingdale</b>  | 172                                       | 944  | 18.2%  | 5.0%   |
| <b>Aldan</b>        | 15  | 420  | 3.6%   | 5.0%   |

\*excluding Chester City

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



Four-Borough Area

## Section 8 Housing Map 5-2

NOTES:  
 1. Delaware County Planning Department - Municipal Boundaries  
 2. Delaware County Board of Assessments - Roads  
 3. Delaware County Office of Housing and Community Development - Section 8 Housing

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  
 2004



Communities in eastern Delaware County have expressed their concern with the concentration of Section 8 certificates in certain municipalities and neighborhoods and the lack of attention by many landlords to property maintenance and tenants' needs. The rental vacancy rates in all of the Boroughs demonstrate that sufficient rental housing exists in each community. Regarding any concerns with the Section 8 rental units, there needs to be communication among the landlord, the DCHA, and the local Code Enforcement Official (CEO).

One way of reducing the high percentage of Section 8 rentals is to place a limit on the number of years a person can be enrolled in the program. The City of Philadelphia revised its program by giving residents of Section 8 units seven years to use their vouchers. During this period, the Philadelphia Housing Authority (PHA) will show tenants how to manage their finances and maintain a property. After seven years, the rent subsidy will become a form of mortgage assistance. The seven-year limitation, which was implemented in April 2003, does not apply to elderly and disabled tenants.

Other changes initiated by the PHA include:

- an expedited termination process to respond more quickly to community concerns.
- a full-day workshop to train landlords in the standards and procedures for managing Section 8 units.
- an allowance for dislocated workers that would include vouchers for up to two years for those who lose their jobs as a result of downsizing.
- obtaining authority from the federal Department of Housing and Urban Development (HUD) to make sure that the PHA pays rents in keeping with those that other similar properties in the area charge.

This program follows that of the State of Delaware, which was the first to initiate time limitations in the program. Delaware placed a five-year limitation on Section 8 rental subsidies. In similar fashion, the Boroughs can attempt to set limits on the number of years Section 8 recipients may use their vouchers.

The areas with greater numbers of rental properties may be prime neighborhoods to focus on code compliance of the rental units (especially unregulated conversions), as well as efforts to transfer ownership from landlords to their tenants through a lease purchase program or direct assistance to enable the renter household to purchase the property. However, because of the small size of each Borough, marketing for homeownership should encompass the entire community.

## RECOMMENDATIONS

Members of the Comprehensive Plan Task Force pointed out repeatedly that the high concentration of Section 8 units is a significant factor in the decline of some neighborhoods in the four-Borough area. Some of the principal complaints included the landlords' lack of attention to property repair and maintenance and the tenants' excessive noise and trash.

In order to bring about changes in the Section 8 Program, the Boroughs must direct their requests to DCHA. Then HUD must approve any requested changes to this federal program.

The Boroughs should...

5-5 Advise DCHA of specific problems and complaints about Section 8 units.

5-6 Request time limits on Section 8 participation that would limit the number of years a resident could be eligible for the rent subsidy, as in Philadelphia's program which limits rent subsidies to seven years.

Technical Assistance: HUD  
DCHA

5-7 Request intensive training for landlords of Section 8 properties.

Technical Assistance: HUD  
DCHA

5-8 Perform regular inspection of Section 8 properties jointly with Borough code officials and inspectors from DCHA.

Technical Assistance: DCHA

## PROBLEMS AND STRENGTHS

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**Objective 5-3:** To maintain the high level of homeownership and limit formation of new rental units in the Boroughs.

### Owner/Renter Ratio

A strong indicator of neighborhood stability is the percentage of homeowners versus that of renters. While the supply of affordable rental housing is an important resource for every community, homeowners do tend to take greater stock in their neighborhoods and place a higher priority on maintaining and improving their homes. Between 1980 and 2000, the percentage of owner-occupied housing units has grown only in Aldan, while in

Colwyn, Collingdale, and Sharon Hill this percentage has decreased (see Table 5-5). Although the year 2000 owner-renter ratio was good, according to the Borough representatives, greater numbers of renters are moving in at a rapid rate. The Boroughs must, therefore, try to slow the rate of increase in renters and encourage additional homeowners to settle in the area.

### **Housing Sales Price**

Table 5-6 shows the median sales price of housing in the Boroughs and in the County as a whole, between 1998 and 2004. It is notable that, although there was little change in median sales prices between 1998 and 2000, there was a very significant increase in prices between 2000 and 2004. During this four-year period, the median sales price of County housing rose dramatically by 45.8% while individual Boroughs showed similar hefty increases: 55.3% for Aldan, 45.8% for Collingdale, 25.0% for Colwyn, and 38.3% for Sharon Hill. These figures average to an increase of 41.4% for the four Boroughs.

**TABLE 5-5  
PERCENTAGE OF OWNER-OCCUPIED UNITS, 1980-2000**

| <b>Municipality</b> | <b>1980</b>            | <b>1990</b>            | <b>2000</b>            |
|---------------------|------------------------|------------------------|------------------------|
| <b>Aldan</b>        | 73.9%<br>1,281 Units   | 75.0%<br>1,327 Units   | 76.0%<br>1,331 Units   |
| <b>Collingdale</b>  | 74.2%<br>2,410 Units   | 75.9%<br>2,519 Units   | 70.4%<br>2,244 Units   |
| <b>Colwyn</b>       | 73.2%<br>700 Units     | 74.6%<br>689 Units     | 67.3%<br>572 Units     |
| <b>Sharon Hill</b>  | 77.1%<br>1,632 Units   | 75.7%<br>1,630 Units   | 72.9%<br>1,526 Units   |
| <b>County</b>       | 72.1%<br>138,723 Units | 72.6%<br>146,281 Units | 71.9%<br>148,384 Units |

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

These significant increases have been spurred by the increased housing demand in the area which has driven up the cost of housing. They also reflect the demand generated as a result of low interest rates. It should be noted that many of the new buyers have been Black and Other minority, thus showing a continued diversification of the population in the area, as previously noted in Table 2-1– Racial Composition, 1990 and 2000.

These increases in housing price are a good indicator for the Boroughs in terms of improving the tax base and reducing housing vacancies. The increased housing demand has also probably created a growth in population in the last few years and, therefore, an increased need for municipal services. The fact that buyers are purchasing higher cost housing also suggests that they have more disposable income with which to support local commercial establishments and, thus, help in the revitalization of the area.

**TABLE 5-6**  
**MEDIAN SALES PRICE, 1998-2004**

|               | 1998             | 2000             | 2002             | 2004             | Increase Between<br>2000 and 2004 |
|---------------|------------------|------------------|------------------|------------------|-----------------------------------|
| Aldan         | \$102,500        | \$103,000        | \$120,000        | \$160,000        | 55.3%                             |
| Collingdale   | \$61,000         | \$60,000         | \$60,000         | \$87,450         | 45.8%                             |
| Colwyn        | \$49,900         | \$47,900         | \$53,750         | \$59,900         | 25.0%                             |
| Sharon Hill   | \$65,000         | \$65,000         | \$74,000         | \$89,900         | 38.3%                             |
| <b>County</b> | <b>\$115,000</b> | <b>\$119,000</b> | <b>\$131,000</b> | <b>\$173,500</b> | <b>45.8%</b>                      |

Source: TReND for 2004 figures, 2004

## RECOMMENDATIONS

Table 5-5 shows that with the exception of Aldan Borough, the percentage of homeowners declined between 1980 and 2000. If this decline continues, and especially if the rate of decline accelerates, it is likely to lead to further decline in property values.

This trend can place additional stress on the older housing stock and negatively affect the quality of life in neighborhoods. Therefore, the following actions should be taken in order to stimulate and encourage homeownership.

The Boroughs should:

- 5-9 Publicize the County's Homeownership First Program, with particular emphasis on targeting existing renters to purchase the properties that they are presently renting. Marketing efforts could include a mailing of the Homeownership First Program brochures to all renters in the Boroughs.

Funding Program: Homeownership First Program

Technical Assistance: OHCD  
Media Fellowship House  
Chester Community Improvement Project

- 5-10 Continue and intensify efforts to promote the Boroughs as attractive communities for first-time home buyers.

Technical Assistance: Suburban West Realtors Association

- 5-11 Use HUD's Dollar Home Initiative for the acquisition and redevelopment or demolition of vacant/deteriorated properties.

Funding Program: HUD Dollar Home Initiative

Technical Assistance: HUD

- 5-12 Consider allowing property tax relief on the value of the improvements for first-time home buyers who purchase and rehabilitate a deteriorated property.

Funding Program: Borough funds

Technical Assistance: DCED

- 5-13 Encourage residents to form neighborhood associations that address neighborhood-scale issues, such as maintenance and neighborhood beautification.

Funding Program: Borough funds

- 5-14 Collingdale, Colwyn, and Sharon Hill should 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. Should the rent structure be deemed deficient, the result would be a decrease in fair market rents in the Boroughs, and rents would subsequently be aligned with the actual housing market in the Boroughs, thus removing the economic incentive that favors rental versus homeowner units.

Funding Program: Borough funds

Technical Assistance: DCPD

### **Housing Maintenance Concerns**

**Objective 5-4:** To maintain and enhance the condition of housing units to prevent deterioration of the structures and subsequent decline of neighborhoods and communities.

While the housing survey noted above found that a good portion of the housing stock is in satisfactory condition, housing along many blocks requires substantial repair and rehabilitation (see Table 5-3). One important reason for these housing problems is the advanced age of the dwellings. For this reason, maintenance of these structures is a critical, ongoing concern.

It is noteworthy that although the small lots and compact development in the area 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, deteriorating conditions are more visible and tend to spread more rapidly to other properties and throughout the neighborhood.

Also, the increased number of elderly households expected in the coming decades (see Chapter 2 – Regional Profile) suggests that there will be increasing numbers who, because of their limited, fixed income, are significantly limited in their ability to afford the high costs of maintaining and/or upgrading their property.

The effects of the recent economic downturn on households are a significant factor in the increase in foreclosures throughout Delaware County. The removal of vacant, foreclosed homes, their renovation, and subsequent resale to qualified households will improve neighborhoods by 1) reducing the significant 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, which creates a downward trend in home values; and 3) reducing the incidence of crime and vandalism in unoccupied properties.

## **RECOMMENDATIONS**

Improving maintenance of housing 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 on-going marketing program are all critical components in revitalizing the Boroughs.

The Boroughs should...

- 5-15 Appoint a citizen housing committee made up of homeowners and renters to develop a program to address the housing needs of residents.

Technical Assistance: OHCD

- 5-16 Institute the vigilant regulation and inspection of rental and nonrental units by strict enforcement of the property maintenance codes in the Boroughs.

Funding Programs: DCHA  
DCED  
Borough funds

Technical Assistance: International Code Council  
Pennsylvania State Association of Boroughs  
(PSAB)

- 5-17 Develop a home maintenance educational program for its residents.

Funding Program: Borough funds

Technical Assistance: Chester Community Improvement Project  
Habitat for Humanity of Delaware County

Fair Housing Council of Suburban Philadelphia  
OHCD

- 5-18 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 of vacant lots in order to improve the appearance of residential areas and perform needed minor improvements. These drives can take the form of a well-publicized competition in which the winner or the first, second, and third place finishers would be rewarded by recognition from Council, an article in the local newspaper, or prizes. These efforts could, in addition to involving the residents, also enlist the volunteer services of Boy and Girl Scouts, school students, a volunteer group of employees, residents of halfway homes, local athletic teams, and service organizations.

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

- 5-19 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 Programs: HOME  
CDBG

Technical Assistance: DCRA

- 5-20 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 Program: Borough funds

Technical Assistance: DCPD

**Absentee Landlords**

**Objective 5-5:** To reduce absentee landlords by encouraging homeownership, strengthening the Section 8 Program, and improving enforcement of ordinances.

The Boroughs have expressed concern over the high number of absentee landlords who own properties in the project area. These landlords tend to show less concern for the maintenance of their properties and the monitoring and servicing of their tenants than on-site landlords. Increasing the percentage of owner-occupied properties will of course reduce the magnitude of the problems that stem from absentee ownership.

## RECOMMENDATIONS

The Boroughs should:

- 5-21 Partner with a local lending institution to offer a low-interest home equity loan program to rehabilitate owner-occupied properties whose owners have incomes greater than 80% of median family income, which would allow existing owners to add amenities not present.

### **Conversions**

**Objective 5-6:** To designate areas suitable for conversions and revise or prepare ordinances limiting impact of conversions on adjacent neighborhoods.

Conversions are dwellings that have been transformed from single-family to two-family or multi-family dwellings. There are many such converted dwellings, especially in Collingdale and Sharon Hill. Also, there are still many single-family dwellings that can be converted in the future. Given this situation, it is important to control the unregulated or sometimes inadequately regulated proliferation of conversions.

At present, only Sharon Hill and Colwyn have zoning ordinances which contain sound and comprehensive provisions regulating conversions. These zoning ordinances are relatively up to date, having been adopted in 1994 (Colwyn) and 1995 (Sharon Hill). In contrast, Collingdale and Aldan do not have adequate ordinances regulating conversions.

The benefits of conversions are that they provide affordable housing – often for low- and moderate-income families and individuals – and provide the owners with a source of income that enables them to maintain the structure which might deteriorate without the income derived from converting it and renting it out. Also, in the case of an historic house, owners can better afford to preserve the historic features and integrity of the dwelling. The disadvantages of conversions are that they may aggravate parking problems and congestion and exert numerous other impacts on the adjacent neighborhoods because they are not properly controlled in terms of their location, lot size, off-street parking, number of units allowed, and other considerations.

Because of the high residential densities and traffic congestion in most neighborhoods, it is particularly important that the location, amount, and other characteristics of conversions be regulated. Without these controls, the additional dwelling units formed by the conversion tend to create negative impacts. These impacts include creation of incompatible uses, excessive on-street parking, additional traffic on already congested roadways, and inappropriate changes to the appearance of the structure (fire escapes, etc.). In the case of the Boroughs, these impacts have contributed to the deterioration of neighborhoods already in decline. In those areas where traffic congestion and housing density are greatest, the Boroughs may consider a moratorium on additional conversions.



It is, therefore, necessary for the Boroughs to either review the adequacy of their ordinances regulating conversions or adopt new regulations. Before adopting or revising their ordinances, the Boroughs must determine whether they want to allow conversions in all residential neighborhoods and zoning districts. Do they want to retain certain areas for single-family dwellings only, or do they prefer mixed areas allowing both single-family dwellings and multi-family residences created by conversion? Having considered these questions, the Boroughs should revise their ordinances to implement local objectives.

## **RECOMMENDATIONS**

The Boroughs need to review their ordinances relating to conversions to determine whether they address the present-day local objectives and concerns regarding conversions. Do the locations where conversions are permitted as well as other provisions controlling conversions result in a situation where they represent an advantage or a disadvantage for the community? In order for conversions to be an advantage or benefit to the planning area, the Boroughs should:

- 5-22 Collingdale and Aldan should amend their zoning ordinances to include new, comprehensive provisions regulating residential conversions. These Boroughs should also seriously consider placing a maximum on the number of new units that can be created through conversion, similar to Colwyn's and Sharon Hill's zoning ordinances which allow not more than two units to be created through conversion.

Funding Program: CDBG

Technical Assistance: DCPD

- 5-23 Colwyn and Sharon Hill Boroughs should revisit the conversions section of their zoning ordinances to ensure that the existing provisions adequately address and control conversions, consistent with objectives in this plan.

Funding Program: CDBG

Technical Assistance: DCPD

- 5-24 Require special exception or conditional use approval for residential conversions.

Technical Assistance: DCPD

- 5-25 Consider a moratorium on future residential conversions in areas/neighborhoods with problems of high population and housing density, traffic congestion, insufficient recreational area, and similar problems.

## **Development of New For-sale and Mixed Use Housing**

**Objective 5-7:** To construct new for-sale housing that complements and connects with surrounding neighborhoods and replaces underutilized or poorly utilized residential parcels.

As part of this plan, the Boroughs are looking to create a new vision for residential and commercial development that will enhance the vitality of the area. The area's neighborhoods offer a safe living environment and convenient access to major transportation routes but have seen limited new construction, with only four residential units proposed from 1995 to 2000 – one in Aldan and three in Sharon Hill. Thus, any potential home buyer looking for a newly constructed home rather than a rehabilitation opportunity will likely bypass the inner suburban communities and older Boroughs within the Philadelphia region.

Financing is perhaps the more critical impediment to building infill housing. Acquisition, development, and infrastructure construction finance is the highest risk category of finance. 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 four Boroughs should emphasize the retention of existing households by providing new construction alternatives for buyers seeking smaller properties and attracting first-time buyers to maintain or increase homeownership. The small parcel sizes only permit the development of one or two housing types, which not only limits the field of potential buyers but also refines the list of potential builders, helping create a niche market for those who wish to build this scale of housing. The median sales prices in Aldan allow for the development of market rate infill housing. In general, the Boroughs should review their zoning ordinances to ensure that they allow construction of compact and sustainable infill residential development.

It should also be noted that current zoning ordinances do not adequately provide for and control mixed use properties and would need to be changed to properly accommodate this type of development. Central business area redevelopment and neighborhood revitalization cannot happen in isolation. A central business area possesses a wide range of functions in one compact area. By developing housing in or nearby that conventional retail and service mix, the capacity to create the diversity and volume of downtown visitors is greatly enhanced. The types of housing developed could include infill townhouse development, rehabilitation of historic buildings into senior housing, and the conversion of underutilized second and third floor commercial space into apartments.

## **RECOMMENDATIONS**

Although on a limited scale, it is important for the Boroughs to hold discussions with builders to encourage the construction of new housing at a density generally consistent

with the housing stock in nearby neighborhoods. New housing will complement the extensive rehabilitation recommended in Table 5-3 above.

The Boroughs should...

- 5-26 Initiate and continue actions that make the Boroughs a more livable, walkable, and desirable community in which to reside and publicize all such efforts to the consumer market looking for compact and sustainable residential infill development.

Technical Assistance: DCPD  
10,000 Friends of Pennsylvania

- 5-27 Use a “charette” process to bring together the developer of a parcel and the Borough stakeholders to develop an agreed upon development plan that complies with local ordinances.

Technical Assistance: DCPD

- 5-28 Revise their zoning ordinances to ensure that the regulations provide for the changes and allowances necessary for the construction of compact and sustainable infill residential development.

Funding Programs: CDBG  
Borough funds

Technical Assistance: DCPD

- 5-29 Create a local CDC that works to acquire local properties in the worst condition and then sell the properties to buyers who agree to live in the properties for a minimum period of time subject to deed restriction.

Funding Programs: Private Financing  
HOME  
CDBG

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

- 5-30 Seek funding for infrastructure work to underwrite the cost of new housing construction.

Funding Program: CDBG

Technical Assistance: OHCD

- 5-31 Collingdale, Colwyn, and Sharon Hill should explore new opportunities to address abandoned and blighted properties created through the *Pennsylvania Conservatorship Act*, Act 135.

Funding Program: CDBG

Technical Assistance: Housing Alliance of Pennsylvania

- 5-32 Encourage construction of market rate housing since the area already contains its share of housing for low- and moderate-income families.

## CHAPTER 6

### TRANSPORTATION

The purpose of a transportation system is to provide access to residential, commercial, industrial, and all other uses of land. Roads, transit services, and pedestrian and bicycle facilities are necessary to permit individuals to travel to jobs, schools and colleges, stores, medical facilities, and recreational and social activities. The transportation system also provides a way to deliver materials and products to markets.

The four Boroughs are served by major transportation facilities such as Amtrak's Northeast Corridor/SEPTA's Newark, Delaware regional rail line, SEPTA's Elwyn regional rail line, U.S. Route 13 or Chester Pike, MacDade Boulevard, and the CSX freight rail line. The transportation system consists primarily of streets supplemented by sidewalks for pedestrians, eight passenger bus and rail lines, and one freight rail line. While most of the system is adequate, a number of problems exist which will be discussed in this chapter.

**GOAL:** To provide a transportation system to residents, businesses, and employees of the four Boroughs that offers a choice of travel modes, is safe, minimizes pollution, enhances health, and builds a sense of community.

#### **STREETS AND TRAFFIC**

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**Objective 6-1:** To improve roads and bridges by providing modern traffic signals and signage, removing visual obstructions, repairing roads, reducing speed limits, and improving parking conditions.

#### **Street Ownership and Classification**

The four-Borough road system consists of eight state highways and 35.7 miles of municipal streets. Aldan has 9.9 miles of municipal streets, Collingdale has 12.8 miles, Colwyn 4.0 miles, and Sharon Hill 9.0 miles.

Roads are functionally classified to aid in prioritizing improvements and funding. Collector roads collect traffic from local residential streets 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, which are larger roads with higher speeds and some access control, serve longer-distance traffic, major employment and shopping centers, and feed the freeway system. Normally, roads of higher classifications are expected to carry more traffic than those of lower classifications.

This classification system is fundamental in deciding which roads are eligible for outside funding. The Pennsylvania Department of Transportation (PennDOT) usually owns roads of higher classifications, as they are regionally important. The state roads and several Borough streets are part of the Federal-aid Highway System. Some municipal roads are eligible for federal-aid highway funding because they carry a significant amount of regional or intermunicipal traffic. Route 13 is also a part of the National Highway System (NHS), which makes this route eligible for NHS funding. Table 6-1 describes the functional classification and ownership of federal-aid eligible roads in the four Boroughs, and these routes are shown on Map 6-1 – Transportation System.

**TABLE 6-1**  
**STREETS ELIGIBLE FOR FEDERAL FUNDING, 2003**

| Classification     | Street Name       | State Route Number | Ownership | Section  |
|--------------------|-------------------|--------------------|-----------|--|
| Principal Arterial | Chester Pike*     | 0013               | State     | Folcroft/Sharon Hill border to MacDade Boulevard |
| Principal Arterial | MacDade Boulevard | 2006               | State     | Entire Route                                     |
| Minor Arterial     | Calcon Hook Road  | 2011               | State     | Entire Route                                     |
| Minor Arterial     | Springfield Road  | 2009               | State     | North of MacDade Boulevard                       |
| Minor Arterial     | Springfield Road  | N/A                | Municipal | Between MacDade Boulevard and 9th Street         |
| Minor Arterial     | Providence Road   | 2010               | State     | Entire Route                                     |
| Minor Arterial     | Oak Lane          | 2015               | State     | Entire Route                                     |
| Minor Arterial     | Main Street       | 2005               | State     | Entire Route                                     |
| Urban Collector    | Clifton Avenue    | 2013               | State     | North of Chester Pike                            |
| Urban Collector    | Sharon Avenue     | 2013               | State     | Entire Route                                     |
| Urban Collector    | 4th Street        | N/A                | Municipal | North of Ellis Avenue                            |
| Urban Collector    | Walnut Street     | N/A                | Municipal | Entire Route                                     |
| Urban Collector    | Front Street      | N/A                | Municipal | North of Walnut Street                           |

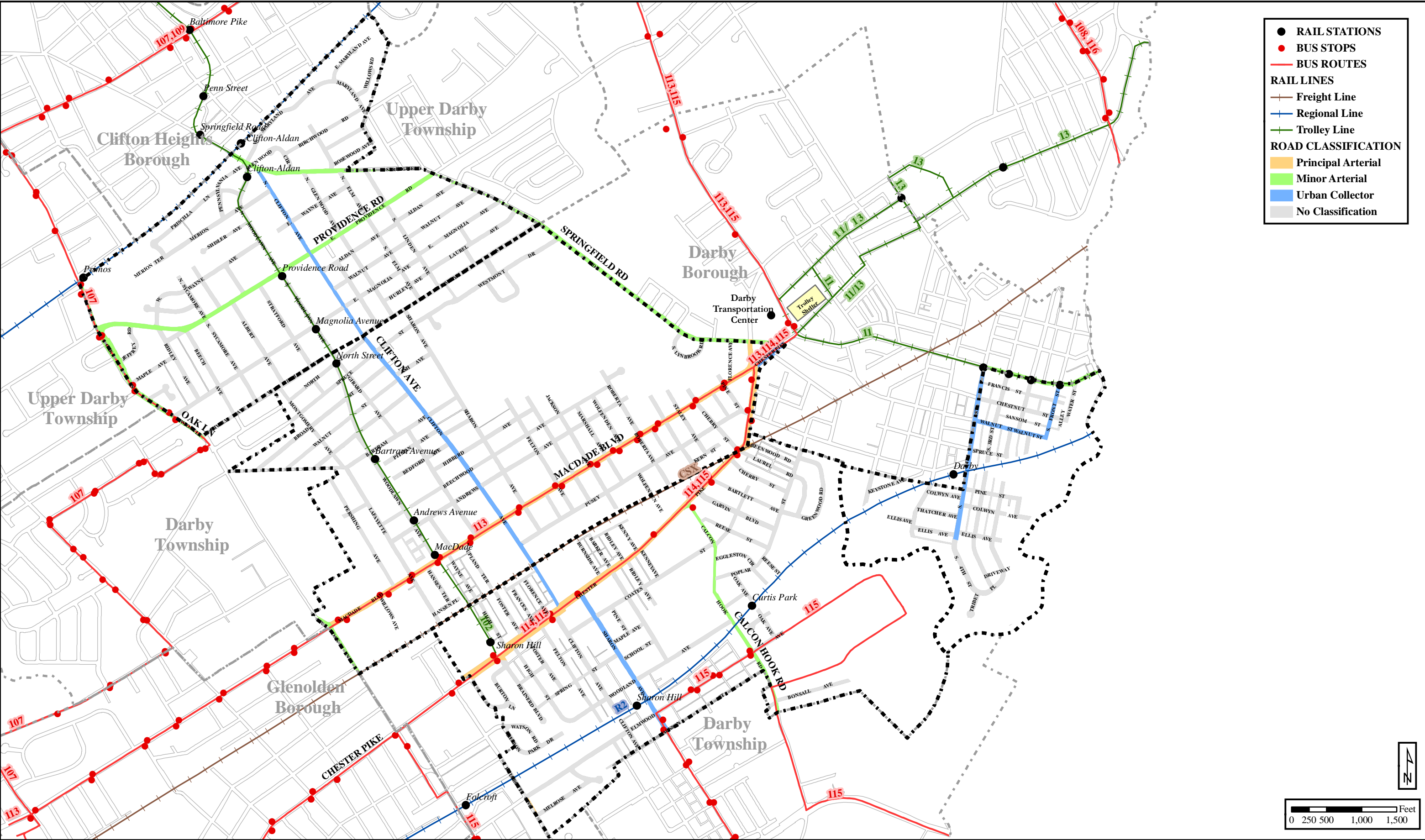
\*Also eligible for NHS funds

Source: PennDOT, 2003

It should be noted, however, that although several busy streets in Aldan, Collingdale, and Sharon Hill are not currently listed as collectors, they appear to serve the functions of collector roads. These include Woodlawn, Bartram, Elmwood, and Woodland Avenues. The Boroughs should consider upgrading the classification of these roads from “local” to “collector” roads.

### **Street and Bridge Conditions**

There are several streets with minor patching and cracking issues, such as 3<sup>rd</sup> Street in Colwyn. These streets should be maintained to ensure road safety, but there is nothing that currently warrants major resurfacing. The safe conditions of the roads can change dramatically, especially during the freezing and thawing of winter, so street inspections should be continued to ensure that streets do not become dangerous.



Four-Borough Area

Transportation System  
Map 6-1

NOTES:  
1. Delaware County Board of Assessments - Roads  
2. Delaware County Planning Department - Municipal Boundaries  
Road, Rail, and Bus 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



There are many locations with poor sight distances. Motorists stopping at a stop sign have their view blocked by shrubbery, fences, or even a commercial building. These visual obstructions are dangerous, as motorists have to pull into the intersection to see if there are any vehicles coming. Pulling out into the intersection in order to see oncoming vehicles creates a safety hazard that needs to be removed where possible. Many communities have passed ordinances regulating the location and height of construction or plants on corner lots. These ordinances should be written to clearly apply to both new and *existing* trees, shrubs, and any other natural plantings or structures on corner lots.



Minor patching and cracking, such as this example in Collingdale, is not necessarily a problem. If kept in check, it can benefit residential streets by keeping traffic speeds slow.

The bridges throughout the four Boroughs are in good condition, with the exception of the Folcroft Avenue Bridge over Amtrak's Northeast Corridor tracks and SEPTA's R2 Newark, Delaware line which is closed to traffic. None of the other bridges have posted weight restrictions. Bridges over railroad tracks (with the exception of Folcroft Avenue) have all been reconstructed within the past twenty years. The Folcroft Avenue Bridge is on the border between Sharon Hill and Folcroft Boroughs. It is anticipated that this one-lane bridge will be demolished and rebuilt in 2006 or 2007. The improved bridge will have two lanes, better sight distance, and two 5-foot wide sidewalks. Upon completion, Sharon Hill and Folcroft Boroughs will own it jointly (see Table 6-2).

**TABLE 6-2**  
**BRIDGE INFORMATION, 2003**

| Bridge                  | Features Carried        | Features Intersected | Borough                     | Ownership | Year Built |
|-------------------------|-------------------------|----------------------|-----------------------------|-----------|------------|
| Main Street Bridge      | Main Street             | Cobbs Creek          | Colwyn                      | State     | 1909       |
| MacDade Bridge          | MacDade Boulevard       | Hermesprot Run       | Collingdale                 | State     | 1933       |
| Calcon Hook Road Bridge | Calcon Hook Road        | Amtrak               | Sharon Hill                 | State     | 1985       |
| Folcroft Avenue Bridge  | Folcroft Avenue         | Amtrak               | Sharon Hill/<br>Folcroft    | Orphaned  | 1918       |
| Sharon Avenue Bridge    | Sharon Avenue           | Amtrak               | Sharon Hill                 | State     | 1989       |
| Clifton Avenue Bridge   | Clifton Avenue          | CSX Railroad         | Collingdale/<br>Sharon Hill | State     | 1987       |
| Buttonwood Bridge       | 9th Street/Chester Pike | Darby Creek          | Collingdale/<br>Darby       | County    | 1931       |
| 4th Street Bridge       | 4th Street              | Amtrak               | Colwyn                      | Orphaned  | 1984       |

Source: DCPD, 2003



## **Signs and Speed Limit Issues**

Traffic signs in the four Boroughs are generally in good condition. In several places, one-way streets have “do not enter” signs but not one-way arrows. However, in some cases, drivers cannot read the “do not enter” signs until they are facing the wrong way. For example, a motorist turning from MacDade Boulevard onto Jackson Avenue in Collingdale does not know that Jackson Avenue is one-way in the opposite direction until actually facing north on Jackson Avenue.

There are also several areas with missing or difficult to see street identification signs.



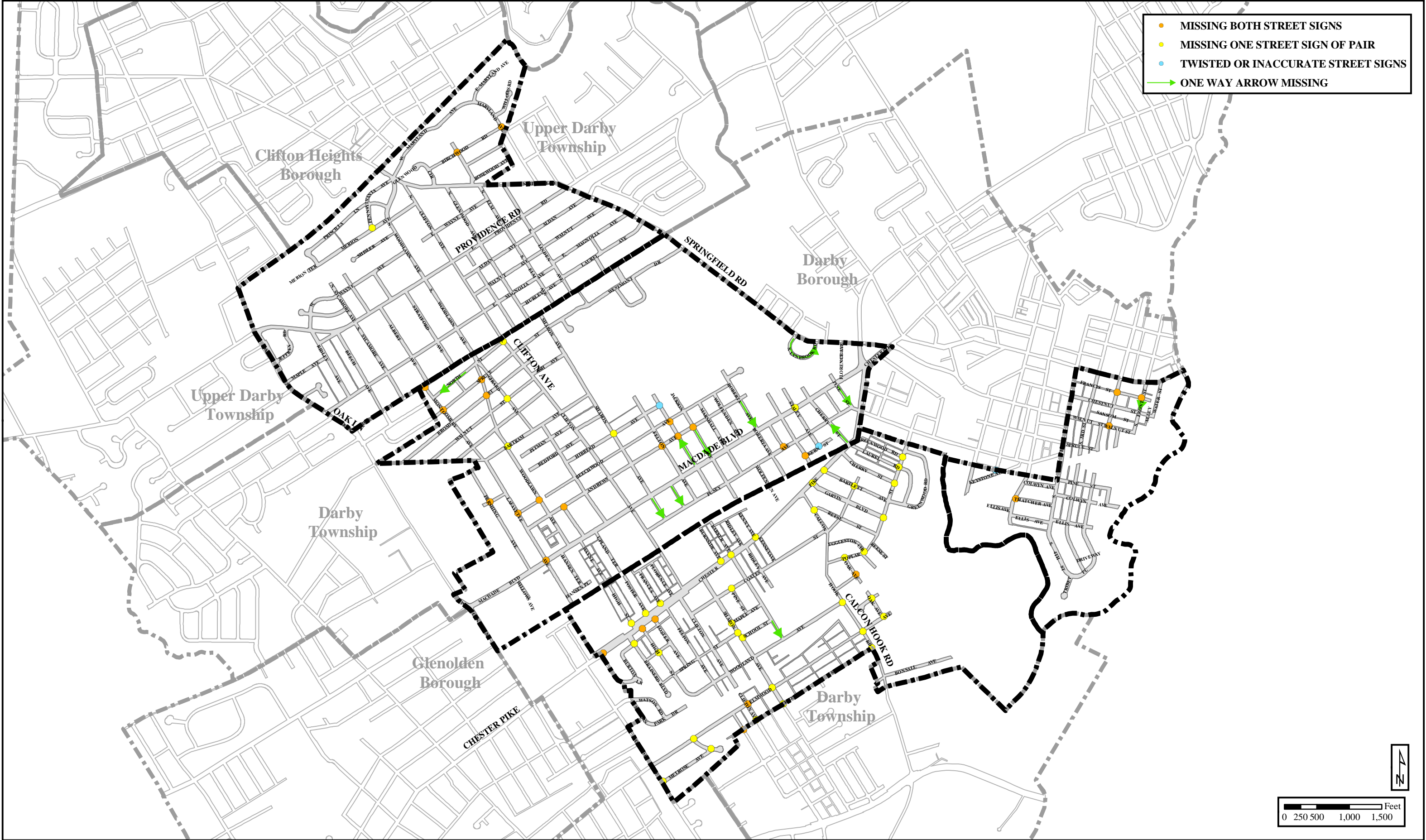
Large-scale street signs in the center of traffic signal arms augment typical street signs on high-speed traffic routes.

Some signs are twisted to the point where they are inaccurate. Some signs are attached to utility poles, which prevents them from being hit by vehicles, but which is too high for pedestrian convenience and can be difficult to see from the automobile. On streets with fast moving traffic and multiple lights, placing street names on light poles or signal mast arms, such as on Chester Pike in Sharon Hill, can be helpful for drivers to identify cross streets at high speeds. However, these large-scale signs should augment, not replace, pedestrian-scale street signs (see Map 6-2 – Street Signage Issues).

The speed limits in the four Boroughs are generally appropriate. There are a few roads of a generally residential character with relatively high speed limits, such as Providence Road in Aldan and Clifton Avenue in Aldan and Collingdale. It is possible that lower speed limits would be more appropriate on these roads, but traffic calming measures may be needed to ensure speed limit compliance.

There is only one at-grade rail freight crossing in the study area (see Rail Freight section). There are several areas where SEPTA’s 102 trolley line is on the street. This can serve to calm traffic by causing drivers to slow down because of pavement disruption caused by the tracks. Where the trolley tracks have a separate right-of-way along Woodlawn Avenue in Collingdale, there is minimal marking of rail crossings and no flashing lights to warn of trolleys. This condition can be hazardous to both road and transit users.

To create a sense of place, many communities identify their borders with attractive “welcome” signs. There are several variations of “welcome” signs throughout the four Boroughs including banners, white metal road markers, and decorative welcome signs. Sharon Hill has banners attached to light poles to welcome visitors to the Borough. Collingdale has simple white highway signs located at its borders along MacDade Boulevard. Aldan has attractive “welcome” signs located at most entrance roadways at its borders.



## **Traffic Signals**

The most common types of signals in the Boroughs are fixed-time signals. These are generally considered to be outdated, especially where a major street crosses smaller streets, because the signal timing does not account for side street traffic volumes. Timed signals are detrimental to traffic on larger through streets because the signal stops traffic on the street regardless of whether anyone is waiting at the side street or not.

The second type of signal 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. When actuated, the signal changes to give the side street a green light.

A third type of signal activation system is a 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, depending on times of day or special events, from a central location such as a borough hall personal computer. There is also the possibility of including preemption of signals for emergency vehicles and prioritization for transit. These systems should be used on heavily traveled corridors with signals no farther than one-half mile apart.

PennDOT is planning to improve the operation of all signals on Route 13 from Darby to Chester City. This improvement will interconnect and coordinate all signals to improve traffic flow and reduce congestion and pollution created by stop-and-go traffic. Federal highway funds are being used to pay for all design and utility work.

Collingdale would like to improve the MacDade Boulevard signal operations. The signals are old, and parts are difficult to acquire. In addition, traffic pattern changes and creation of one-way streets have made some of the signals unnecessary. Collingdale is currently seeking funds for preliminary engineering, which would include detailed traffic counts and a determination of whether or not these signals could be coordinated with those of the Chester Pike signal improvement project. The location of all recommended signal improvements is shown in Table 6-3.



Railroad crossing markings are not adequate for densely populated boroughs.

**TABLE 6-3**  
**TRAFFIC SIGNAL IMPROVEMENTS, 2003**

| Signal Location   | Cross Street                 | Type     | Scheduled for improvement | Recommendations   |
|-------------------|------------------------------|----------|---------------------------|---|
| Chester Pike      | Brainerd Boulevard           | Timed    | Yes                       | Assist PennDOT to improve signal  |
| Chester Pike      | High Street                  | Timed    | Yes                       | Assist PennDOT to improve   |
| Chester Pike      | Florence Avenue              | Timed    | Yes                       | Assist PennDOT to improve   |
| Chester Pike      | Clifton Avenue               | Timed    | Yes                       | Assist PennDOT to improve   |
| Chester Pike      | Sharon Avenue                | Timed    | Yes                       | Assist PennDOT to improve   |
| Chester Pike      | Ridley Avenue                | Timed    | Yes                       | Assist PennDOT to improve   |
| Chester Pike      | Calcon Hook Road             | Timed    | Yes                       | Assist PennDOT to improve   |
| Chester Pike      | Laurel Road                  | Actuated | Yes                       | Assist PennDOT to improve   |
| Poplar Street     | Calcon Hook Road             | Actuated | No                        | Slow actuation to allow for more cars to line up before the light turns green |
| Elmwood Avenue    | Sharon Avenue                | Actuated | No                        | Slow actuation to allow for more cars to line up before the light turns green |
| MacDade Boulevard | Oak Lane                     | Timed    | No*                       | Create closed loop system   |
| MacDade Boulevard | Lafayette Avenue             | Timed    | No*                       | Create closed loop system   |
| MacDade Boulevard | Woodlawn Avenue              | Timed    | No*                       | Create closed loop system   |
| MacDade Boulevard | Clifton Avenue               | Timed    | No*                       | Create closed loop system   |
| MacDade Boulevard | Sharon Avenue                | Timed    | No*                       | Create closed loop system   |
| MacDade Boulevard | Felton Avenue                | Timed    | No*                       | Create closed loop system   |
| MacDade Boulevard | Jackson Avenue               | Timed    | No*                       | Create closed loop system   |
| MacDade Boulevard | Roberta Avenue               | Timed    | No*                       | Create closed loop system   |
| MacDade Boulevard | Chester Pike                 | Timed    | Yes                       | Assist PennDOT to improve   |
| MacDade Boulevard | Springfield Road             | Timed    | Yes                       | Assist PennDOT to improve   |
| Oak Lane          | Bartram Avenue               | Timed    | No                        | Convert to actuated signal  |
| Clifton Avenue    | Westmont Drive/Spruce Street | Timed    | No                        | Convert to actuated signal  |
| Oak Lane          | Providence Road              | Timed    | No                        | Convert to actuated signal  |
| Providence Road   | Woodlawn Avenue              | Timed    | No                        | Convert to actuated signal  |
| Providence Road   | Clifton Avenue               | Timed    | No                        | Convert to actuated signal  |
| Providence Road   | Springfield Road             | Timed    | No                        | Convert to actuated signal  |
| Clifton Avenue    | Springfield Road             | Timed    | No                        | Convert to actuated signal  |
| Woodlawn Avenue   | Springfield Road             | Timed    | No                        | Convert to actuated signal  |

\*Replacement may occur, contingent on obtaining engineering funds

Source: DCPD, 2003



## **Parking Issues**

Parking in the four Boroughs is largely on street, and the capacity is strained in areas of dense development. Collingdale and Sharon Hill residents are concerned about insufficient parking, and Task Force members stated that there are too many cars, particularly in rowhouse developments. This is a common problem with older rowhouse developments. When these neighborhoods were built, most people walked and rode transit, and often only one member of the family commuted to work. Now it is common to have as many as three cars per household in a rowhouse, and the streets cannot accommodate the extra cars.

In places where stores or commuters compete with residential parking, a residential parking permit program serves to reserve street parking spaces for residents. These parking permits are not useful unless they are enforced, which increases their moderate cost. The only area that currently requires a resident parking permit is that just north of the Curtis Park train station in Sharon Hill. There is no fee for the permit.

MacDade Boulevard in Collingdale is the only area with parking meters. There are 41 two-hour parking meters that are effective from 9:00 a.m. to 6:00 p.m. From site visits, these meters seemed to be largely ignored as parked vehicles were often found in violation.

## **RECOMMENDATIONS**

Since the roads, bridges, traffic signals, and other infrastructure components are generally old, they need to be repaired or replaced in designated locations. Also, new components such as improved signs, traffic signals, and parking meters should be provided in areas where they do not presently exist and where existing components need replacement.

The Boroughs should...

- 6-1 Maintain street inspections and maintenance on a regular basis to ensure that cracking roads in need of patching and other repairs do not become hazardous at their posted speed limits. Where these conditions are found, the Boroughs should repair local streets in poor condition.

|                       |   |
|-----------------------|---|
| Funding Programs:     | Liquid Fuels Tax Program                                |
|                       | Federal and State Highway Funds for Federal-aid Streets |
|                       | CDBG  |
|                       | Borough funds   |
| Technical Assistance: | Borough Engineers                                       |
|                       | PennDOT   |

- 6-2 Study dangerous intersections to see if sight restrictions are hindering motorist operations and require property owners to remove objects that are deemed problematic. In some cases, the Boroughs should make needed improvements.

Funding Programs: CDBG (where eligible)  
Borough funds  
Private property owners

Technical Assistance: Borough Engineers  
Borough Planning Commissions  
DCPD

- 6-3 Install decorative “Welcome” signs where none exist at their borders to serve the dual function of increasing civic pride for residents and awareness of the Boroughs by those who visit. These signs could include historic themes.

Funding Programs: Liquid Fuels Tax Program  
Surface Transportation Program (STP)  
Transportation Enhancements (TE) Program  
NHS  
CDBG  
Borough funds

Technical Assistance: PennDOT District 6-0 Traffic Unit  
Borough Engineers  
DCPD

- 6-4 Replace missing street identification signs to ease wayfinding by both visitors and residents.

Funding Programs: Liquid Fuels Tax Program  
Borough funds

Technical Assistance: PennDOT  
Borough Engineers  
DCPD

- 6-5 Consult residents to see if they find any speed limits in the Boroughs to be excessive. Speed studies should be conducted to see if lower speed limits are warranted on these roads.

Funding Program: PennDOT

Technical Assistance: PennDOT

- 6-6 Adopt residential parking permit programs where commuters or shoppers are using on-street spaces.
- 6-7 Work with large employers or property owners with private parking areas to share parking facilities with nearby residents. This is a natural fit because the time when the majority of parking is required for this use (morning/afternoon) is the opposite of residential parking requirements (evenings/nights).

Technical Assistance: Delaware County Transportation Management Association (TMA)

- 6-8 Sharon Hill, Collingdale, and Colwyn should allow parking on both sides of some residential streets. This effectively shrinks the street from two lanes to one, slows traffic, and increases the parking supply. This practice is common in Aldan, such as on Albert Avenue. In more dense areas, especially in the case of narrow streets, it may be necessary to prohibit parking on a section of the street on one side for fire lanes and to allow cars traveling in opposite directions to pass.
- 6-9 Collingdale should more strictly enforce parking meter regulations.
- 6-10 Aldan, Collingdale, and Sharon Hill should request that DCPD and DVRPC study Woodlawn, Bartram, Elmwood, and Woodland Avenues and, if appropriate, classify these streets as collectors.

Technical Assistance: DCPD  
DVRPC  
PennDOT

## **ENHANCEMENTS AND TRAFFIC CALMING**

**Objective 6-2:** To provide traffic calming and streetscape enhancement facilities and measures and revise zoning ordinances to allow transit-oriented development (TOD) characteristics near train and trolley stations.

### **Traffic Volumes and Traffic Calming**

#### **Traffic Volumes**

Traffic volumes are generally reported in terms of Average Annual Daily Traffic (AADT). 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. The highest AADT in the four Boroughs is 18,949 along Chester Pike between Clifton and Sharon Avenues in Sharon Hill. Traffic counts taken by DVRPC in the four-Borough area between 1997 and 2001 are shown in Appendix E.

## Traffic Calming

Methods of slowing or limiting through traffic are generally referred to as traffic calming. 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.”<sup>2</sup> These measures can vary from expensive street reconstruction to fairly inexpensive installation of signs.

There are several municipal streets on which traffic calming measures are being used to resolve problems with cut-through traffic. Streets such as Maple and Beech Avenues in Aldan, North Street in Collingdale, Front Street in Colwyn, and Burton Lane in Sharon Hill have been largely successful in limiting through traffic by being designated one-way.

Another method used to limit through traffic on residential streets is stop signs. Stop signs have been installed on Collingdale Avenue in Collingdale to discourage through traffic, with minimal success. There are also areas where stop signs are used mid-block to slow traffic, such as on Greenwood and Laurel Roads in Sharon Hill and 4<sup>th</sup> Street in Colwyn. This method of slowing traffic is even less effective because drivers know there is no cross traffic. Stop signs used to slow traffic seem to be ignored by some drivers, leading to possibly serious safety issues at intersections where stop signs are needed.

Truck traffic is a major concern of local residents. This is not uncommon in older areas where industry shares roads with residential development. This problem cannot be eliminated entirely, but having well-marked truck traffic routes limits traffic to certain streets. Colwyn has a well-marked truck route leading from its industrial development to the Borough borders.

There are many streets in the Boroughs that could use traffic calming measures. MacDade Boulevard, Clifton Avenue, and Providence Road could all benefit from slower, smoother traffic flow. Chester Pike is the strongest candidate for traffic calming, however, because of its extreme width. Wider roads lead people to drive faster because of greater sight distances and wider lanes while at the same time providing for a greater public right-of-way.

Additional traffic calming methods include curb bump-outs and reverse angle parking. Curb bump-outs are useful for several reasons. They decrease the width of the road for pedestrians. They provide protection for parking vehicles on the street. They also reduce the turning radius of vehicles, causing vehicles to slow when turning onto residential cross streets. Curb bump-outs can also provide a place for trees to produce a canopy over the road and benches for seating areas.

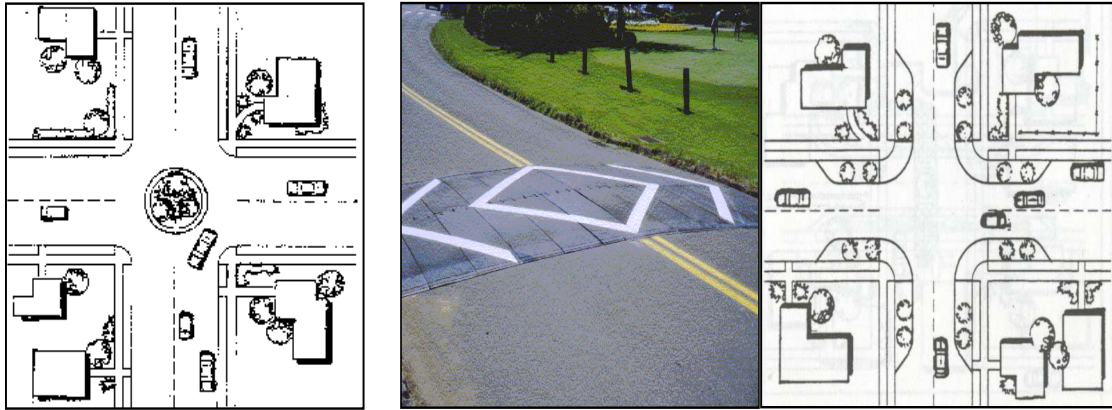
Reverse angle parking is a concept that is new to Pennsylvania, though it has been used in other states, such as Delaware, for decades. Reverse angle parking is similar to parallel parking in that the driver must first go past the parking space, then reverse into the

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<sup>2</sup>*Traffic Calming: State of the Practice*, Institute of Transportation Engineers, 1999.



parking spot. With reverse angle parking, however, there is no need to maneuver the car parallel to the curb because the parking spaces are angled. Because the driver is facing forward when pulling out, there is greater visibility when reentering the flow of traffic. A bicycle lane can be added next to the parking lane to allow for extra sight distance room for vehicles without causing danger to cyclists.



Traffic calming techniques (from left to right) mini-circles, speed humps, and bump-outs.  
Source: Institute of Transportation Engineers (ITE)

Chester Pike between Folcroft Avenue and Sharon Avenue is excessively wide for the amount of traffic that uses the street – between 16,000 and 19,000 vehicles per day. There are areas where the road is about 80 feet wide and equivalent to about nine lanes, and because it is rare for roads in eastern Pennsylvania to have excessive rights-of-way, a unique opportunity exists to redesign Chester Pike. Streets with greater traffic volume than this have been converted from four to three lanes, with bicycle lanes in place of the fourth lane. This has generally resulted in smoother traffic flow and greater comfort in use of the street. Reducing the number of lanes also discourages speeding vehicles from changing lanes to speed ahead of other cars. Table 6-4 shows lane reductions in several cities. Other traffic calming measures are shown in Appendix F.

### **Transit-oriented Development**

The adoption of a TOD code or provisions related to TOD would accurately represent the current development patterns of the Boroughs and take advantage of their transit amenities. TOD codes shift the parking to the rear of the development, which makes the streetscape more interesting to pedestrians and allows them to enter buildings without having to negotiate wide parking lots.

TOD codes also take into account the availability of transit and pedestrian facilities when calculating parking requirements, which results in less parking where it is not needed, thus benefiting developers and residents. With so much transit service in the study area as well as a significant population within walking distance, there are many areas where design that accommodates pedestrian and transit users would improve the viability of both commercial and residential development. Maximum, rather than minimum, parking standards should be considered in these areas.

**TABLE 6-4**  
**LANE REDUCTIONS OF SELECT STREET CONVERSIONS, 2003**

| Roadway Section  |                  | Before | After         |                              |        |            | AADT*  |         |
|------------------|------------------|--------|---------------|------------------------------|--------|------------|--------|---------|
| City/State       | Street Name      | Lanes  | Through Lanes | Multi-directional Turn Lanes | Median | Bike Lanes | Before | After   |
| Seattle, WA      | Dexter Ave       | 4      | 2             | 1                            |        | 2          | 13,606 | 14,949  |
| Seattle, WA      | Madison St       | 4      | 2             | 1                            |        |            | 16,969 | 18,075  |
| Bellevue, WA     | Montana St       | 4      | 2             | 1                            | 1      | 2          | 18,500 | 18,500  |
| Seattle, WA      | N. 45th St       | 4      | 2             | 1                            |        | 2          | 19,421 | 20,274  |
| Santa Monica, CA | Main St          | 4      | 2             | 1                            | 1      | 2          | 20,000 | 18,000  |
| East Lansing, MI | Grand River Blvd | 4      | 2             | 1                            |        | 2          | 23,000 | 23,000  |
| Philadelphia, PA | Aramingo Ave     | 6      | 4             | 2                            |        | 2          | 25,150 | 23,586  |
| Philadelphia, PA | Ogontz Ave       | 4      | 2             | 1                            |        | 2          | 15,535 | no data |
| Philadelphia, PA | Grant Ave        | 4**    | 2             | .5***                        | .5***  | 2          | 28,241 | no data |
| Philadelphia, PA | Tyson Ave        | 4**    | 2             | .5***                        | .5***  | 2          | 12,027 | no data |
| Philadelphia, PA | Verree Rd        | 4**    | 2             | .5***                        | .5***  | 2          | 13,495 | 15,659  |
| Philadelphia, PA | Welsh Rd         | 4**    | 2             | .5***                        | .5***  | 2          | 7,520  | no data |

\*AADT - Average Annual Daily Traffic

\*\* Lanes were not striped but were traveled as a four-lane highway

\*\*\* Turning lanes are at intersections with striped median elsewhere

Source: Volume changes from Burden, Dan and Lagerwey, Peter. "Road Diets, Fixing the Big Roads," *Walkable Communities, Inc.*, 1999

Another element of TOD is the reduction and consolidation of access points to developments. The benefits of fewer curb cuts are multi-fold. Congestion is reduced because there are smoother traffic flows on the major streets. Pedestrians feel safer on the sidewalks because there are fewer points where their movements conflict with those of automobiles.

As most of the area is currently developed, it is appropriate to include elements of TOD in the zoning codes by use of an urban commercial overlay. This technique can augment local zoning codes with the inclusion of specific development requirements that will allow infill development to more appropriately match the historic development of the area. For example, Collingdale's current zoning code requires a variance to build mixed use structures such as those near the MacDade Boulevard trolley stop. These buildings, however, provide a pedestrian-friendly, transit-oriented streetscape. An urban commercial overlay district could require a variance or special exception where future development would deviate from the historic mixed use patterns of development in the area. Typically, urban commercial overlays require buildings to be flush with

neighboring buildings at the sidewalk and limit the size of display windows, require less parking than other areas, and require rear or side parking.

One of the most common streetscape improvements is to remove above-ground utility lines and poles. There are also issues of motor vehicle safety with above-ground power lines, especially when they are placed too close to the curb. Often, it is prohibitively expensive to bury existing utility lines, but developers of large-scale new construction can usually absorb these costs.



## RECOMMENDATIONS

Providing the appropriate types of traffic calming measures in proper locations will notably reduce traffic congestion, and installation of streetscape improvements will improve appearance, particularly of strip commercial areas. These measures, as well as the adoption of TOD ordinances or selected ordinance provisions, will contribute to the revitalization of the area.

The Boroughs should...

- 6-11 Identify and prioritize residential streets with cut-through and speeding traffic, then evaluate potential traffic calming methods and implement findings.

Funding Programs: Liquid Fuels Tax Program  
STP  
TE Program  
CDBG  
Hometown Streets Program  
Safe Routes to School Program

Technical Assistance: *Pennsylvania's Traffic Calming Handbook*,  
PennDOT (2001)  
*Traffic Calming: State of the Practice*, Institute of  
Transportation Engineers (1999)  
PennDOT District 6-0 Traffic Unit  
DCPD

- 6-12 Create urban commercial overlays so that older mixed use streets can retain their pedestrian- and transit-friendly feel. Work with businesses to consolidate access points to developments with off-street parking. MacDade Boulevard, Clifton Avenue, and Sharon Avenue should be considered for urban commercial overlays.

Funding Program: TE Program

Technical Assistance: DCPD

- 6-13 Adopt TOD or urban commercial overlay zoning for areas near transit service, ensuring that development there optimizes its accessibility and matches the current design of the community. Maximum rather than minimum parking requirements should be considered.

Funding Programs: Liquid Fuels Tax Program  
STP  
TE Program  
NHS  
CDBG  
Hometown Streets Program  
Safe Routes to School Program

Technical Assistance: *Pennsylvania's Traffic Calming Handbook*,  
PennDOT (2001)  
*Traffic Calming: State of the Practice*, Institute of  
Transportation Engineers (1999)

- 6-14 Revise zoning codes to require developers of large properties to place utility lines underground.

Funding Programs: CDBG  
Borough funds

- Technical Assistance: DCPD  
PECO and other utility providers
- 6-15 Encourage utility companies to relocate poles that are located too close to the curb.
- Funding Programs: Liquid Fuels Tax Program  
STP  
Hometown Streets Program  
TE Program  
CDBG (for eligible portions of the Boroughs)  
DCED Main Street Program  
Utility companies  
Borough funds  
Private developers
- Technical Assistance: DCPD  
Utility companies
- 6-16 Encourage and petition SEPTA to mark street crossings of trolley lines with flashing lights and lowering gates. This will improve both the reliability of the trolley and the safety of private vehicles and pedestrians.
- Technical Assistance: SEPTA  
DCPD
- 6-17 Aldan, Sharon Hill, and Collingdale should enact a joint ordinance identifying streets on which trucks are not permitted, including fines which would help pay for damage caused by trucks. This will minimize the impact on residents while simultaneously making industrial areas more attractive and easier to access.
- Technical Assistance: DCPD
- 6-18 Sharon Hill should hire a design consultant to redevelop Chester Pike using transit- and pedestrian-oriented guidelines to possibly consolidate access points and reduce the cartway width using landscaped medians, bike lanes, wide sidewalks, angle parking, curb bump-outs, raised crosswalks, etc.
- Funding Programs: Hometown Streets Program  
TE Program  
Liquid Fuels Tax Program  
CDBG  
NHS
- Technical Assistance: PennDOT  
DCPD

## **PEDESTRIAN AND BICYCLE TRAVEL**

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**Objective 6-3:** To improve livability and walkability by providing suitable sidewalks and walkways in areas where they are not available, constructing off-road bicycle paths and trails, and designating bicycle lanes at selected locations.

### **Pedestrian Facilities**

The Boroughs have an extensive sidewalk system, making most of the area pedestrian friendly. The sidewalks, when used in conjunction with transit, enable residents to walk and take transit to most destinations. This is one of the major advantages to living in the area and allows residents to own fewer cars than residents of other areas.

Sidewalks exist on both sides of almost every street, especially in Collingdale, Colwyn, and Sharon Hill. The following list shows street segments that do not have sidewalks on at least one side of the street:

#### **Aldan Borough**

- Cedar Lane – from Rosewood Avenue to Maryland Avenue
- Merion Avenue – from Priscilla Lane to the industrial park gate for pedestrian access to work sites
- Merion Avenue – from Woodlawn to Clifton Avenues
- Bonsall Avenue – from W. Wayne Avenue to the park for access to the park
- N. Jeffrey Road – from Providence Road to the industrial park for pedestrian access to work sites
- Oak Lane – from Jeffrey Road to Rively Avenue (various sections)
- Hurley Avenue – from Glenwood to Elm Avenues
- Walnut Avenue – from Clifton to Glenwood Avenues
- Aldan Avenue – from Clifton to Glenwood Avenues
- E. Wayne Avenue – from Clifton Avenue to Volunteer Park
- Glenwood Avenue – from Magnolia to Rively Avenues
- Belgrade Avenue – from Rively to Magnolia Avenues

#### **Collingdale Borough**

- Rively Avenue – from Albert to Strafford Avenues (30 foot section)
- Beechwood Avenue – from Lafayette to Woodlawn Avenues, near the Lafayette Avenue end of the block
- Hibberd Avenue – from Lincoln to Felton Avenues

## **Sharon Hill Borough**

- Jackson Street – from Clifton Avenue to Calcon Hook Road (various sections)

The following areas do not have sidewalks for safe pedestrian access:

- From Oak Lane, Providence Road, and the SEPTA R3 Primos train station to the Providence Village Shopping Center (Aldan)
- Woodlawn Avenue (the west side of the street) between North Street and Rively Avenue (Collingdale)
- Within the Folcroft East Business Park to accommodate nearby residents who walk to work here and SEPTA commuters from nearby trains and buses (Sharon Hill)

Some street corners lack curb cuts for handicapped accessibility. These curb cuts also provide convenience for individuals with baby strollers and shopping carts and children riding bicycles.

Crosswalks exist at some intersections to guide pedestrians and motorists. However, most crosswalks consist of two thin parallel lines that are more difficult to see than continental crosswalks. Continental crosswalks have thick, white longitudinal lines parallel to traffic flow.

Pedestrian safety is threatened in several areas along the CSX freight railroad tracks and the SEPTA Route 102 trolley tracks. There are worn paths cutting across the SEPTA trolley tracks at the end of Pitman and Bedford Avenues in Collingdale at Saint Joseph's Elementary School; students who cross the tracks going to and from school use these paths. People crossing the CSX tracks use a path between the end of Upland Terrace in Collingdale and Foster Avenue in Sharon Hill. The reason individuals are risking their lives by trespassing on railroad property and crossing tracks at these locations is because the safer, legal route is longer.

Two locations where pedestrian facilities of some kind are needed to reduce walking distances are between Colwyn and the Folcroft East Business Park in Sharon Hill and between the end of Sharon Park Drive and High Street/Woodland Avenue in Sharon Hill. A pedestrian bridge over Darby Creek at the former location would significantly reduce walking distances for Colwyn residents who work in the business park. A pedestrian bridge over Hermesprota Run at the latter location would greatly reduce the distance for students walking to Academy Park High School.

## **Bicycle Facilities**

Currently, Borough streets serve as facilities for bicycling. There are no bicycle lanes or off-road trails, although children use the sidewalks. The residential grid street system is ideal for bicycling, and few accommodations are needed to encourage this activity. On

major streets, however, higher traffic speeds and volumes may warrant the creation of bicycle lanes. Bike lanes increase bicyclists' sense of security, notify motorists where to expect bicyclists, and show that bicyclists have a legitimate place on the road. People bicycle more in places that have bike lanes than in those that do not.

In the year 2000, only about 0.25% of workers in the Boroughs bicycled to work. The number of bicycle commuters in Sharon Hill, Colwyn, and Aldan increased since 1990 and decreased in Collingdale. Currently, Colwyn has the greatest percentage of bicycle commuters with 0.6% while Sharon Hill has the greatest number with 11. The census figures on bicycle commuting can be seen in Table 6-5.

**TABLE 6-5**  
**BICYCLE COMMUTING TO WORK, 1990 AND 2000**

| Borough       | 1990 Census                      |                                    |                 | 2000 Census                      |                                    |                 |
|---------------|----------------------------------|------------------------------------|-----------------|----------------------------------|------------------------------------|-----------------|
|               | Workers 16 Years and Over: Total | Bicycle for Transportation to Work | Percent Bicycle | Workers 16 Years and Over: Total | Bicycle for Transportation to Work | Percent Bicycle |
| Aldan         | 2,288                            | 0                                  | 0.0%            | 2,041                            | 5                                  | 0.2%            |
| Collingdale   | 4,210                            | 30                                 | 0.7%            | 3,907                            | 0                                  | 0.0%            |
| Colwyn        | 1,247                            | 0                                  | 0.0%            | 1,033                            | 6                                  | 0.6%            |
| Sharon Hill   | 2,746                            | 0                                  | 0.0%            | 2,487                            | 11                                 | 0.4%            |
| <b>Totals</b> | <b>10,491</b>                    | <b>30</b>                          | <b>0.3%</b>     | <b>9,468</b>                     | <b>22</b>                          | <b>0.2%</b>     |

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

There are few public bicycle parking facilities, including those at the Sharon Hill Public Library, Sharon Hill and Aldan Elementary Schools, and Bosacco Park in Colwyn. These old-style bike racks bend bicycle tires and are prone to vandalism. Inverted "U" racks (see photo) are recommended because they secure bicycles by the frame, rather than the wheels. Many areas in the Boroughs could have better bicycle parking, thus encouraging residents to bike for short trips. These locations include train and trolley stations, key bus stops, and business districts.

DVRPC, DCPD, PennDOT, and bicyclists have proposed improvements to Bicyclists' Baltimore Pike (BBP), a well-used bicycle route that parallels Baltimore Pike from Brookhaven to Philadelphia using secondary roads, including Providence Road in Aldan. BBP leads to existing bike lanes on Whitby and Baltimore Avenues in Philadelphia and will lead to the proposed Cobbs Creek and Chester Creek Trails. Delaware Countians, including Aldan residents, cycling to Philadelphia often use this route.





Signing and minor improvements will make it safer and more accessible.

*Opportunities for On-Road Bicycle Facilities in Delaware County*, a technical memorandum published by DVRPC in 2000, recommends striping bicycle lanes and reducing the speed limit from 35 mph to 30 mph on Providence Road in Aldan.

Some Aldan officials have safety concerns with striping a bicycle lane on Providence Road. Providence Road serves a moderately large amount of traffic, but has extra width to encourage speeding. The two-lane road is 30 feet wide. The safety of road users is a central concern to all involved in the study of bicycle lanes. In 2004, Aldan, PennDOT, and DVRPC agreed to downscale the improvements on Providence Road. PennDOT will install “Share the Road” signs but will not paint any stripes for edgelines or bicycle lanes.

In 2004, DCPD completed a draft County bicycle plan. Its goal is to identify important bicycle routes and ways to improve the level of service for bicycles. Potential routes have been selected using a combination of accident and survey data. There are several potential bicycle routes through or near the Boroughs. These can be seen on Map 6-3 and in Table 6-6.

Improving bicycle facilities on the proposed bicycle routes will be a long-term goal, as the older nature of Delaware County’s roads means that there is little room for the creation of bicycle lanes. The purpose of the proposed bicycle routes, as outlined in this plan and in the draft Delaware County Bicycle Plan, is to examine them for possible improvements in bicycle safety and level of service where feasible, not necessarily for the creation of striped bicycle lanes or marked bicycle routes. As these roads are resurfaced, the bicyclists who currently use these roads 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. As bridges are rebuilt, they should accommodate bicycle use on the bridge through a bike lane, wider shoulders, or a wider cartway. These piecemeal efforts can slowly and eventually change the nature of these roads from automobile-oriented thoroughways to more pedestrian- and bicycle-friendly routes.

There are limited areas in the Boroughs for off-road multi-use paths. Creek valleys are often used for multi-use paths, as they provide interesting surroundings and cannot be otherwise developed because of possible flooding. Darby and Cobbs Creeks and Hermesprota, Pusey, and Lobbs Run valleys are possible routes/locations. Studies should be conducted with neighboring municipalities for the maximum impact and use of trails.

## **RECOMMENDATIONS**

Although the Boroughs’ extensive network of sidewalks has created a community conducive to walking, the construction of sidewalks in areas where presently none exist will increase the level of walkability. Similarly, the provision of both off-road bicycle trails and on-road bicycle lanes will provide the environment for more extensive, safer,

and more pleasant bicycling. Combined, these facilities will serve as important components in the revitalization of the area.

**TABLE 6-6  
POTENTIAL BICYCLE ROUTES, 2003**

| <b>DCPD Proposed Bicycle Routes</b> | <b>DVRPC Selected Route</b> | <b>Connections with Philadelphia's Bike Network</b>  |
|-------------------------------------|-----------------------------|--|
| Calcon Hook Road                    | No                          | None   |
| Chester Pike                        | No                          | Through suggested routes on MacDade Boulevard in Darby and Yeadon Boroughs to the proposed Cobbs Creek Trail   |
| Clifton Avenue                      | No                          | None   |
| 4 <sup>th</sup> Street              | No                          | Potential future connection to the Cobbs Creek Trail   |
| Front Street                        | No                          | Connections to the Cobbs Creek Trail   |
| MacDade Boulevard                   | No                          | Through suggested routes on MacDade Boulevard in Darby and Yeadon Boroughs to the proposed Cobbs Creek Trail   |
| Main Street                         | No                          | Would directly connect with Woodland Avenue bicycle lanes and the proposed Cobbs Creek Trail   |
| Oak Lane                            | No                          | None   |
| Providence Road *                   | Yes                         | Through suggested Bicyclist's Baltimore Pike in Upper Darby Township and Yeadon Borough to connect with existing bicycle lanes on Whitby Avenue and the proposed Cobbs Creek Trail |
| Sharon Avenue                       | No                          | None   |
| Springfield Road                    | No                          | Through suggested routes on MacDade Boulevard in Darby and Yeadon Boroughs to the proposed Cobbs Creek Trail   |

\* Providence Road would include "Share the Road" signs but not striping of edgelines or bicycle lanes

Source: DCPD, 2003

The Boroughs should...

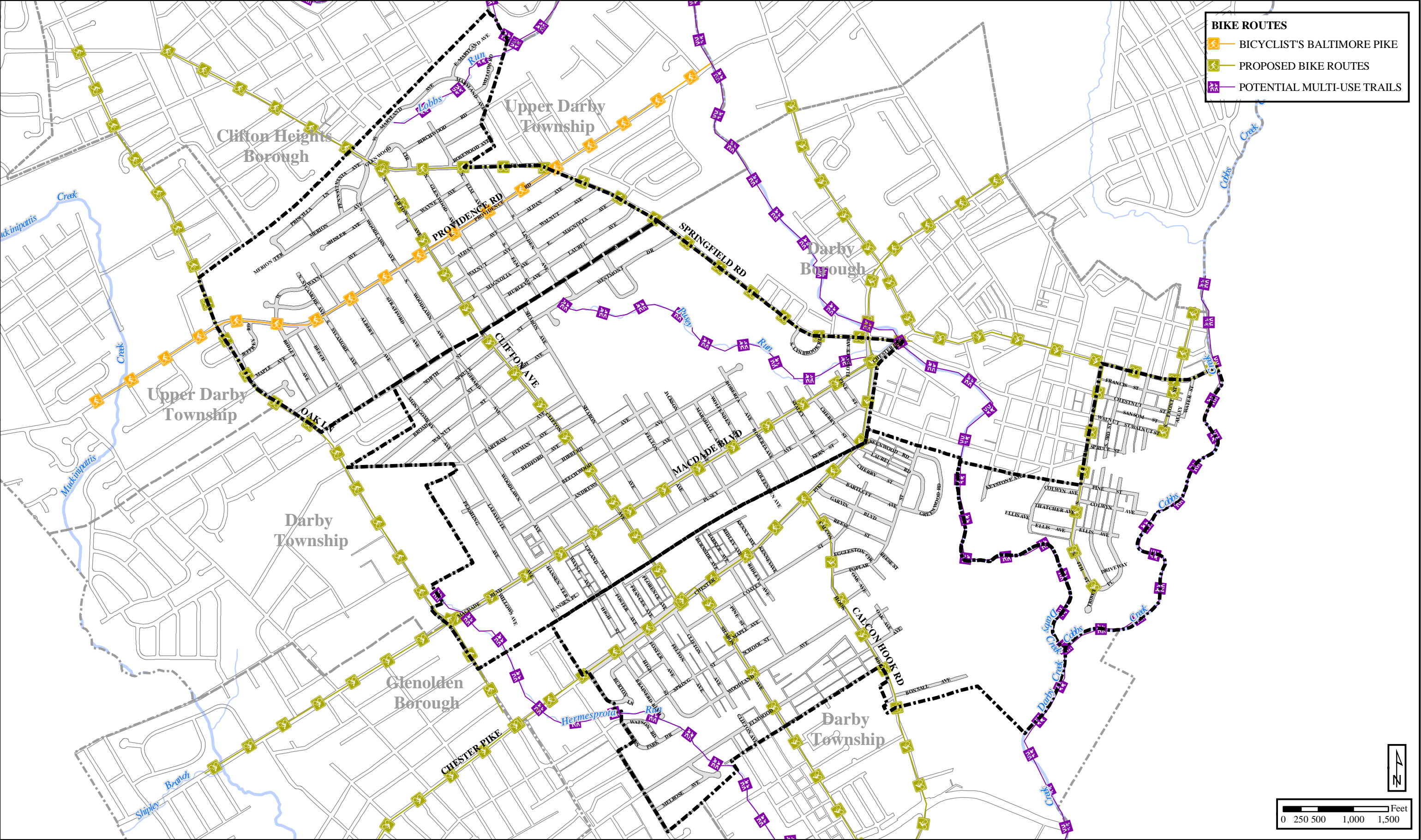
- 6-19 Construct sidewalks on streets and in areas where no sidewalks exist and reconstruct or repair sidewalks at locations listed above.

Funding Programs:

- CDBG
- TE Program
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- NHS
- STP
- Safe Routes to School Program
- Property owners

Technical Assistance:

- OHCD
- DCPD



- 6-20 Improve crosswalk visibility by installing continental crosswalks (with white longitudinal lines parallel to traffic flow).

Funding Programs: TE Program  
CDBG  
Borough funds

Technical Assistance: PennDOT  
OHCD  
DCPD

- 6-21 Encourage bicycling for short trips as a way to improve health, reduce congestion, and reduce air pollution in cooperation with DCPD, PennDOT, SEPTA, and bicyclists.

Funding Programs: Safe Routes to School Program  
Hometown Streets Program  
TE Program  
CMAQ (for eligible portions of the Boroughs)  
DCED Main Street Program  
Private developers and businesses  
Borough funds

Technical Assistance: DCPD  
Delaware County TMA  
DVRPC  
SEPTA  
PennDOT  
Delaware Valley Bicycle Club  
Bicycle Coalition of Greater Philadelphia

- 6-22 Install inverted “U” bicycle parking at public facilities (such as Borough halls, libraries, parks, and community buildings) and encourage SEPTA, the U.S. Postal Service, District Court, churches, apartment complexes, and schools to install them at their facilities.

Funding Programs: STP  
CMAQ  
TE Program  
Hometown Streets Program

Technical Assistance: DCPD

- 6-23 Stripe bicycle lanes or edgelines on major streets where space is available, including Chester Pike, MacDade Boulevard, Springfield Road, Providence Road,

Oak Lane, and Main Street, in cooperation with PennDOT, adjacent municipalities, and DCPD.

Funding Programs: PennDOT Surface Treatment Program  
TE Program  
CMAQ

Technical Assistance: DCPD  
*Opportunities for On-Road Bicycle Facilities in Delaware County*, DVRPC (2000)  
*Guide for the Development of Bicycle Facilities*, American Association of State Highway and Transportation Officials (1999)

- 6-24 Investigate bike path opportunities along rights-of-way (such as Belgrade Avenue in Aldan) and creek beds.

Funding Programs: STP  
TE Program  
CMAQ

Technical Assistance: *Guide for the Development of Bicycle Facilities*, American Association of State Highway and Transportation Officials (1999)

- 6-25 Consider maximum parking standards to replace minimum standards to account for the ability of people to walk, bicycle, and use transit and to encourage employers to provide incentives to employees to commute to work by these modes of travel.

Funding Programs: Transportation and Community Development Initiatives (TCDI)  
CDBG  
National Trust Main Street Program  
Developers  
Borough funds

Technical Assistance: *Transit-Oriented Development for Southeastern Pennsylvania*, GreenSpace Alliance of Southeastern PA (1997)  
*Creating Transit-Supportive Land-Use Regulations*, American Planning Association (1996)  
National Trust Main Street Center  
*Parking Management Best Practices*, Todd Litman (2006)

- 6-26 Improve pedestrian connections between areas with excess street parking space and those with a shortage of residential parking spaces. For example, the area south of the R2 railroad tracks and west of Hermesprota Run in Sharon Hill has ample parking while the majority of Sharon Hill has a shortage of parking.

Funding Programs:           Hometown Streets Program  
                                  TE Program  
                                  CDBG  
                                  Borough funds  
                                  Property owners

Technical Assistance:       DCPD  
                                  DVRPC  
                                  Borough Engineers

- 6-27 Aldan, Collingdale, and Sharon Hill should work with DCPD, DVRPC, PennDOT, and bicyclists to look into the possibility of creating north-south bicycle connections along Calcon Hook Road, Sharon Avenue, Clifton Avenue, and Woodlawn Avenue.

- 6-28 Collingdale, Sharon Hill, and Colwyn should consider providing pedestrian facilities at locations noted below to connect nearby points which pedestrians now can reach only by a long circuitous route:

- a. At the end of Bedford Avenue across the SEPTA trolley track to the school on Woodlawn Avenue in Collingdale.
- b. Between the ends of Upland Terrace in Collingdale and Foster Avenue in Sharon Hill across the CSX track.
- c. Across Darby Creek between the end of 5<sup>th</sup> Street in Colwyn and the Folcroft East Business Park in Sharon Hill.

Funding Programs:           SEPTA  
                                  CSX  
                                  CDBG  
                                  Folcroft East Business Park owner  
                                  CMAQ  
                                  TE  
                                  STP

Technical Assistance:       SEPTA  
                                  CSX

## **PUBLIC TRANSIT**

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**Objective 6-4:** To improve the function and safety of transit stations and bus stops by improving physical conditions; adding passenger shelters, crossing gates, and traffic signals; providing signage; and advising residents about paratransit and ride sharing programs.

SEPTA provides daily public transit service in the four Boroughs. This service consists of two regional rail lines, one subway-surface trolley line, one light rail trolley line, and four bus routes. Described below are the regional rail lines, trolley lines, and bus routes as well as the regional rail stations that traverse or are located in the area.

### **R2 Regional Rail Line**

The R2 line provides seven-day-a-week railroad service between Newark, Delaware and Philadelphia. The R2 line uses Amtrak's four-track Northeast Corridor line, and SEPTA leases the Sharon Hill, Curtis Park, and Darby stations from Amtrak. This line also connects with Amtrak stations in Wilmington and Philadelphia. There are 26 weekday trains, 18 Saturday trains, and 16 Sunday trains.

### **Sharon Hill Station**

The Sharon Hill train station consists of inbound and outbound platforms, an abandoned ticket office near the outbound platform, and a parking lot. A covered shelter with seating is at the inbound platform. The station is in fair condition, with the exception of the station building and outbound platforms, which are in poor condition.

The station building was constructed in 1872 by the Philadelphia, Wilmington, and Baltimore Railroad and is eligible for the National Register of Historic Places. This unique passenger building is a one-story, five-bay, one-pile symmetrical structure constructed of serpentine stone in the Gothic Revival style. SEPTA was about to demolish the station in 1991 when the Sharon Hill Historical Society stepped in. The Society raised funds and received grants to construct a new roof and paint it.

The Historical Society, with DCPD serving as applicant, received a TE grant of \$342,000 in 2002 for rehabilitation of the station. Work will include repair of exterior stone, installation of a new floor, repair of windows and doors, and the relocation of the lavatory. Work is scheduled to take place in 2005. The Historical Society plans to use the station as a center for local history where literature, artifacts, and railroad memorabilia will be available.

SEPTA maintains a 35-space slot-box parking lot accessible from Sharon Avenue on the outbound side of the station. Pedestrians can access the station from the sidewalks on Sharon Avenue. SEPTA route 115 bus riders can easily access the station from the intersection of Sharon and Elmwood Avenues.



## **Curtis Park Station**

The Curtis Park station is located on Oak Avenue near Calcon Hook Road in Sharon Hill Borough. It has inbound and outbound platforms with canopies, an abandoned ticket office on the inbound side, and a parking lot. Each platform has a shelter with seating. The station is in fair condition, but the building windows are boarded up.

SEPTA maintains a 26-space slot-box parking lot accessible from Oak Avenue on the inbound side. There is a pedestrian tunnel that links both platforms. Pedestrians can access the station from the sidewalks on Oak Avenue. SEPTA route 115 bus riders can easily access the station from the bus stop at the Elmwood Avenue/Calcon Hook Road intersection.

## **Darby Station**

Although the Darby train station is located just outside of the four-Borough area in the Borough of Darby, the platforms are accessible from 5<sup>th</sup> and 4<sup>th</sup> Streets and the sidewalks of Colwyn. The station consists of inbound and outbound platforms, inbound and outbound shelters with seating, and a free 22-space outbound parking lot accessible from Pine Street.

## **R3 Regional Rail Line**

The R3 line provides seven-day-a-week railroad service between Elwyn and Philadelphia using a dual-track line owned by SEPTA. There are two stations in the four-Borough area – Primos and Clifton-Aldan. There are 25 weekday trains, 17 Saturday trains, and 14 Sunday trains that stop in both directions.

## **Primos Station**

The SEPTA Primos station is located at Oak Lane in Aldan Borough and Upper Darby Township. The ticket office is a trailer on the inbound platform and includes a 12 by 30-foot indoor waiting area with seating. A covered shelter with seating is located next to the outbound platform. The station is in good condition.

SEPTA parking is located off of Oak Lane, next to the inbound and outbound platforms. There are 107 parking spaces, consisting of 57 daily spaces on the outbound side and 50 permit spaces on the inbound side. Pedestrians can access the station from the Oak Lane sidewalk. SEPTA route 107 bus riders can easily access the station from the Oak Lane bus stops.

## **Clifton-Aldan Station**

The Clifton-Aldan station is located on Springfield Road in Aldan and Clifton Heights Boroughs. The ticket office is located in a serpentine stone building next to the inbound



platform that includes a 15 by 20-foot indoor waiting area with seating. A modern, partially enclosed shelter is located next to the outbound platform. The station, which is in a commercial area, is in good condition.

SEPTA parking is located off of Springfield Road on the inbound and outbound sides of the tracks. There are 142 parking spaces, consisting of 110 daily spaces on the outbound side and 32 permit spaces on the inbound side. Pedestrians can access the station from sidewalks along Springfield Road and Maryland Avenue. Route 102 trolley riders can access the station from the trolley stops located on Springfield Road and Woodlawn Avenue.

## **Trolley Lines**

### **Route 11 Subway-Surface Trolley Line**

Trolley Route 11 travels on Main Street, the northern boundary of Colwyn Borough, seven days a week, sharing the street with motor vehicles. This two-track route connects Darby Terminal in Darby Borough with Center City Philadelphia; both terminal points provide connections with many bus and rail routes, including routes that connect to the Chester Transportation Center and the Route 102 trolley. The Route 11 has four trolley stops (all eastbound) in Colwyn Borough along Main Street, none of which has passenger shelters.

### **Route 102 Trolley Line**

SEPTA provides daily trolley service at eight stations serving Aldan, Collingdale, and Sharon Hill Boroughs on the Route 102 trolley line. The line runs from Sharon Hill to 69<sup>th</sup> Street Terminal in Upper Darby. Two trolley tracks run down the middle of Woodlawn Avenue between the R3 regional rail line and North Street station in Collingdale; in this section of the route, trolleys share the road with motor vehicles. Between North Street and Sharon Hill, the trolley operates on one track in its own right-of-way. The right-of-way width is sufficient to permit double tracking the line from North Street to the Sharon Hill terminus, if that is ever necessary.

The Media/Sharon Hill Trolley Line Grade Crossing Improvement Project will provide crossing gates and flashing signals at all street-trolley crossings in order to provide better safety and improved trolley movements. Funding is not yet available for these improvements at the crossings in Collingdale, which currently lack them.

There are eight trolley stops or stations in Aldan, Collingdale, and Sharon Hill. They are Clifton-Aldan, Providence Road, Magnolia Avenue, North Street, Bartram Avenue, Andrews Avenue, MacDade Boulevard, and Sharon Hill (Chester Pike). All but one have stone shelter buildings on the inbound side (toward 69<sup>th</sup> Street Terminal).

The Magnolia Avenue stop is the only one that does not have a shelter, although it does have signs. The interior of the Providence Road shelter is now used by the Aldan

Historical Commission as a museum and cannot be used by SEPTA riders. The station facilities are generally in good condition, most having a bench and SEPTA system map. All stations and stops have sidewalks leading to them.

The Clifton-Aldan stop is a transfer point to the R3 regional rail line. The MacDade Boulevard stop is a transfer point to the route 113 bus, while at the Sharon Hill stop riders can transfer to the 114 and 115 buses. Of the eight trolley stations in the Boroughs, Sharon Hill, MacDade Boulevard, and North Street are the top destinations. The top boarding stations are Sharon Hill, North Street, Clifton-Aldan, and MacDade Boulevard.

## **Bus Lines**

### **Route 107**

SEPTA bus route 107 travels on Oak Lane through Aldan, providing six-day-a-week service. No service is provided on Sundays or major holidays. This route connects 69<sup>th</sup> Street Terminal with Lawrence Park Shopping Center via Springfield Mall; both terminal points provide connections with many bus and rail routes. The route 107 connects with the R3 regional rail line at the Primos and Morton stations, with the Route 101 trolley at the Springfield Mall, and with the Route 102 trolley at the Garrettford station.

Route 107 has eight bus stops along Oak Lane, between the R3 regional rail line and Rively Avenue. None of them have covered shelters.

### **Route 113**

SEPTA bus route 113 travels on MacDade Boulevard through Collingdale seven days a week. It connects 69<sup>th</sup> Street Terminal in Upper Darby with the Tri-State Mall in Delaware via the Chester Transportation Center. The Terminal and the Center provide connections with many bus and rail routes. Route 113 also connects with other SEPTA transit routes, including the Route 102 trolley in Collingdale, the R3 regional rail line in Lansdowne, and four bus and trolley routes at Darby Terminal.

The route 113 has 26 bus stops in Collingdale along MacDade Boulevard between Oak Lane and Chester Pike. Fourteen of the stops have covered shelters with two-seat benches. According to SEPTA, daily passenger use is more frequent near the Route 102 trolley MacDade Boulevard station.

### **Route 114**

SEPTA bus route 114 travels on Chester Pike through Sharon Hill seven days a week. This route connects Darby Terminal with Granite Run Mall in Middletown Township via the Chester Transportation Center, which provides connections with many bus and rail routes. The route 114 stops at the Sharon Hill Route 102 trolley station and parallels the R2 regional rail line.

The route 114 makes 17 stops in Sharon Hill and Collingdale. The route is also shared with the route 115 bus between Oak Lane and Darby Creek. Nine of the bus stops have shelters with two-seat benches. According to SEPTA, daily passenger use is more frequent near the Route 102 trolley station in Sharon Hill.

### **Route 115**

SEPTA bus route 115 travels through Sharon Hill and Collingdale along Sharon and Elmwood Avenues, Calcon Hook Road, and Chester Pike. It provides six-day-a-week service between Ardmore and the Philadelphia International Airport and Business Center via Darby Terminal; these points provide connections with several bus routes. No service is provided on Sundays or major holidays.

In addition, route 115 connects with several SEPTA transit routes at Darby Terminal. The route 115 bus connects with the Routes 101 and 102 trolleys at the Lansdowne Avenue station and the Lansdowne R3 regional rail station. The route also serves the Sharon Hill and Curtis Park R2 regional rail stations.

The route 115 has 22 bus stops, of which only five have passenger shelters. According to SEPTA, daily passenger use is more frequent near the R2 Curtis Park and Sharon Hill train stations.

### **Paratransit Service**

Community Transit of Delaware County, Inc. (CTDC) provides paratransit service to Delaware County residents. Paratransit is customized door-to-door service for individuals unable to use fixed-route transportation systems, such as senior citizens and physically impaired individuals. Vans are typically used to transport these persons.

The Pennsylvania Lottery provides funding for senior citizen reduced-fare transportation, which is provided by CTDC. CTDC also contracts with SEPTA to provide service for disabled persons, as required by the *Americans with Disabilities Act* (ADA), for those individuals who cannot use SEPTA's fixed-route bus system.

### **Travel Demand Management**

Expanding the supply of roads is not always possible. Elected officials and transportation agencies also need to manage or reduce the demand for more roads and adopt strategies which emphasize public transit use, ridesharing, bicycling, walking, telecommuting, and compressed workweeks. The Delaware County TMA and DVRPC provide several travel demand management programs that would be useful to employers and employees in the area.

DVRPC and the TMA operate the Share-a-Ride car pool matching program and the TransitChek® program, an employer provided tax-free fringe benefit that subsidizes employees' transit and van pooling costs. The TMA administers a "guaranteed ride

home” program for employees of its members in the event that an employee who rides transit or car pools needs to get home during the middle of the workday for an emergency. The TMA also administers a bus stop shelter program, which can provide shelters at SEPTA bus stops, with advertising revenue going to the municipality.

## **RECOMMENDATIONS**

Public transit service within the Boroughs includes regional rail lines, trolley lines, and bus service routes. In general, the area appears to have sufficient transit service. The condition of some stations and stops needs upgrading and additional or improved signage. Additional covered bus shelters are also needed. Also, residents should be better informed about paratransit service and ridesharing programs.

The Boroughs should...

- 6-29 Evaluate the routing and service frequency of SEPTA routes and passenger amenities (stations, stops, shelters, and signs) and contact SEPTA, the DCPD Transportation section, and the Delaware County TMA to discuss improvements to service and amenities.

Funding Programs: SEPTA  
Municipal Bus Shelter Partnership

Technical Assistance: DCPD  
Delaware County TMA  
SEPTA

- 6-30 Request that SEPTA improve the visibility of bus stop signs.

Funding Program: SEPTA

- 6-31 Request that SEPTA install at bus stops trailblazing/directional signs to nearby regional rail and trolley stations.

Funding Program: SEPTA

- 6-32 Improve pedestrian access to the regional rail and trolley stations and bus stops by painting continental crosswalks (with white longitudinal lines parallel to traffic flow) at the intersections of Elmwood Avenue and Calcon Hook Road in Sharon Hill and Cottonwood Lane and Oak Lane on the Aldan/Upper Darby border below the Primos train station.

Funding Program: Borough funds

- 6-33 Inform and encourage residents to enroll in appropriate paratransit programs.

- Funding Programs: CTDC  
SEPTA
- 6-34 Meet with employers and TMA staff to discuss car and van pool programs and the TransitChek® program so as to make ridesharing and transit use more attractive and make work sites more accessible to existing and potential employees who do not have access to cars.
- Funding Program: Employer funding
- Technical Assistance: Delaware County TMA  
DCPD  
DVRPC
- 6-35 Aldan should request that SEPTA install trailblazing/directional signs for pedestrians between the Clifton-Aldan trolley station and the Clifton-Aldan R3 regional rail station.
- Funding Program: SEPTA
- 6-36 Collingdale should request that SEPTA install seating inside of the Route 102 MacDade Boulevard station.
- Funding Program: SEPTA
- 6-37 Collingdale should request that SEPTA examine the need for a second track between the North Street and Sharon Hill trolley stations in order to provide faster or more frequent service on the Route 102 trolley line.
- Funding Program: SEPTA
- 6-38 Collingdale should request that SEPTA improve safety and reduce trolley speed at the grade crossings between the North Street and Sharon Hill stations by installing signs, crossing gates, and flashing signals.
- Funding Program: SEPTA
- 6-39 Colwyn should request that the TMA install covered passenger shelters at the Route 11 trolley stops on Main Street.
- Funding Program: Municipal Bus Shelter Partnership
- 6-40 In conjunction with Darby Borough, request that SEPTA consider converting the Darby regional rail station building next to the outbound platform into a shelter with seating. The building can be converted from an enclosed to a semi-enclosed building by removing the wall facing the platform.

Funding Program: SEPTA

- 6-41 Sharon Hill should request that SEPTA construct a new raised and wider outbound platform at the Sharon Hill regional rail station. The platform is only three or four feet wide and low, allowing track water runoff to flow over the platform.

Funding Program: SEPTA

- 6-42 Sharon Hill should request that SEPTA convert the Curtis Park regional rail station building into a shelter with seating. The building can be converted from an enclosed to a semi-enclosed building by removing the wall facing the platform.

Funding Program: SEPTA

- 6-43 Sharon Hill should request that SEPTA install seating inside the Route 102 Sharon Hill trolley station on Chester Pike.

Funding Program: SEPTA

- 6-44 Sharon Hill should promote transit, car pooling, bicycling, walking, and telecommuting. Use of these modes will allow residents to reduce the number of cars they own, which in turn will reduce the need for parking spaces (see the Travel Demand Management section).

## **RAIL FREIGHT**

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**Objective 6-5:** To study the feasibility of removing the at-grade CSX railroad crossing at Oak Lane in order to improve traffic flow in the area.

A Class I freight railroad, CSX Transportation serves the four-Borough area. Class I railroads are the largest interstate railroads. CSX operates its main route from Baltimore to Philadelphia on the CSX Philadelphia Subdivision Line. About 35 trains travel on this line every day through the Boroughs.

There is one at-grade railroad/roadway grade crossing at Oak Lane in Collingdale at the border with Folcroft and Glenolden Boroughs. Because of the amount of rail traffic on this route and the volume of motor vehicle traffic on Oak Lane, a significant amount of traffic is delayed by trains at this crossing. These delays result in substantial back-ups, especially during the evening rush hours.

Because of the heavy volume of railroad and motor vehicle traffic, DCPD requested that a study be undertaken to examine the feasibility of grade-separated crossings, which would involve the road either tunneling under or bridging over the track. DVRPC is undertaking this study of the eleven at-grade crossings of the CSX line in Delaware County. Collingdale Borough officials have participated in the study.

CSX plans to carry double-stack containers on this line. In order to provide the necessary clearance at overhead bridges, CSX will be lowering the tracks in some places, including under the Clifton Avenue Bridge.

## **RECOMMENDATIONS**

Because of the traffic congestion on Oak Lane at the CSX railroad, particularly during the morning and afternoon rush hours, it is important to implement measures that would relieve congestion in this area.

- 6-45 Collingdale should continue to participate in the CSX grade crossing feasibility study.
- 6-46 Collingdale and Sharon Hill should monitor the CSX double-stack clearance project.

## CHAPTER 7

### COMMUNITY FACILITIES AND SERVICES

Investment in its citizens is the single most important investment for any community. The keys to effective planning in the four-Borough area are, understanding the economic forces and the social and ethnic composition of the community and a willingness to respond to social change. Communities are groups of people differentiated by their individual characteristics and their distinctly different ethnic and cultural characteristics. To build a diverse community such as the one envisioned for the four Boroughs requires an understanding of the people and the variety of services they need. The area's physical fabric, economy, and the nature of its citizens require a careful evaluation of its public facilities and services.

The complexity of the services provided and needed is evident in their number and variety. This comprehensive plan analyzes and makes recommendations for administrative facilities and operations, education, library services, fire protection, police protection, solid waste and recycling, sanitary sewer service, stormwater management, and water supply. Map 7-1 shows the location of community facilities in the Boroughs.

Each of these topics must be understood in the context of all of the others so that the facilities and services work together effectively and efficiently. Each of them must also reinforce the goal stated here for this community facilities and services plan. Perhaps even more importantly, they must also support the vision established for the entire comprehensive plan.

**GOAL:** To provide reliable and cost-effective private and public services and facilities at reasonable and predictable costs for all residents.

#### **BOROUGH ADMINISTRATION AND FACILITIES**

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**Objective 7-1:** To provide administrative services and facilities that meet the needs and desires of current and future 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 make policy decisions, levy taxes, borrow money, authorize expenditures, and direct administration of their governments by their appointees. Local municipal functions include police and fire protection, maintenance of local roads and streets, water supply, sewage collection and treatment, parking and traffic control, local planning and zoning,



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

### **Administration**

The present type of borough government in Pennsylvania is the weak mayor form, which governed all incorporated municipalities during the 19<sup>th</sup> century. Boroughs have a strong and dominant council, a weak executive, and other elected officers with powers independent of the council. The governing body of the borough is an elected council. The tax collector, tax assessor, and the auditors are also elected. Many other officials are appointed by borough council.

In more than 200 boroughs in Pennsylvania, the four Boroughs included, the chief administrative officer is a manager (or secretary) appointed by council. The manager is responsible for carrying out the policies and enforcing the ordinances of council, relieving council from routine day-to-day administration.

Each Borough Council is supported by a Manager and/or Secretary, a Solicitor, an Engineer, a Code Enforcement Officer, and a Building Inspector. In addition, the Councils' efforts are supported by a Planning Commission and Zoning Hearing Board. Aldan and Sharon Hill also have Historical Commissions.

### **Aldan Borough Facilities**

The Borough administrative offices, as well as the police department, are located at One W. Providence Road in Aldan Borough. The Aldan Elementary School is located in a separate, neighboring building.

In 2003, the Borough completed a project involving a portion of the municipal building property. The Borough developed the area along Providence Road, between the municipal building and the trolley stop, into a public plaza. Included amenities are a war memorial, a new clock tower, a gazebo, and decorative landscaping. The intent is for the area to serve as a "town center" that will host various community events and provide passive recreational opportunities for area residents.



Aldan Memorial Park serves as a public plaza and meeting place for area residents.



## **Collingdale Borough Facilities**

The Collingdale Borough municipal building is located on the corner of MacDade Boulevard and Clifton Avenue in Collingdale. The colonial structure, constructed mainly of brick, was built in the late 1930s/early 1940s. Formerly the home of Collingdale High School, the building now serves a variety of users including the municipal government offices, police department, district justice court, the Delaware County Intermediate Unit, and the Borough community center. In the late 1990s to about 2003, the building also served as a branch of Delaware County Community College.

The community center hosts a number of programs and events. Activities include Alumni Association events, Collingdale Athletic Club events, and senior citizen dance classes. The municipal building also serves as the location for the activities of the Southeast Delco School District sponsored *Students at Risk* organization.

The building is fully handicapped accessible, and recent improvements include the installation of drop ceilings and a new central air heating system that serves most of the building. The Task Force did, however, identify a number of needs with regard to facilities. Due largely to the age of the structure, a number of the windows need to be replaced. In addition, the central air system needs to be expanded to include the meeting area on the lower level. Although the building is fully handicapped accessible, the Task Force expressed a desire for handicapped accessible restrooms to be installed outside to serve the walking track.



Collingdale Borough Community Center

The Community Center Park is also located on this Borough property. This park consists of a football field, two baseball/softball fields, and a walking/running track encircling these fields. Finally, the Borough garage is also located on this property.

In addition to the municipal building complex, the Borough also owns and operates the municipal services garage, which houses the sanitation department and the highway department.

## **Colwyn Borough Facilities**

The Colwyn Borough municipal building is located at 221 Spruce Street in Colwyn. Built in 1905, the two-story, brick structure houses the Borough offices and meeting hall and has a floor space of approximately 2,500 square feet. Originally, the building had only

one story, but the second was added in 1945. In addition to its administrative functions, the municipal building also serves as a community center and meeting place for residents.

### **Sharon Hill Borough Facilities**

The Sharon Hill Borough municipal building is located on the corner of Sharon and Spring Streets in Sharon Hill. The 85-year-old, two-story structure has three main areas and houses a variety of functions. The first floor houses the Borough offices and Council chambers. The Borough meeting hall is on the second floor and is used for meetings and functions by community groups, sports organizations, and residents. The building also has a basement that is mainly used for storage. The facility is fully handicapped accessible and has a chair lift to provide access to the second floor.

Due to the age of the structure, the building is in need of rehabilitation. The Borough has indicated that it would like to pursue funding to rehabilitate the municipal building in addition to the adjacent building that houses the police department (see Police Protection).

### **Borough Services**

#### **Communication and Information Dissemination**

Communication is a vital component of borough government. Effective communication between boroughs and local residents and business owners is integral to building and maintaining a successful community. Information relating to meeting schedules, local ordinances, permits and fees, special events, and so on needs to be available to community residents to keep them informed of what is going on in their community. There are several ways in which a borough can communicate with its residents including newsletters, bulletin boards, cable television, and websites. Currently, the Boroughs utilize a variety of mediums to communicate with residents including newsletters, flyers, and bulletin boards. However, only Sharon Hill Borough has a website.

A website is probably one of the most effective tools for communicating with residents. Although not all residents will have internet access at their homes, access to the web is available at the local libraries. Having a borough website makes things much more convenient for many residents who can visit the virtual borough office 24 hours a day, seven days a week to obtain information about community events, ordinances, community news, meeting schedules, etc. Placing this type of information on a website saves time for the public and cuts down on phone calls to the borough office. In addition, detailed information and lengthy documents like borough ordinances cannot be put in a newsletter or flyer but can be easily displayed on a website where residents can easily access them.

Through a website, the four Boroughs could enable residents to conduct certain Borough business via the internet like registering for community events/programs, downloading forms, applying for permits, reporting complaints, and paying fees for services. The

Boroughs should evaluate which services would streamline Borough operations and be most useful for residents and design their websites accordingly.

### **Geographic Information Systems (GIS)**

GIS is a powerful computer-based tool that uses specialized software to integrate various kinds of geographically referenced information. GIS allows data to be readily updated, analyzed, manipulated, and displayed in map formats that can help the user better understand the interrelationships between various physical systems and aid in a variety of municipal functions such as public works, administration, and emergency preparedness.

The most common uses for GIS in borough operations are sanitary and storm sewer management, code enforcement, enhancing streetscapes, open space planning, and emergency services. Some of the benefits GIS offers in these areas are:

- It could be used to show the location of sanitary sewer lines for the purpose of approving digging activities;
- It could be used to show the location of storm sewers and to keep track of the flow of sanitary and storm sewers;
- Previously existing sewer maps could be digitized, updated, and stored for future changes;
- Housing conditions and code enforcement violations/citations could be mapped;
- Zoning maps could be digitized into GIS for easy updating and analyzing;
- Sidewalks, street enhancements, street lights, street signals, manhole covers, and street façades location and details could be collected by a handheld device for surveying purposes;
- GIS could be used to identify existing and potential open space and recreational land;
- Police departments could use it to keep track of locations of reported incidents of crime, neighborhood watch areas, and patrol routes;
- Floodplains and other critical environmental criteria could be mapped for hazard mitigation purposes;
- Fire departments would find GIS essential at mapping addresses quickly and accurately in responding to emergency situations.

In addition to the operations identified above, there are a number of other areas of local government for which the Boroughs could use GIS. GIS could be used to help the Boroughs respond to questions about tax parcel information, utilities, etc., and it could help identify demographic and health and human services information, such as age groups, voting patterns, occupations, and usage of municipal services. GIS could also be a tool for identifying economic development alternatives. For public works and day-to-day management purposes, GIS could also be used to map underground and overhead utility lines and for sanitation and snow removal routing.

The Boroughs could go in one of two directions to obtain the benefits of GIS. The first option would be to acquire the software and hardware necessary to run a GIS system at the Borough by hiring either a full-time or part-time employee with GIS skills. However, this option could be costly to maintain over time. The second option would be to contract out GIS work to an outside entity. The Boroughs could contract out the GIS to a GIS consultant or they could work hand in hand with County GIS entities. DCPD currently maintains many data layers that would be costly for the Boroughs to create from scratch, or even a consultant for that matter. All data and work is available at a reduced cost to the County's 49 municipalities. The benefit not only would be the reduced cost, but the County offers to store municipal data at no charge, making it easier for the Boroughs to have data updated in the future as well as have the data at their finger tips.

## **RECOMMENDATIONS**

The Boroughs should...

- 7-1 Pursue funding to pay for necessary improvements to the municipal building(s).

Funding Programs: Local Government Capital Projects Loan Program  
Keystone Historic Preservation Grant

- 7-2 Explore ways of cooperating with one another and other municipalities for services that could benefit from a larger geographic or population base. An example of this type of coordination is the efforts of the Eastern Delaware County Council of Governments and the County working to revitalize the Baltimore Avenue corridor.

Funding Program: Shared Municipal Services Grant Program

- 7-3 Collingdale should investigate reconfiguring the area behind the municipal building in order to establish a community complex that could include a public plaza, period lighting, benches, and landscaping – while providing sufficient parking for the municipal building and other uses on the site.

Funding Programs: Local Government Capital Projects Loan Program  
CDBG

Technical Assistance: Borough Engineer

- 7-4 Consider creating Borough websites to streamline Borough operations and more effectively communicate with residents. The Boroughs might also consider creating a joint website to aid in the implementation of this multi-municipal comprehensive plan. The website could serve as a communication tool, and

meeting dates, progress reports, and the comprehensive plan document could all be posted there.

Technical Assistance: PSAB

## **EMERGENCY SERVICES**

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**Objective 7-2:** To maintain or enhance the level of emergency service by providing adequate facilities and modern service vehicles, by attracting volunteers for fire companies, and continuing support of the high level of training for service personnel.

The Delaware County Emergency Services Department operates its Communications and Management divisions from Lima, Middletown Township. The County's enhanced "911" system, regarded as one of the nation's best, receives computer aided dispatch (CAD) calls for the entire County. Requests for police, fire, and ambulance assistance are received here and are routed to the appropriate local department. 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 Emergency Services Training Center in Darby Township opened in the fall of 1992 and 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, three-story live fire training building, propane training area, flashover simulator, driver's training area, and six classrooms.

### **Fire and Ambulance Service**

#### **Collingdale Fire Company No. 1**

Collingdale Fire Company No. 1 was organized in 1906 and currently has 55 active volunteers and a total of 285 members. The company also employs the services of two full-time and fifteen part-time ambulance personnel. The firehouse is located at 503 Clifton Avenue. In addition to providing fire protection for Collingdale, the company also provides service for adjacent Aldan Borough.

The company has the following equipment: a 1995 105' ladder/pump (Pierce), a 1981 Hahn pump, a 2003 Saulsbury pump, and 1998 and 1999 Horton ambulances.

#### **Collingdale Fire Company No. 2**

Collingdale Fire Company No. 2, which was organized in 1919, had 35 active volunteers in 2003. Located at MacDade Boulevard and Mildred Avenue, the firehouse was built in



1929 and renovated in 1989 due to fire damage. The company owns three vehicles – two pumpers and a rescue truck.

All firefighters are required to have Basic Firefighting I certification, and advanced classes are required for officers. In addition, weekly drills and hazardous material training supplement the basic requirements.

The company is funded through various sources including income from facility rental (35%), fundraisers (25%), donations (25%), and municipal allotment (15%).

### **Colwyn Fire Company**

The Colwyn Fire Company was established in December of 1897 when a group of citizens formed the Fire Association of Colwyn, PA. The company was formally incorporated on November 2, 1903 with 28 members. By the beginning of 1905, membership had increased to 99 members, and the company then became known as “The Colwyn Fire Company #1.” In the late 1970s, a new firehouse was constructed at 3<sup>rd</sup> and Spruce Streets. In 1993, a two-bay equipment room was added to house additional equipment.

### **Sharon Hill Fire Company**

The Sharon Hill Fire Company, composed of volunteers, was organized around 1900 by a group of interested citizens and became a chartered organization on October 3, 1906. In 1902, the first firehouse was constructed on the corner of Sharon Avenue and Spring Street. This building presently houses the Borough administration building, which includes the chambers of Borough Council. In 1956, the Sharon Hill Fire Company celebrated its 50th anniversary, and some twenty years later construction began on a new firehouse located on Sharon Avenue. This building was officially dedicated in 1979. Over the years, the company has continued to grow and prosper through a dedicated work force and continued education. The company has proven to be one of the best in the state by its excellent day-to-day performance and by finishing first at the PA State Firemen’s Convention from 1985 through 2000.

*The company has proven to be one of the best in the state by its excellent day-to-day performance and by finishing first at the PA State Firemen’s Convention from 1985 through 2000.*

### **Police Protection**

#### **Aldan Police Department**

The Aldan Police Department is located in the same building as the municipal building at One W. Providence Road. The building is fully handicapped accessible and has eight rooms including a squad room, an evidence room, and a holding cell. The department is presently fully staffed with four full-time and seven part-time officers providing twenty-



four hour protection to Borough residents. The Borough has indicated a need for more office and storage space.

The police fleet consists of six police cars, four of which are equipped with mobile computers, in addition to four bicycles that are utilized primarily in the spring, summer, and fall.

### **Collingdale Police Department**

The Collingdale Police Department is located in the Collingdale municipal building. The department includes a squad room, evidence room, computer and file room, darkroom, and a jail cell area. In addition, there are four main offices in the department, clerk's office, chief's office, sergeant's office, and corporal's office.

Currently, the department consists of both full and part-time employees. Presently there are eight full-time officers that include a chief, one sergeant, one corporal, and five patrol officers. The department also employs one clerk, one parking enforcement officer, and nine part-time patrol officers. According to the Federal Bureau of Investigation (FBI), the suggested officer-to-citizen ratio for adequate police protection is 1.9 full-time officers per 1,000 residents. Since the 2000 population was 8,664, Collingdale would need sixteen officers using the above ratio. However, this is only a suggested standard and does not account for the nine part-time officers. Police coverage is provided through a rotating patrol schedule which includes four officers – two officers in two vehicles – twenty-four hours a day, seven days a week, with an additional officer in the evenings. The police fleet consists of six vehicles, four marked patrol vehicles and two unmarked vehicles.

### **Colwyn Police Department**

The Colwyn Police Department consists of thirteen officers and is located in its new headquarters in the heart of Colwyn across from the borough hall and next to the Colwyn Fire Company. The officers of the department handle a multitude of law enforcement responsibilities. Colwyn has officers trained in firearms, drug and alcohol resistance education (DARE), emergency response team (ERT), computer research, and many other specialty facets of law enforcement. The department handles criminal investigations in the areas of narcotics intervention, traffic control, and domestic violence. Because the department understands the importance of employing new technology for preventing crime, it has identified the need for additional computers for patrol vehicles.

### **Sharon Hill Police Department**

The Sharon Hill Police Department, located in the heart of the Borough at Spring Street and Sharon Avenue, is fully staffed and operational twenty-four hours a day, year round. The department employs fifteen officers including a chief, sergeant, detective, juvenile officer, and one full-time police secretary. The staff is supplemented by civilian turnkeys, matrons, and crossing guards.

Sharon Hill officers are highly trained, with many receiving specialized education to better serve the residents. The department has a crime prevention officer who conducts educational programs in local schools along with safety tips and seminars for Borough organizations and businesses. The bike unit supports patrol officers in the parks and business areas throughout the Borough, and an accident investigation expert is available when needed.

*Life Safety Day* is a joint effort with the Sharon Hill Fire Company and is part of the Borough's *Community Policing Program*. This initiative allows residents to speak with police officers, view the police vehicles and equipment, and obtain valuable information on child safety and crime prevention. This program, along with additional services offered to the community, continues to produce a proactive rather than a reactive approach to community policing.

Borough officials have indicated that the police department building is in need of repairs. The building is almost thirty years old and has not undergone any major improvements in that time. The roof, in particular, is in very poor condition and needs replacing. The ventilation system (air conditioning/heating system) is the original system and should be replaced in addition to general remodeling throughout the entire building. Borough officials have also indicated that more work space is needed to accommodate the growing number of staff members employed by the department.

### **Municipal Police Consolidation**

The thought of consolidating municipal police departments as an alternative to solving many administrative and operational problems has been considered for many years in Pennsylvania and across the country. This concept appears especially appropriate for Pennsylvania since there are nearly 1,200 municipal police departments in the state. This is an exceptionally large number when compared to most other states, which get along with 300 or 400.

In 1973, the National Advisory Commission on Criminal Justice Standards and Goals recommended the consolidation of police departments of less than ten full-time sworn officers. Two years later, in December 1975, Pennsylvania adopted as one of its many standards and goals for the improvement of police services in the Commonwealth Standard 6.4, which deals with police consolidation. Standard 6.4 states in part "where appropriate to do so, police departments should consolidate for improved efficiency or effectiveness, but in no case should an individual department member lose salary or status as a result of such consolidation." The standard further indicates that every local government and every local police department should study the possibilities of combined and contracted police services and where appropriate implement such services.

Without regard to the support for police consolidation just discussed, elected officials in Pennsylvania are seriously considering this approach to solving many of the problems associated with providing municipal police services. Continuously rising costs and increasing complexity force municipal officials to consider other methods of providing

more efficient police service. A reduction of funding at the federal and state levels has placed additional pressure on elected officials to scrutinize all of the services they provide, including law enforcement. Over the last decade (1990s), the number of regional police departments in Pennsylvania has jumped 130%, according to the state DCED.

### **Advantages of Municipal Police Consolidation**

**Improvement in the uniformity and consistency of police enforcement** – Policy, regulations, and local law governing police practices and performance often vary greatly from community to community. A regional force would require uniform policies and procedures, increasing consistency.

**Improvements in the coordination of law enforcement services** – It is not uncommon within any given area of Pennsylvania for five or six police officers to be investigating a series of criminal offenses all committed by the same person when the investigation could be handled by one officer. They must do so simply because the offenses are committed in different political subdivisions. It is also not uncommon for each of those five or six municipal police departments to maintain their own radio dispatch systems, records system, and other support services when one would be sufficient. Consolidation improves coordination of police efforts.

**Improvement in the distribution and deployment of police personnel** – Police personnel should be assigned to duty according to the highs and lows of police activity. If 40% of the crime and police activity occurs during a particular period of time each day (on average), 40% of the police patrol force should be working during that time. In a police department employing five officers, little more can be accomplished than simply placing one officer on duty each shift of the day. Therefore, in an area where there are five or six small police departments with the need to have at least one officer on duty at all times, five or six officers may be patrolling an area that could be adequately covered by one or two during that time of the day. Merging of police departments through consolidation results in better use of police personnel.

**Improvement in training and personnel efficiency** – Providing proper and necessary police training can be very difficult in smaller police departments. Sending an officer to police training sessions often means not providing police patrol during certain periods of the day. Therefore, exposure to necessary training often does not occur. Properly trained police officers are much more efficient in their work, and a higher quality police service results. Consolidating police services opens the door to improving training and efficiency.

**Improved management and supervision** – Because of limitations in time and personnel, police chiefs in smaller police departments often function in the capacity of a patrol officer and are unable to devote the necessary effort to developing sound management systems. Therefore, developing and implementing procedures that would result in maximum productivity and return of the tax dollar spent are often placed in the

background. Experience has shown that increased efficiency in police department management has been a positive result from regional police programs.

**Reduced costs** – The cost of providing police services is lower in communities served by consolidated departments. A 1989 study by the former Department of Community Affairs found that combining departments can save municipalities as much as 24% of the cost of running their own police forces. Generally, lower costs result from the need for fewer officers, fewer vehicles, fewer ranking positions, and fewer police headquarters facilities.

**Improved career enhancement opportunities for police officers** – The larger police departments resulting from police consolidation provide greater opportunities for police officers to receive a wider range of training and opportunities to specialize in such areas as criminal investigation, youth services, traffic enforcement, and crime prevention activities. The potential for advancement and higher salaries is also greater in consolidated departments.

### **Disadvantages of Municipal Police Consolidation**

**Loss of local control** – In the traditional law enforcement situation where the municipality creates and maintains its own police department, the entire governing body is often directly involved in the day-to-day operations of the department. In boroughs, the mayor is designated Police Commissioner and is delegated the responsibility of overseeing the operation of the police department. In consolidated or regional police departments, the municipality appoints one or more of its elected officials to a Regional Police Board or Police Commission which is responsible for the effective operation of the police department. The municipality's representative(s) is its liaison to the police department through which all communications flow. Each community's control over the police department is diluted by the necessity to get general agreement on policies and finances.

**Loss of citizen contact** – Consolidating police departments often means a transfer of personnel from one jurisdiction to another because of a need to reestablish patrol zones and districts. Therefore, sometimes an attitude develops that the citizens of a participating municipality will not have as close a relationship with the police department.

**Loss of local nonenforcement services** – Police officers in Pennsylvania and elsewhere in the country perform many duties that cannot really be considered police functions but are often very much a part of the job of a police officer in the community. Collecting monies from parking meters, delivering messages and communications for other municipal officials, raising and lowering the flag, running errands, and issuing licenses and permits are some of them. Consequently, when police consolidation takes place, these services are usually discontinued, and the municipality must look for other ways of performing them.<sup>3</sup>

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<sup>3</sup> *Municipal Police Consolidation*, DCED

## RECOMMENDATIONS

The Boroughs should...

- 7-5 Continue to support the high level of service supplied by the County Emergency Services Department.
- 7-6 Perform an assessment of the visibility of street address numbers on homes. If this assessment reveals a need for better identification, Boroughs should consider establishing a program of uniform house numbering and/or curb painting of street addresses to improve visibility. If participation is not forthcoming, Boroughs can pass an ordinance requiring specific size and location of house numbers for public safety purposes.
- 7-7 Evaluate staffing needs of the police departments to establish whether or not additional officers or staff members should be hired.
- 7-8 Sharon Hill Police Department should pursue funding for the renovation, rehabilitation, and possible expansion of the police department building.

Funding Programs: Local Government Capital Projects Loan Program  
CDBG

Technical Assistance: PSAB  
DCED

- 7-9 Consider the feasibility of creating a consolidated, multi-municipal police force to reduce the cost of providing police services.

Funding Programs: Regional Police Assistance Grant Program  
Shared Municipal Services Grant Program  
U.S. Communities Government Purchasing Alliance

Technical Assistance: DCED  
PSAB

## EDUCATION

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- Objective 7-3:** To improve the level of educational services available to Borough residents by supporting increased state funding of schools and providing improved student-teacher ratio and improved service and transportation for special needs students.

## **William Penn School District**

The William Penn School District (WPSD), comprising six Boroughs, Lansdowne, East Lansdowne, Yeadon, Darby, Aldan, and Colwyn, was created in 1972 as a result of a Pennsylvania State mandate. The district has ten school facilities and serves approximately 5,520 students. Of the ten school district facilities, two are located within the four Boroughs, the Aldan Basics Elementary School and the recently renovated Colwyn School.

The district is served by 403 teachers and 45 teacher's aides. It also employs 6 speech therapists, 5 psychologists, 11 counselors, and 45 lunchtime monitors. Schooling is offered to children from kindergarten through grade 12.

Student enrollment projections are important when considering the carrying capacity of the school district facilities. The 10-year enrollment projections for the WPSD show an overall decrease in student population of approximately 580 students over the next ten years. Enrollment is projected to decrease from 5,520 (in 2003) to 4,936 by the year 2012. Therefore, current capacity is expected to be adequate to accommodate the student population for the next ten years.

The local property tax is the largest source of revenue for schools in Pennsylvania. Approximately 70% of the local property tax is levied by the WPSD. Property taxes account for 57% of school funding, with 36% from the State, 3% from federal funds, and the remaining 4% from other funds. The school district also subsidizes its budget with revenues from grants.

## **District Curriculum**

The district offers a variety of courses and programs. The "Before and After School Foundations" program is held at Walnut Street Elementary, Park Lane Elementary, and Penn Wood West in Darby Borough and the Evans Computer Magnet School in Yeadon, in addition to grant funded programs of "Caring Community" at Evans and "Responsive Classroom" at Aldan Elementary School. Extensive curricular assistance programs are held during the year and over the summer in reading, writing, mathematics, and SAT preparation. The Penn Wood High School in Lansdowne offers five advanced placement (AP) courses, numerous electives, and vo-tech options for students. Academically talented classes are conducted on the elementary and junior high levels. PSSA teacher-conducted tutoring is offered in all schools for students below proficiency, and early intervention reading programs for non-special education students take place in all elementary schools throughout the year. Numerous special programs are available for special education students, which make up 20% of the district's enrollment.

Technology is fully integrated into all district facilities and activities. Classrooms are equipped with computers and high-speed internet connections in all high school classrooms, most junior high classrooms, and elementary settings, and laptop computers for distance learning are available and used.

While the tax base earmarked for funding schools in the WPSD has declined over the past decade, school enrollment has increased from 4,778 students in 1990 to 5,520 students in 2002, an 18% increase. The racial composition of the district's students has changed drastically since 1985, when 68% of the students were White and 32% were Black and Other Races. In 2002, only 13% of the students were White, 84% were Black, and 3% were Other Races.



The Colwyn School in Colwyn Borough

### **Southeast Delco School District**

Southeast Delco School District (SEDSD) serves Darby Township and the Boroughs of Folcroft, Collingdale, and Sharon Hill. The district has seven school facilities and serves over 4,200 students. Three of the district schools are located in the four-Borough area. Harris Elementary School is located in Collingdale, and Sharon Hill Elementary and Academy Park High School are in Sharon Hill. The racial composition of the district enrollment is 49% White, 49% Black, and 2% Hispanic<sup>4</sup>.

The district employs 290 teachers, 124 instructional aides, 4 speech therapists, 3 school psychologists, 9 guidance counselors, and 60 food service workers. It offers schooling from kindergarten through grade 12. School enrollment has increased on the average of 2% each year for the past five years, an increase from 1% per year for the ten-year period prior to that. School enrollment has increased slightly over the past decade from 3,723 in 1990 to 4,260 in 2005. District buildings are currently near maximum capacity.

The local property tax is the largest source of revenue for schools in the district. Property taxes account for 58% of school funding with 35% from the State and the remaining 7% from federal funds. The State's portion of the budget has been steadily reduced from the 1970s when it was mandated at 50%. This 15% reduction has forced a continued increase in the local effort necessary to fund the district schools. In December 2004, the Board of

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<sup>4</sup> All information on the SEDSD was obtained from the district's Director of Communication. All figures and other data were as of January 2005.

School Directors commissioned an audit of the Business Office to assure that current business and financial procedures are in place.

### **District Curriculum**

SEDSD offers a comprehensive K-12 curriculum that is aligned with the State of Pennsylvania's academic standards. Specialized programs exist for AP, gifted, special education, and career education. Vocational programs are available at the Delaware County technical schools. Recently, the Board of Directors approved an audit of the curriculum to address the poor standardized scores that plague the district. All teachers have laptop computers, and students have access to a wide variety of computers and technology. The district is also the recipient of a Federal Reading First Grant designed to improve reading skills in grades K-3 by emphasizing early intervention. The district is seeing encouraging results from this program.

### **Special Education**

Based on state and federal laws, SEDSD is obligated to provide a variety of special education and support services for exceptional students. The district must have the ability to provide services to meet the needs of all identified students no matter what those needs are. As a result, the district operates a variety of programs in its neighborhood schools including learning support, emotional support, life skills support, speech and language support, physical support, and related services. The district contracts with many agencies and independent contractors to provide other services as needed in its neighborhood schools such as occupational and physical therapies, hearing impaired support, vision support, behavior management, therapeutic support staff, and specialized reading programs. The district also has the ability to access programs in settings outside of the school district for students with specific needs. These include approved private schools, intermediate unit programs, nontraditional private special education programs, and a limited number of other programs operated by other school districts.

The district often struggles to meet its special education requirements without placing an undue burden on taxpayers. Recently, the total enrollment in the district has increased. The special education population has risen at a greater rate than that of the district as a whole. One of the district's greatest challenges is to fund an expanding special education population and meet a seemingly never-ending list of state and federal unfunded mandates.

### **School Breakfast and Lunch Program**

SEDSD offers breakfast and lunch in all district schools and offers free and reduced lunches to all eligible students. Within the district, 53% of the students are currently eligible for free or reduced lunch or breakfast, and most of these participate in the program.



## **Busing**

One-half of all students in the district are bused to school. The district operates forty buses. There are forty full-time and seven substitute drivers. The transient nature of the student population, the transportation of students to private schools, the special needs students, and the difficulty of keeping a well-trained core of drivers make transportation one of the most difficult programs to administer. Funding for the fleet is provided by way of municipal bond debt while funding for day-to-day operations comes from the general fund. District officials have indicated a need for transportation for special needs students and suggested that certain non-public schools could benefit from the introduction of a SEPTA token program.

## **RECOMMENDATIONS**

The school districts should...

- 7-10 Design policies to attract and maintain a high-quality teaching work force reflective of the community to prepare students for the demands of the 21<sup>st</sup> century.
- 7-11 Support efforts to increase state funding for schools.
- 7-12 Take appropriate actions to reduce the student/teacher ratio.
- 7-13 Ensure that teachers are well prepared in content and effective methods of instruction and are well versed in research about effective learning and teaching.

## **LIBRARY SERVICE**

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**Objective 7-4:** To provide the highest level of library service to area residents by purchasing additional computers and adding meeting room space for special programs.

The study area is served by two libraries, Collingdale Public Library and Sharon Hill Public Library. Both libraries are members of the Delaware County Library System (DCLS) and participate in the “Access Pennsylvania” statewide database project. These programs help prevent duplication of library efforts, thereby reducing the costs of certain programs and materials. Through the DCLS, patrons can take advantage of the inter-library loan program with a linked card catalogue 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 large storage spaces to house a complete literary collection.

### **Sharon Hill Public Library**

The Sharon Hill Public Library is located next to the municipal building on Sharon Avenue in Sharon Hill. The library occupies approximately 2,600 square feet and is fully handicapped accessible. It employs nine part-time staff and houses over 17,700-catalogued items (see Table 7-1).

**TABLE 7-1**  
**GENERAL LIBRARY STATISTICS, 2002**

|                              | <b>Collingdale Public Library</b> | <b>Sharon Hill Public Library</b> |
|------------------------------|-----------------------------------|-----------------------------------|
| Number of catalogued items   | 25,475                            | 17,753                            |
| Books per capita             | 2.94                              | 3.25                              |
| Registration                 | 4,039                             | 1,426                             |
| Circulation                  | 12,842                            | 12,415                            |
| Circulation per capita       | 1.48                              | 2.27                              |
| Turnover                     | 0.51                              | no data                           |
| Local government income (\$) | 30,000                            | 40,589                            |
| State government income (\$) | 22,201                            | 28,825                            |
| Total operating income (\$)  | 69,500                            | 74,587                            |
| Income per capita (\$)       | 8.02                              | 7.33                              |

Sources: Collingdale Public Library, 2002; Sharon Hill Public Library, 2002

The library currently has over 1,400 registered members. They can choose from a selection of more than 10,000 books that include paperbacks and best sellers. There are more than 25 magazines available and over 140 videos, as well as a rotating circulation of over 200 books on tape. Public access internet computers are available in addition to fax and copy machines. There are a total of ten computers in the library, six for patrons and four for staff usage. Internet access is available on five computers, two of which are for staff use only.

The library is also a depository for information about most local, state, and federal programs. From SEPTA schedules to information on changes in Medicare and Social Security, the library has evolved into a vital place of reference for the residents of Sharon Hill.

### **Collingdale Public Library**

The Collingdale Public Library is located on MacDade Boulevard, opposite the municipal building. The library is open seven days a week and houses over 25,400 catalogued items. The library employs one full-time and eight part-time staff.

Residents have access to information and reference assistance, internet for public use, and a number of special programs. For children, the library offers regularly scheduled story hours, both pre-school and after-school, and also provides reading tutors through trained volunteers. In summer, the library offers a *Science in the Summer* program and a ten-week summer reading program, which is attended by an average of 100 children every year. Although presently the library does not participate in any cooperative programs, the possibility of partnering with a local high school in the near future is being considered.

Although the library currently has internet access on three computer terminals for public use, during the afternoon and evening hours there is a constant waiting period for internet users. Therefore, the library's director has indicated a need for at least two additional computers with internet access for public use.

Collingdale Public Library is a very active and integral part of the community. It intends to continue its role as a center of community activity and constantly strives for excellence so as to be a valuable asset to Collingdale and the surrounding communities.

**TABLE 7-2**  
**COMMONWEALTH LIBRARY SPACE REQUIREMENTS**

| Item               | Required Space                |
|--------------------|-------------------------------|
| Volumes            | Ten per square foot           |
| Records            | Ten per square foot           |
| Periodicals        | 1.5 square feet (displayed)   |
| Periodicals        | .05 square feet (stored)      |
| User seating       | 30 square feet per seat       |
| Service desks      | 150 square feet each          |
| Staff work areas   | 150 square feet each          |
| Multi-purpose room | 100 square feet per 10 people |

Source: Office of Commonwealth Libraries, Bureau of Library Development, 1998

### **Library Spacing Requirements**

The Commonwealth Library System provides a list of minimum space requirements for libraries, which applies to space for collections, seating areas, desk space, multi-purpose rooms, and staff work space. These requirements are used to calculate the minimum floor area for libraries (see Table 7-2).

Although both the Collingdale and Sharon Hill Public Libraries exceed the suggested gross floor area requirements at 2,800 square feet and 2,600 square feet, respectively, they have each identified a need for more space. Both libraries identified the need for a larger meeting room to accommodate more patrons, particularly children during story hours and other special events and programs.

## RECOMMENDATIONS

The libraries should...

- 7-14 Evaluate the feasibility of expanding their current facilities or relocating to a larger facility to increase the space available for special events and programs.
- 7-15 Obtain additional public-use computers with internet access and upgrade.

Funding Program: Local Government Capital Projects Loan Program

Technical Assistance: DCLS

## COOPERATIVE AGREEMENTS

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**Objective 7-5:** To join with and collaborate with neighboring municipalities to exchange information and ideas toward the solution of common problems.

### **Council of Governments**

One means of implementing larger goals is the establishment of a Council of Governments (COG) that includes all four participating Boroughs and nearby municipalities as well. Perhaps membership can include nearby communities that are traversed by Chester Pike and MacDade Boulevard. As defined by state law, a COG is a voluntary association of municipalities, joined together by a written agreement. The COG should address policy issues which can be resolved only by the elected representatives of the member municipalities and which affect decisions that must be made in the short run (e.g., within twelve months). The central focus of the COG usually is to serve as a forum for discussion of area-wide (regional) problems, but it does not require actual consolidation of local municipal governments.

The formation of a COG would assist in reducing fragmentation of small local governments, lead to sharing of important information, and could play an important role in implementing this comprehensive plan.

### **Environmental Advisory Councils**

EACs that provide an option for municipalities to work together on environmental issues are detailed in Chapter Four – Environment.

## RECOMMENDATIONS

The Boroughs should...

- 7-16 Consider the possibility of forming a COG along with other neighboring municipalities to promote cooperation among municipalities and to foster increased efficiency and effectiveness in the delivery of municipal services at the local level.

Funding Programs: Shared Municipal Services Grant Program  
Infrastructure Development Program (IDP)  
U.S. Communities Government Purchasing Alliance

Technical Assistance: DCPD  
DCED

## UTILITIES AND SERVICES

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**Objective 7-6:** To ensure continued availability of necessary public services such as sewage treatment, water supply, and solid waste disposal.

### **Sanitary Sewers – Act 537 Planning**

The four-Borough area is completely sewered. Most of the sewer lines and other sewer system components are very old, ranging from 50 to 80 years in age. Most of the sewer lines are composed primarily of concrete and are in poor condition. Therefore, they have many problems characteristic of an aging conveyance system.

All four Boroughs currently recognize the County's 2001 Act 537 Sewage Facilities Plan as their Official Municipal Act 537 Sewer Plan. This plan incorporates the results of individual municipal infiltration and inflow<sup>6</sup> (I/I) studies prepared by each of the municipalities and makes recommendations for the repair and future maintenance of each of the systems. Other general recommendations include implementation of a downspout disconnection program and consideration of a municipal flow-metering program. Specific

*“Most of the sewer lines and other system components are very old, ranging from 50 to 80 years in age...”*

recommendations for the Boroughs include slip lining pipes and the installation of manhole inserts. Through adoption of the sewage facilities plan, the municipalities are committed to a long-term program implementing the corrective actions identified in the individual I/I studies.

The four-Borough area's sanitary sewer system is tributary to the Darby Creek Joint Authority (DCJA) system, which in turn is tributary to the Delaware County Regional Water Quality Control Authority (DELCORA) sewer system. Wastewater flows from DCJA are

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<sup>6</sup> Inflow is defined as any surface runoff that enters a sewer system through manhole covers, exposed broken pipe and defective pipe joints, cross-connections between storm and sanitary sewers, and illegal connections of roof leaders, cellar drains, yard drains, or catch basins. Infiltration occurs when groundwater enters a sewer system through broken pipe joints or illegal connection of foundation drains.

currently pumped to the City of Philadelphia for treatment via the Darby Creek Pump Station (Calcon Hook Road, Darby Township), which is owned and operated by DELCORA.

The previously mentioned I/I studies were performed in 1996. They indicated that the Boroughs' systems were in need of manhole inserts, manhole repair/replacement, chemical grouting, slip lining, and in Collingdale, 1,000 linear feet of sewer replacement. Refer to Table 7-3 below.

**TABLE 7-3  
RECOMMENDED I/I REDUCTION PROGRAM**

|             | <b>Sewer System<br/>(linear feet)</b> | <b>Inserts<br/>(each)</b> | <b>Manhole<br/>Repairs/Replace<br/>(each)</b> | <b>Sewer<br/>Replacement<br/>(linear feet)</b> | <b>Chemical<br/>Grouting<br/>(linear feet)</b> | <b>Sewer Slip<br/>Lining<br/>(linear feet)</b> |
|-------------|---------------------------------------|---------------------------|---|--|--|--|
| Aldan       | 68,750                                | 200                       | 400/-   | -  | 2,000  | 3,000  |
| Collingdale | 75,000                                | -                         | 14/18   | 1,000  | 4,752  | 5,586  |
| Colwyn      | 17,670                                | 85                        | 20/-  | -  | -  | -  |
| Sharon Hill | 64,634                                | -                         | -/-   | -  | -  | 4,780  |

Source: Delaware County Act 537 Sewage Facilities Plan Update, DCPD, 2002

The County's Act 537 plan determined that implementation of the recommended corrective action plan could result in a significant reduction in flows into the regional sewer system. The annual estimated rehabilitation costs based on a five-year program period as well as the estimated return on investment of twenty years is illustrated in Table 7-4.

The Boroughs currently pay DCJA for their share of the total flows into the system based on a proportionate share of equivalent dwelling units (EDU). This annual billing share, which in turn is passed on to municipal customers, can be seen in Table 7-4 below. If the Boroughs were to implement the corrective action plans recommended in the County's Act 537 Plan Update, metering may be necessary to document the associated flow reductions. In order to ensure that the Boroughs are credited for these reductions in flow, it may also be necessary to work with DCJA to amend its agreement with tributary municipalities to allow billing to take place on a metered basis.

### **Water Service**

Aqua Pennsylvania, Inc. (Aqua PA) is responsible for providing the water supply for the four Boroughs. Aqua PA is supplied with water from Crum Creek and the Springton Reservoir and is supplemented by other out-of-County sources as well. The water company has adequate supplies to serve the long-term needs of the Boroughs' residents.

**TABLE 7-4**  
**BENEFITS OF IMPLEMENTATION OF THE I/I REDUCTION PROGRAM**

|             | Estimated I/I Reduction (gal/day) | Estimated I/I Cost | Cost per I/I Gallon Removed | Annual Cost/EDU | Investment Return (20 years) |
|-------------|-----------------------------------|--------------------|-----------------------------|-----------------|------------------------------|
| Aldan       | 636,150                           | \$ 464,500         | \$ 0.75                     | \$ 58.15        | 30.0%                        |
| Collingdale | 300,000                           | \$ 560,874         | \$ 1.87                     | \$ 35.61        | 12.2%                        |
| Colwyn      | 130,000                           | \$ 17,950          | \$ 0.14                     | \$ 4.02         | 85.2%                        |
| Sharon Hill | 380,000                           | \$ 282,020         | \$ 0.74                     | \$ 28.36        | 30.1%                        |

Source: Delaware County Act 537 Sewage Facilities Plan Update, DCPD, 2002

## **SOLID WASTE MANAGEMENT AND RECYCLING**

While residential solid waste disposal is a service provided at no charge by the County to all municipalities, the various methods and associated local costs for its collection can differ. Three of the four Boroughs (Collingdale being the exception) currently contract with private firms for the collection of residential waste. The costs for these services vary, ranging from around \$61,000 up to \$182,000. In turn, these Boroughs bill homeowners annually for waste collection (see Table 7-5). Bulk waste collection as well as commercial collection is privately contracted in each of the Boroughs with the exception of Collingdale, which handles bulk waste collection municipally. 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 a 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 Boroughs or the County. Each 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 DEP.

PA Act 101 (*Municipal Waste Planning, Recycling, and Waste Reduction Act* of 1988) requires municipal curbside source separation and collection in municipalities with a population of over 5,000. As such, both Collingdale and Sharon Hill (pop. 8,664 and 5,468, respectively) have curbside collection programs. Collingdale collects aluminum cans, bimetallic cans, and newspapers; Sharon Hill collects bimetallic cans, aluminum, and plastics (No. 1 and 2). In addition to these curbside collections, the four Boroughs maintain igloo drop-off centers for the collection of brown, clear, and green glass. Aldan also has a dumpster for paper recycling located behind Aldan Elementary School.

There are presently no igloos for aluminum, but the Solid Waste Authority could provide one, given a week's notice. Independent contractors could be retained for collection of additional recyclable items. Table 7-5 shows detailed solid waste collection and recycling statistics for the four-Borough area for 2002.

**TABLE 7-5**  
**SOLID WASTE STATISTICS, 2002**

|  | <b>Aldan</b>     | <b>Collingdale</b>         | <b>Colwyn</b>          | <b>Sharon Hill</b> | <b>Four Boroughs</b> |
|--|------------------|----------------------------|------------------------|--------------------|----------------------|
| Population (2000)                                  | 4,313            | 8,664                      | 2,453                  | 5,468              | 20,898               |
| Curbside Program (Y/N)                             | N                | Y                          | N                      | Y                  | n/a                  |
| Total Trash (tons)                                 | 2,555            | 4,294                      | 1,216                  | 3,507              | 11,572               |
| Total Recycling (tons)                             | 621              | 281                        | 13                     | 730                | 1,645                |
| Total Solid Waste                                  | 3,176            | 4,575                      | 1,229                  | 4,237              | 13,217               |
| Recycling Rate (Total Recycling/Total Solid Waste) | 20%              | 6%                         | 1%                     | 17%                | 12%                  |
| <b>Recycling Breakdown</b>                         |                  |                            |                        |                    |                      |
| All Drop-off (Igloo) Glass (tons)                  | 18.58            | 24.62                      | 5.2                    | 15.23              | 63.63                |
| All Non-curbside Paper & Cardboard (tons)          | 580.95           | 240.73                     | 0                      | 396.02             | 1,217.70             |
| Mixed Plastics (tons)                              | 11.51            | n/a                        | n/a                    | 2.22               | 13.73                |
| Yard Waste pick-up (tons)                          | n/a              | n/a                        | 8.04                   | 78.15              | 86.19                |
| Comingled* (tons)                                  | 4.16             | n/a                        | n/a                    | 42.01              | 46.17                |
| <b>Trash Collection</b>                            |                  |                            |                        |                    |                      |
| Contracted Residential Waste Hauler                | McCusker/Ogborne | Municipality (no contract) | Waste Management of PA | City Wide Services | n/a                  |
| Times per week residential waste collected         | 2                | 2                          | 2                      | 2                  | n/a                  |
| Cost of service to Borough (per year)              | \$108,824        | Dept. budget               | \$61,400               | \$182,084          | n/a                  |
| Cost Borough bills homeowners (per year)           | \$64.94          | \$100                      | not determined         | \$95.00            | n/a                  |

\* Comingled includes glass, bimetallic, aluminum, and plastic. Almost all of this total is curbside pick-up except for 0.01 ton in Sharon Hill and 4.16 tons in Aldan that are commercial recycling. Colwyn did not respond to a DCSWA request for recycling figures for 2002. Those listed are from County managed programs.

Source: Delaware County Solid Waste Authority, 2003

In addition to the material recycling programs noted above, the County currently conducts a regular household hazardous waste collection program, which permits drop-off of designated items several times a year at various County facilities.

## RECOMMENDATIONS

Public utilities and services such as sewage disposal, water supply, and solid waste disposal are critical to public health. Therefore, in order to ensure their continued availability and delivery, the following actions are recommended.

The Boroughs should...



- 7-17 Continue implementing the corrective action plans specified in the Boroughs' 1996 I/I studies included by reference in the Act 537 plan.

Funding Program: PENNVEST

- 7-18 Consider implementation of a sewage flow-metering program to ensure return on investment from implementation of the corrective action plan.

Funding Program: CDBG

- 7-19 Work closely with Aqua PA to ensure continued service to Borough residents.

- 7-20 Consider working with the County Recycling Coordinator to arrange for the collection of aluminum at the igloo drop-off centers or with private collection firms for additional recyclable materials, and pursue opportunities for leaf collection and recycling.

Technical Assistance: Delaware County Solid Waste Authority

## CHAPTER 8

### PARKS, RECREATION, AND OPEN SPACE

Open space can take many forms, ranging from a public recreational area to a golf course, cemetery, or a private natural area. It provides psychological, social, economic, and ecological benefits that relate directly to the quality of life in a community. The Boroughs of Aldan, Collingdale, Colwyn, and Sharon Hill are comprised of many dense residential neighborhoods. While this largely built-out suburban area is fortunate to have many different types of open space including athletic fields, playgrounds, natural areas, and stream valley parks, there is very little land available for future parks and open space areas. Therefore, it is extremely important that the Boroughs maximize the effective use of existing recreational land and facilities as well as public and private open space areas in order to preserve and enhance the livability of the four-Borough area.

**GOAL:** To provide and maintain parks and other recreational facilities to meet the needs of the residents of the four Boroughs, provide appropriate programs for all ages, and preserve and maintain the limited natural open space areas.

#### EXISTING OPEN SPACE, PARK, AND RECREATIONAL FACILITIES

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**Objective 8-1:** To improve conditions and provide new or repaired equipment at recreational facilities in need of improvements and construct a trail along Pusey Run in Collingdale.

Each of the four Boroughs owns and/or maintains a number of active parks and tracts of passive open space. In addition to these Borough-owned parks, recreational needs are also being met through agreements with the WPSD and the SEDSD for ball fields, basketball courts, and similar facilities. Map 8-1 and Table 8-1 show parks, open spaces, and recreational areas in the study area. In addition, there are a number of private open space and recreational areas and facilities as well as potential open space areas in the form of small parcels of undeveloped land. Facilities in all of these categories are discussed in the section below.

#### Aldan Borough

##### **Aldan Borough Park**

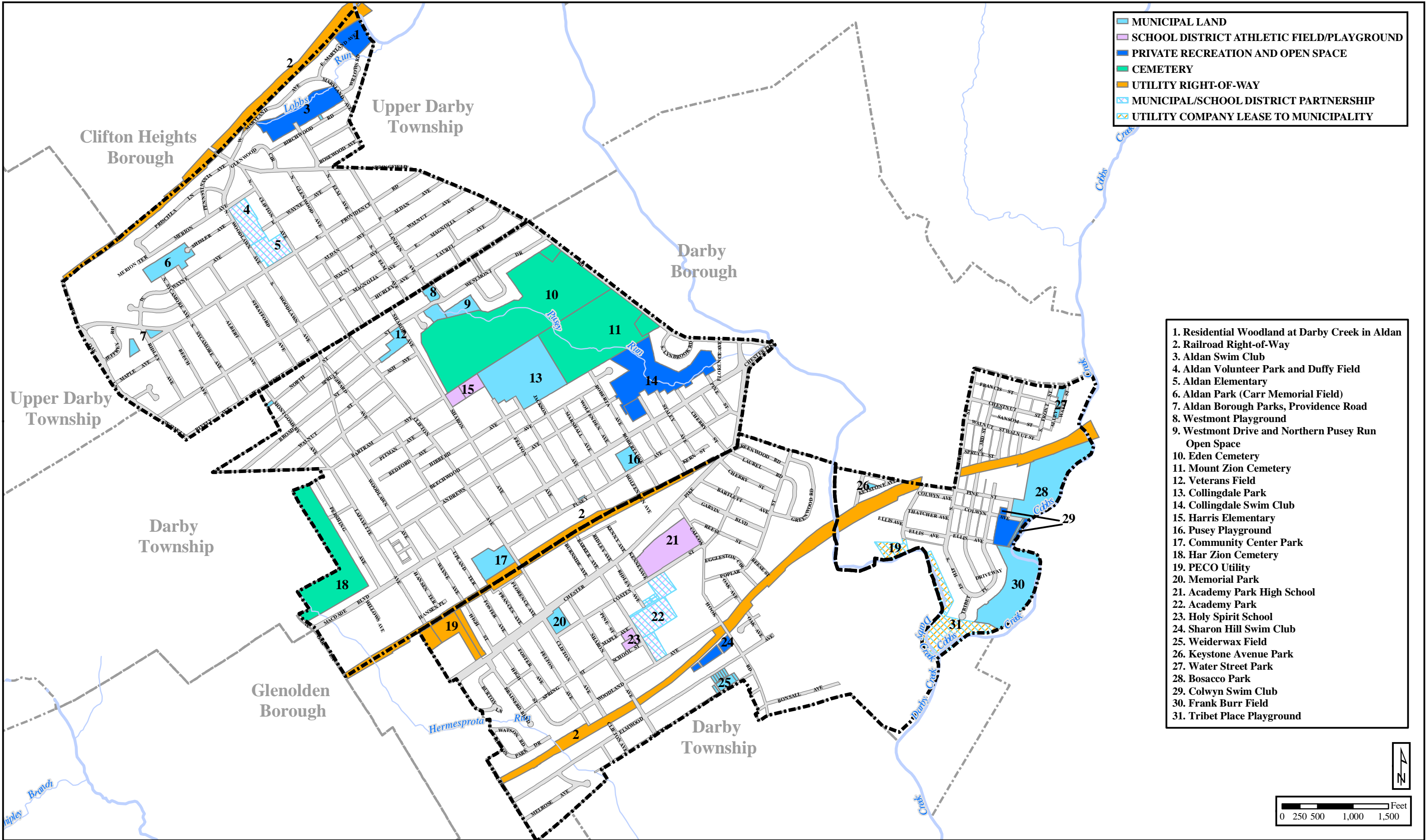
Aldan Borough Park is a small Borough-owned, triangular-shaped parcel bounded on three sides by Providence Road, Providence Place, and Ridley Avenue. This park is essentially a mowed open field surrounded by large shade trees and sidewalks. Due to its location, it serves as a gateway to Aldan and provides motorists entering from the west an

**TABLE 8-1**  
**BOROUGH-OWNED OPEN SPACE AND RECREATIONAL FACILITIES, 2003**

|                    | No. | Name   | Owner/<br>Usage* | Location   | Acres | Facilities  |
|--------------------|-----|--|------------------|--|-------|---|
| <b>Aldan</b>       | 1   | Aldan Borough Park                           | M                | Providence Road, Providence Place, and Ridley Avenue                       | 0.9   | Open triangular lawn area, big shade trees (Providence Pl.), and an open lawn area among houses and apartments                                |
|                    | 2   | Aldan Park (Carr Memorial Field)             | M                | Sycamore and Merion Avenues  | 3.67  | Basketball, baseball/softball, football, horseshoe pits, tot lot, older children's playground, picnic tables, parking lot                     |
|                    | 3   | Aldan Volunteer Park & Duffy Field           | PS               | Woodlawn and Merion Avenues  | 3.7   | Soccer/baseball fields, tennis courts, adjacent to elementary school w/ children's playground   |
| <b>Collingdale</b> | 4   | Collingdale Park                             | M                | Jackson Street, adjacent to Harris Elementary                              | 16.7  | Wooded area, stream, basketball, tennis court, baseball/softball, football, tot lot, restrooms, drinking water, picnic tables, parking lot    |
|                    | 5   | Community Center Park                        | MS               | Clifton Avenue and MacDade Boulevard adjacent to borough hall              | 3.9   | Baseball diamonds, football field, paved track, benches, picnic tables, parking   |
|                    | 6   | Pusey Playground                             | M                | Pusey and Roberta Avenues  | 1.6   | Basketball, baseball/softball, tennis court, tot lot, picnic tables, shade trees  |
|                    | 7   | Veterans Field                               | M                | Westmont Drive and Sharon Avenue   | 1.7   | Baseball/softball diamond with seating  |
|                    | 8   | Westmont Drive/Northern Pusey Run Open Space | M                | Westmont Drive adjacent to Eden Cemetery                                   | 1.8   | Unmaintained natural area   |
|                    | 9   | Westmont Playground                          | M                | Westmont and Linden Avenues  | 0.7   | Basketball, tot lot, picnic tables  |
| <b>Colwyn</b>      | 10  | Bosacco Park                                 | MS               | Pine and Front Streets   | 12.5  | Cobbs Creek visual access, basketball court, tennis court, baseball/softball, football fields, tot lot, restrooms, picnic tables, parking lot |
|                    | 11  | Frank Burr Field                             | M                | 2nd Street at Cobbs Creek  | 12.6  | Heavily wooded and vegetated streamside area  |
|                    | 12  | Keystone Avenue Park                         | M                | 6th Street and Keystone Avenue   | 0.2   | Grassy field  |
|                    | 13  | Tribet Place Playground                      | UL               | End of Tribet Place  | 10.1  | Darby and Cobbs Creek visual access, playground and tot lot, picnic tables  |
|                    | 14  | Water Street Park                            | M                | Water and Chestnut Streets   | 0.8   | Basketball court, tot lot   |
| <b>Sharon Hill</b> | 15  | Academy Park                                 | MS               | Woodland and Barker Avenues, adjacent to high school and elementary school | 6.8   | Tennis courts, baseball/softball, football, tot lot, restrooms, picnic tables, parking lot, concession stand                                  |
|                    | 16  | Memorial Park                                | M                | Chester Pike and Clifton Avenue  | 1.6   | Tot lot playground, picnic tables and benches, large gazebo, large shade trees  |
|                    | 17  | Weiderwax Field                              | M                | 800 block of Elmwood Avenue  | 1.9   | Baseball/softball, tot lot, parking lot   |

\* Owner/Usage abbreviations: M = municipally owned public parks and open space; PS = School District owned but leased to the Borough and used as a Borough park; MS = Municipally owned but shared with a school for school athletics and functions; UL = Owned by PECO public utility, leased by municipality as a Borough park.

Sources: DCPD; Aldan Borough, Collingdale Borough, Colwyn Borough, and Sharon Hill Borough, 2003



- MUNICIPAL LAND
- SCHOOL DISTRICT ATHLETIC FIELD/PLAYGROUND
- PRIVATE RECREATION AND OPEN SPACE
- CEMETERY
- UTILITY RIGHT-OF-WAY
- MUNICIPAL/SCHOOL DISTRICT PARTNERSHIP
- UTILITY COMPANY LEASE TO MUNICIPALITY

1. Residential Woodland at Darby Creek in Aldan
2. Railroad Right-of-Way
3. Aldan Swim Club
4. Aldan Volunteer Park and Duffy Field
5. Aldan Elementary
6. Aldan Park (Carr Memorial Field)
7. Aldan Borough Parks, Providence Road
8. Westmont Playground
9. Westmont Drive and Northern Pusey Run Open Space
10. Eden Cemetery
11. Mount Zion Cemetery
12. Veterans Field
13. Collingdale Park
14. Collingdale Swim Club
15. Harris Elementary
16. Pusey Playground
17. Community Center Park
18. Har Zion Cemetery
19. PECO Utility
20. Memorial Park
21. Academy Park High School
22. Academy Park
23. Holy Spirit School
24. Sharon Hill Swim Club
25. Weiderwax Field
26. Keystone Avenue Park
27. Water Street Park
28. Bosacco Park
29. Colwyn Swim Club
30. Frank Burr Field
31. Tribet Place Playground



early impression of the Borough. It is a good place for frisbee, playing catch, stickball, or picnics.

### **Aldan Park (Carr Memorial Field)**

Aldan Park is municipally-owned and is located at Sycamore and Merion Avenues. It is a well-used and well-maintained athletic field with a variety of active and passive recreational facilities, as noted in Table 8-1. It is clean and well maintained with field lighting, baseball dugouts, football goal posts, bike racks, and spectator stands. There are many shade trees near the fields and around the tot lot playground. The Reinl Recreation Center, located at the eastern edge of the park, is used by a number of community organizations.

### **Aldan Volunteer Park & Duffy Field**

This school district-owned recreational facility, which is located adjacent to Aldan Elementary School, contains large grassy fields for uses such as soccer and baseball. There are also tennis courts and a paved walking/jogging path around the ballfields. There is a paved playground area next to the school at one end of the field, and the Aldan Memorial Park plaza, Aldan's Historical Museum inside a trolley stop, and a children's tot-lot and small paved area on the other side of the school. The property is owned by the WPSD but leased to the Borough.

## **Collingdale Borough**

### **Collingdale Park**

This Borough-owned park is located on Jackson Avenue adjacent to Harris Elementary School. The fields, courts, and playground facilities at the Harris Elementary School are open to the public during days and hours that they are not used by the students. Recent recreational improvements provided at Collingdale Park using CDBG funds include the rehabilitation of pathways, an electrical system upgrade, replacement of path lighting, and reconfiguration of tennis courts for roller hockey use. The park is adjacent to Eden and Mount Zion Cemeteries and near the Collingdale Swim Club. Collectively, these facilities have the potential to serve as a large area of connected public and private open space.

### **Community Center Park**

The Community Center Park in Collingdale is located adjacent to the municipal complex, which contains the Borough municipal building, offices of the district justice, and offices of the Delaware County Intermediate Unit (for students with special needs). It contains a football field and



two baseball/softball fields surrounded by a walking and running track. The park is surrounded by busy Clifton Avenue, the CSX freight railroad line, and the Borough hall complex and parking lot. The main playing fields are well maintained and have scoreboards. Lighting and benches line the track next to the parking lot. The back end of the park, which is separated from residences by a fence, contains several benches and one picnic table. The community center recently used CDBG funds to install improvements, which included facilities meeting ADA standards.

### **Pusey Playground**

Located on Roberta Avenue, one-half block south of MacDade Boulevard, this recreational area is distinguished by its row of large sycamore trees which line its edge and the different recreational quadrants: baseball field, basketball courts, tennis courts, and playground. The park is bordered on three sides by dense residential development; the rear of the property is bordered by commercial use. Pusey Playground is valuable because it serves the neighborhoods south of MacDade Boulevard which are a good distance from both Community Center Park and Collingdale Park.

### **Veterans Field**

Veterans Field, which is bounded by Sharon Avenue and Westmont Drive, is a Borough-owned baseball and football field in a neighborhood of large duplexes and twin homes. This field has several portable toilet facilities and is largely used by boys and girls baseball and football teams.

### **Westmont Playground**

This Borough-owned facility consists of a tot lot, playground, and basketball courts located adjacent to a densely populated residential neighborhood. Chain-link fences line the streets at the basketball court to prevent balls from bouncing into the street. The playground has an abundance of playground equipment but has little seating. Some large trees are located in and adjacent to the playground.

### **Westmont Drive/Northern Pusey Run Open Space**

Located across Westmont Drive from Westmont Playground, this area comprises two municipally owned parcels located at the headwaters of Pusey Run in Collingdale.

### **Colwyn Borough**

#### **Bosacco Park**

Bosacco Park is a large tract of parkland in Colwyn Borough. It contains extensive athletic fields, a playground, and open space in the floodplain along Cobbs Creek. The park is showing signs of neglect and poor maintenance but has tremendous potential. Although there is no agreement, Colwyn officials have advised that school children from

Colwyn School are welcome to use the park. Different sections of the park are Dougherty Field (football) and the Jack Frazier Memorial Tot Lot (which is in need of repair and modern playground design and equipment).

### **Frank Burr Field**

Frank Burr Field is a large, Borough-owned natural area that is overgrown with vegetation. The area abuts Cobbs Creek between Tribet Place Playground and Bosacco Park.

### **Keystone Avenue Park**

This open field owned by Colwyn is adjacent to row homes north of the railroad and close to the Darby Borough boundary. There is a potential for connection between this park and Darby Creek by acquiring an easement on open industrially zoned land on 7<sup>th</sup> Street.

### **Tribet Place Playground**

This small playground is located at the end of the Tribet Place cul-de-sac near the confluence of Cobbs and Darby Creeks (see photo left). The lawn and equipment at the playground are well maintained. Beyond the playground to the south and east is dense, wild vegetation, limiting even visual access to the creek beyond it.



### **Water Street Park**

Water Street Park contains a tot lot playground, basketball court, and an open lawn on a narrow piece of land at the northeast tip of the Borough.

The park includes some large shade trees and chain-link fences (low around the playground and high around the basketball courts).

## **Sharon Hill Borough**

### **Academy Park**

Academy Park, located at Woodland and Barker Avenues, contains fields, courts, and picnic tables. It is operated as a partnership between the Borough and SEDSD. The park grounds adjoin Academy Park High School and Sharon Hill Elementary School.

### **Memorial Park**

Sharon Hill's Memorial Park, which contains a playground and serves as a town center at Chester Pike and Clifton Avenue, is an attractive park area. There are





modern pieces of playground equipment and an abundance of seating. A large gazebo is the centerpiece of the park. A professionally prepared “welcome sign” is visible from both Clifton Avenue and Chester Pike.

### **Weiderwax Field**

Weiderwax Field on Elmwood Avenue is a baseball field used by little leagues. The park also includes a tot lot and a parking lot. There is a maintenance shed and a snack hut as well.

### **Other Open Space**

#### **Public School District Recreational Facilities**

A few schools, such as Academy Park High School and Sharon Hill Elementary, have partnerships with their Boroughs for use of recreational land at the school location. The other SEDSD school building in the area is Harris Elementary, which has recreational facilities (tennis courts, playground, grassy fields, and basketball courts) adjoining Collingdale Park. In the WPSD, there are two school buildings that lie within the four-Borough area. Aldan Basics Elementary has its own playground facilities, but is also adjoined by Aldan Volunteer Park/Duffy Field and the Memorial Park plaza on the municipal building’s property adjacent to it. Holy Spirit School in Sharon Hill, a former Archdiocese school now temporarily serving students from the Wallingford-Swarthmore School District, contains a fenced-in playground across the street from Academy Park.

Aldan Union Church has partnered with Aldan Borough and WPSD in the use of its new amphitheater, located at the southwest corner of Providence Road and Clifton Avenue. The church is located on the northeast corner of the intersection, and the proposed amphitheater is across Providence Road from the municipal building and elementary school complex.

Colwyn Elementary School has no significant recreational facilities of its own but is within walking distance of Bosacco Park.

### **Cemeteries**

Cemeteries provide visual relief as well as passive recreational opportunities. By their very nature, cemeteries are large “green” parcels that are unlikely to be paved over well into the future. The three large cemeteries in the area are all located in Collingdale Borough: the adjoining Eden and Mount Zion Cemeteries, located west of Springfield Road, and the Har Zion Cemetery, located east of Oak Lane adjacent to Mount Lebanon Cemetery in Darby Township. They provide scenic relief in this highly developed area. In recent years, there have been some incidents of vandalism in the cemeteries, frequently taking the form of defacing or overturning grave markers. It is important that the Borough work with the cemetery owners to secure these properties.



## **Swim Clubs**

There has been a swim club in each Borough in the area until recently, as indicated on Map 8-1. While these clubs are privately owned and operated, they serve as important community recreational resources. In the northeastern portion of Aldan, the Aldan Swim Club owns a large parcel fronting on Maryland Avenue between Lobbs Run and the properties on Birchwood Road. A long paved driveway leads back from Maryland Avenue to the parking lot and pool facilities. The undeveloped areas of the property contain some mowed lawn near the driveway and young and old stands of trees further back, creating a valuable riparian buffer.

The Sharon Hill Swim Club on Calcon Hook Road is much smaller than the Aldan Swim Club and does not have any open land surrounding the pool and associated buildings. The Colwyn Swim Club has recently closed, and the site is now slated for development of an assisted living facility.

Collingdale Swim Club owns two adjoining parcels of land, one much larger than the other. The larger parcel contains the actual swim club, including the pool and associated buildings. A stretch of Pusey Run stream valley connects to Mount Zion Cemetery. The smaller property is located on Rhodes Avenue near an area of row homes behind commercial properties on MacDade Boulevard. The swim club is currently considering selling the Rhodes Avenue parcel for commercial development. The remaining acreage is to remain part of the swim club.

## **Vacant Lots**

As of 2003, there were 42 privately owned vacant lots in the study area (DCPD field survey, 2003). Some of these areas are made up of two or more adjoining parcels of land. Some of these vacant lots may be suitable for pocket parks or neighborhood playgrounds.

## **Open Space Standards**

Measuring current parkland acreage against numerical regional standards is one cursory way of determining whether recreational needs are being met. For highly urbanized communities such as the Boroughs, DVRPC recommends 6.2 acres of park and recreational area per 1,000 residents. Based on this ratio, the area would need to contain roughly 130 acres of public recreational open space, far more than the actual 81.2 acres found in the area (see Table 8-2 below).

These numerical standards, however, provide only a rough assessment of the conditions in the Boroughs and do not reflect usable open space or school district or private ownership. In addition, consideration should be given to the specific needs of the community based upon demographic factors, including age. In areas where there is limited open land available for new parks, such as the study area, it is important to maximize use of all suitable, available land and facilities and to provide programs that best serve the age groups who are the principal users. The municipalities in the study area

**TABLE 8-2**  
**REGIONAL NUMERICAL STANDARDS FOR PARKS AND RECREATIONAL**  
**AREAS**

| Municipality  | Area in Acres | 2000 Population | 2000 Density pop/sq.mi. | Municipal Parkland in Acres |                  |                 |
|---------------|---------------|-----------------|-------------------------|-----------------------------|------------------|-----------------|
|               |               |                 |                         | DVRPC Standards             | Existing in 2003 | Deficit/Surplus |
| Aldan         | 377.6         | 4,313           | 7,310                   | 26.74                       | 8.27             | -18.47          |
| Collingdale   | 557.8         | 8,664           | 9,959                   | 53.72                       | 26.40            | -27.32          |
| Colwyn        | 160.0         | 2,453           | 9,812                   | 15.21                       | 36.2             | -20.99          |
| Sharon Hill   | 492.8         | 5,468           | 7,101                   | 33.90                       | 10.3             | -23.60          |
| Four Boroughs | 1,588.20      | 20,898          | 8,427                   | 129.57                      | 81.17            | -48.40          |

Source: DCPD; DVRPC, 2003

are doing a reasonably good job of doing just that. While they may not meet the numerical standards for recreational open space, they have been able to creatively enter into agreements with the school districts for public use of playfields. In turn, the Boroughs are also providing play space for school and other recreational programs within the area.

## RECOMMENDATIONS

Collectively, the Boroughs have done a good job of maintaining their existing parks and recreational areas. Considering the limited land area available for new public parks, the agreements that the municipalities have been able to enter into with the school districts help satisfy the needs of both. However, in order to make further improvements with regard to recreation,

The Boroughs should...

- 8-1 Aldan should add picnic tables, park benches, and plant shrubbery for screening on the Providence Road side of Aldan Borough Park. The corner at Providence Road is a good location for a "Welcome" sign. The Borough should also consider renaming this park in order to distinguish it from Aldan Park (Carr Memorial Field).

Funding Programs: C2P2  
Community Recreation Grants  
TE Program  
Municipal Challenge Grants Program

Technical Assistance: DCNR  
DCPD

- 8-2 Collingdale should plant additional trees and add seating, picnic tables, and a barbeque grill at the Westmont Playground; make improvements to the baseball diamond at Pusey Playground; install permanent restroom facilities at Veterans Field; and add new picnic tables, barbeque grills, and shade trees at Community Center Park.

Funding Programs: C2P2  
Community Recreation Grants  
TE Program  
Tree Maintenance Grant  
CDBG  
Municipal Challenge Grants Program

Technical Assistance: DCNR  
DCPD

- 8-3 Collingdale Borough and the Collingdale Swim Club should enter into a partnership with the Eden and Mount Zion Cemeteries to achieve greenway connectivity along Pusey Run, maintaining the natural stream channel by designating a buffer around the stream (no mowing up to the creek's edge, allow native tree and shrub species to grow). The partnership could also provide for the development of a trail along Pusey Run to Collingdale Park.

Funding Programs: C2P2  
Recreational Trails Program  
CDBG

Technical Assistance: DCNR  
DCPD

- 8-4 Colwyn should give strong consideration to developing a master plan for Bosacco Park with the help of a professional design consultant. Plan recommendations should include the removal of the basketball courts from the far northern end of the park and the installation of new ones near the front of the park for better maintenance and security. The plan should provide for installation of barbeque grills, replacement of deteriorating benches and picnic tables, and extension of the access road/walking and running trail into a loop around the park. The plan should retain visual access to Cobbs Creek and call for frequent volunteer creek clean-ups. The plan should recommend installation of a larger, more attractive Bosacco Park sign at the entrance of the park complex and suggest improving the safety and equipment in the tot lot playground.

Funding Programs: C2P2  
TE Program  
Tree Maintenance Grant  
CDBG

Technical Assistance: DCNR  
DCPD

- 8-5 Colwyn should consider acquiring the vacant lots surrounding the Keystone Avenue Park to expand the park. The Borough should partner with the owners of the nearby industrial property to provide a connection to Darby Creek by way of a trail easement. The residents of the surrounding row homes should be surveyed to find out how they would like to see the park developed and to encourage volunteer involvement in its maintenance and operation.

Funding Programs: Community Recreation Grants  
C2P2  
Green Region Open Space Grant Program  
CDBG

Technical Assistance: DCNR  
OHCD

- 8-6 Colwyn should consider improving Tribet Place Playground by adding another picnic table or bench and a barbeque grill. The Borough should maintain the vegetated stream buffer with native plant species. The Borough should also consider a trail for access to the creeks and encourage citizen groups to assist with volunteer stream clean-ups.

Funding Programs: C2P2  
TE Program  
Community Recreation Grants  
Tree Maintenance Grant  
Recreational Trails Program  
CDBG

Technical Assistance: DCNR  
DCPD  
OHCD

- 8-7 Colwyn should improve the Water Street Park playground and make it safer and more appealing with new or refurbished playground equipment. Landscaping around the edges of the park (shrubbery, ornamental trees) should help to improve the park's appearance.

Funding Programs: C2P2  
TE Program  
Community Recreation Grants  
Tree Maintenance Grant  
Recreational Trails Program

Technical Assistance: DCNR  
DCPD

- 8-8 Colwyn should maintain Frank Burr Field as a streamside natural area with native vegetation. In order to provide park connectivity, the Borough should build a trail through the area to join Tribet Place Playground to Bosacco Park.

Funding Program: Recreational Trails Program

Technical Assistance: DCNR  
Rivers, Trails, and Conservation Assistance  
Program  
U.S. Department of the Interior

The Boroughs combined should:

- 8-9 Develop and maintain an inventory of privately owned land parcels of which a significant portion is open space. The Boroughs should form partnerships with businesses and organizations that own this land in order to provide for limited public use, if possible. Such partnerships could involve any or all of the following: acquisition, facility use, financial support, and easements. A determination should be made as to whether these lands represent opportunities for linkages with other significant green spaces so that such linkages can be made.

Funding Program: C2P2

Technical Assistance: DCNR  
DCPD

- 8-10 Identify small vacant lots and select the most appropriate ones for development as pocket parks or neighborhood playgrounds or gardens.

Technical Assistance: DCPD

- 8-11 Coordinate with school district officials for community use of playing fields to supplement the user demand on active recreational areas of the study area.

- 8-12 Engage citizen support for open space and recreational activities through the development of meaningful projects that affect neighborhoods. These projects should be marketed to improve community relations, build community support, and improve the image of the Boroughs' park systems.

- 8-13 Develop support facilities including signage and landscaping to increase pedestrian access, linking existing park and recreational areas to adjacent Borough properties, sidewalks, off-street parking, and bicycle racks.

Funding Program: TE Program

Technical Assistance: DCNR  
PennDOT  
DCPD

- 8-14 Develop a Park and Recreation Plan to determine the adequacy of the existing facilities, identify potential areas for public recreational use (including greenways), and coordinate use of open space and recreational programs and funding.

Funding Programs: C2P2  
TE Program  
Urban Development Program

Technical Assistance: DCNR  
DCPD  
DCED

## **COMMUNITY RECREATIONAL PROGRAMS**

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**Objective 8-2:** 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 with 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 of all local recreation providers, to offer programs to meet the needs of all ages and interests, and to have grassroots involvement of citizens. Municipal or multi-municipal recreation boards are the bodies that best handle recreational planning, including park master planning. If there is a great demand for recreational services, a municipality may consider employing a recreation and parks professional. The following is a summary of the recreational programs that exist in the four Boroughs as of December 2003.

### **Aldan Borough**

Aldan Borough has a Recreation Board that consists of nine appointed members who are responsible for overseeing all programs and park facilities in the Borough. There are youth recreational programs for soccer, baseball, softball, and indoor basketball. Special events include the 4<sup>th</sup> of July Parade and Celebration, Founders' Day Celebration, the Aldan Boosters Christmas Party, and the Women's Club activities.

### **Collingdale Borough**

Collingdale has an appointed Parks and Recreation Board that operates with assistance from many volunteers in the community. Programs administered by the Board include a youth karate program, the Summer Recreation Program (bus trips to events such as Phillies games, arts and crafts, nature walks at Collingdale Park led by college students), and weekly line dancing classes. Other events include the Christmas tree lighting ceremony, Easter egg hunt, and a 4<sup>th</sup> of July celebration. The Collingdale Athletic Council organizes athletic teams and activities for children and teenagers that include activities such as football, basketball, hockey, baseball, and cheerleading.

### **Colwyn Borough**

Colwyn does not have a Park and Recreation Board. The Borough provides funding to improve facilities, but there is no recreational planning or facilities master planning. As such, there is no defined way for volunteers to get involved. The Colwyn Comets, a youth football team sponsored by the Borough, competes with neighboring municipal teams. A senior citizens club meets twice a month at the borough hall.

### **Sharon Hill Borough**

The Sharon Hill Recreation Board has nine appointed members who sponsor and direct recreational programming in the Borough. Special event programming organized by the Borough includes a senior citizens luncheon (made possible by an annual \$2,000 Borough contribution), an Easter egg hunt, the annual Christmas tree lighting, and a home run derby. The Sharon Hill Athletic Association is a volunteer group that organizes Borough teams and events. Teams include baseball, softball, soccer, and basketball. The Borough donates \$10,000 annually to the Athletic Association for sports programs. The Sharon Hill Ramblers football program, not affiliated with the Athletic Association, is a youth football team with different age group divisions.

## **RECOMMENDATIONS**

Especially in this built-out urban area where recreational land is limited, each of the Boroughs needs to have good recreational programs to serve residents of all age groups and of varied interests. As explained above, some of the Boroughs have more programming and citizen involvement than others. Collingdale and Sharon Hill have the more extensive programming structure, each having both a Recreation Board and an Athletic Council/Association. These two Boroughs should still examine areas in which they can improve service to residents. Aldan has athletic programs and some special events but could use more programs for age groups other than children and activities other than sports. Colwyn needs to start from the ground up, as the Borough has no programming or Recreation Board. Giving its residents a set of choices to get involved in positive experiences would improve the residents' quality of life. The four Boroughs should plan to meet community needs, finding out what activities their residents would like to have provided for them.

The Boroughs should...

8-15 Organize a citizens association to help identify recreational needs and provide volunteer support for the various recreational programs.

8-16 Consider hiring professional staff (possibly joint) to provide the needed recreational and park services, particularly in the case where a future multi-municipal park and recreation plan identifies recreational needs and programs that exceed the area's collective ability to manage them.

Technical Assistance: DCNR  
DCPD  
Pennsylvania Recreation and Park Society  
National Recreation and Park Association

8-17 Colwyn should appoint a Park and Recreation Board to assist the Borough in park development, management, and programming.

## **OPEN SPACE AND RECREATIONAL OPPORTUNITIES**

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**Objective 8-3:** To develop small pocket parks, greenway connections, attractive entranceways, and streetscape improvements designed to enhance the recreational experience and quality of life in an area whose fully built-up condition makes it difficult to assemble enough open land to provide additional parks and open spaces.

### **Pocket Parks**

The “greening” of an urban area is not limited to developing recreational fields and playgrounds. It also includes the establishment of small “pocket parks” and community gardens on vacant properties. Many municipalities with recreational characteristics similar to those of the Boroughs have established protected open spaces and provided visual/scenic enhancements by restoring/reusing vacant and underutilized properties, utility corridors or rights-of-way, or stream corridors and floodplain areas for such “greening” efforts.

Because of the Boroughs’ highly developed nature, it is important to utilize not only the open spaces and parks, but also rights-of-way and vacant and/or abandoned building lots. These actions create visual relief and provide for active (tot lot) or passive (benches) areas that can promote a sense of community. Providing pedestrian-friendly commercial areas with links to parks and train and trolley stations would afford residents many of the same benefits they would gain from passive and active recreational areas.





## **Streetscape Improvements**

Developing attractive entranceways (including landscaping and signage) would highlight the individual character of the communities. Mature trees reveal the community's history, provide a sense of place, and suggest the importance of natural areas. Within the parks, benches and open areas offer passive recreational opportunities for residents.

Significant streetscape improvements will be installed along MacDade Boulevard in Collingdale and Chester Pike in Sharon Hill in the first two years of the Delaware County Renaissance Program (also see Chapter 10 – Land Use).

## **Stream Corridors**

Five streams flow through the study area: Darby Creek and four of its major tributaries, Cobbs Creek, Lobbs Run, Hermesprot Run, and Pusey Run. With the exception of Bosacco Park and Pusey Run in Collingdale Park, there is very little public access to the creeks for public recreation and enjoyment. However, these stream corridors present several opportunities for public benefit. First, the portions of stream corridors under private ownership can, if properly managed through public education, serve to protect residents from flooding and provide visual relief in this urbanized 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 a connection among parks, natural areas, community buildings, and business areas, elevating the residents' quality of life. Properties with identified flooding problems should be considered for acquisition and inclusion in greenway plans.

A River Conservation Plan prepared by Cahill and Associates for the DCVA provides a great deal of information concerning the benefits associated with development of a greenway along Darby Creek. Once this plan is placed on the State Rivers Register, projects implementing the plan will be eligible for DCNR matching grants. In response to a recommendation of this plan, DCPD is proposing to prepare a greenway plan for the Darby Creek stream corridor. This greenway plan will be a component of the update of DCPD's 1978 Open Space, Parks, and Recreation Plan.

## **RECOMMENDATIONS**

There are opportunities to provide a variety of open spaces other than active play fields. These opportunities include providing small pocket parks, linear green areas, and passive, solely visual open spaces. These areas need not be held in public ownership to serve as a valuable amenity to the community. The following recommendations address activities that the Boroughs can undertake to maximize open space opportunities.

The Boroughs should...

- 8-18 Inventory and evaluate existing vacant and underutilized parcels for possible reuse/redevelopment for open space or recreational uses such as pocket parks.

- Technical Assistance: DCVA  
DCPD
- 8-19 Prepare a streetscape improvements program that includes gateway signage, landscaping (particularly street trees), as well as other amenities such as lighting and benches. This should be done in conjunction with the Area 4 Action Plan of the Delaware County Renaissance Program.
- Funding Programs: TE Program  
C2P2
- Technical Assistance: DCPD
- 8-20 Develop support facilities, including signage and landscaping, to increase pedestrian access and link existing park and recreational areas to adjacent Borough properties, sidewalks, off-street parking, and bicycle racks.
- Funding Programs: TE Program  
CDBG  
Municipal Challenge Grants Program
- Technical Assistance: DCPD  
PennDOT  
OHCD
- 8-21 Implement the recommendations of the Darby Creek River Conservation Plan and the County's upcoming greenway plan for Darby Creek.
- Funding Programs: C2P2  
River Conservation Grants  
Recreational Trails Program
- Technical Assistance: DCNR  
DCPD  
DCVA
- 8-22 Develop a trail system along stream corridors to link parks within the study area.
- Funding Programs: C2P2  
Recreational Trails Program  
CDBG
- Technical Assistance: DCVA  
DCPD  
Rivers, Trails, and Conservation Assistance Program

- 8-23 Revise local ordinances to require or encourage provision of connected open space along streams where appropriate.

## CHAPTER 9

### LIVABLE COMMUNITIES

In the late 1980s, a new approach emerged for the creation, design, and revitalization of regions, communities, and neighborhoods. Originally, this movement was called “neo-traditional” development. Several years later, these ideas and principles were refined and renamed “New Urbanism” and later, Traditional Neighborhood Development (TND). The main purpose of these approaches was to change modern development practices by designing more compact, walkable communities characterized by a mix of different uses and housing types built at different densities around a focal point consisting of civic buildings, green areas, and/or commercial mixed use centers. The goal here was to create neighborhoods and communities where residences are located a short distance from and with good access to shopping, employment, schools, churches, recreation, and civic and cultural buildings and facilities. Designing communities in this fashion will help to remedy the many problems of suburban sprawl that were created by the prevailing development trends after World War II. These problems include traffic congestion, excessive travel time to work, school, and shopping, as well as air pollution, isolation, etc.

Another term related to, and in some cases stemming from, the concepts of new urbanism is Transit-oriented Development (TOD). While TND emphasizes the design and development of a community based on a master plan supported by codes rooted in new urbanist principles, TOD is based on the presence of a major transit route (bus or train) and/or a major highway that (a) provides good access to rail stations near the roadway and/or (b) serves as a road carrying an important bus route(s). Typical uses encouraged in TODs include high-density apartments or mixed use developments located near public transit stops. TOD also encourages sidewalks and trails to support pedestrian and bicycle usage and plazas and open spaces to promote the livability of the development.

The remainder of this chapter will list and describe the features of a “livable” community containing “traditional” characteristics and features. It will then list and describe the components that presently exist in the four-Borough area and finally discuss those that can be added or enhanced to make the area even more livable and desirable.

**GOAL:** To preserve and maintain the features that make the Boroughs livable and walkable communities and provide or enhance those that would increase their level of livability and contribute to their revitalization.

#### **PRINCIPAL FEATURES OF LIVABLE COMMUNITIES**

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The main elements of a model “livable” community designed along the lines of a TND are listed here. There should be a town center, with an open space or an institutional use such as

a government building, library, or post office. The approximate width of the traditional development should be no greater than ¼ mile from the center to all edges. There should be mixed uses throughout and buildings designed to allow for future change. Efforts should be made to build on a “human scale” rather than one for the automobile. Trees should be established to benefit pedestrians by providing a canopy of shade and an established feel to the neighborhood. Vertical infrastructure such as street lamps, hedges, fences, walls, and benches that create a structured feeling while providing pedestrian amenities should also be provided. Some components of livable communities are listed below:

### **Residential**

- Shallow setbacks and yards, especially the front yard.
- Front porches creating a transition from and connection between the house and street.
- Garages accessed by mutual alleyways placed in the rear of properties.
- A mix of housing types such as single-family dwellings, two-family dwellings, and apartments.
- Differences in housing size, amenities, and materials to accommodate different income groups.

### **Commercial**

- Mixed uses such as the corner grocery store on or near the town center or in residential areas.
- Façade improvement, often involving restoration and preservation of original architectural features.
- Street furniture such as distinctive benches and trash receptacles.
- Plazas and small green spaces where possible.
- Parking areas in front of stores, shops, offices, or behind establishments.

### **Pedestrian**

- Sidewalks, crosswalks, walkways, and trails.
- Benches, street lamps, and bus shelters.
- Multiple destinations within walking distance.

### **Streets, Alleys, and Parking**

- A grid street system, with multiple options for ingress and egress.
- Alleys and service lanes.
- On-street parking.
- Narrow streets, tight corners, and no cul-de-sacs.

## **Recreation**

- Parks, play fields, and natural open space areas.
- Scenic views.
- Concerts, festivals, picnics, sports leagues, team contests, dramatic plays, and other presentations.

## **Psychological/Intangible**

- Sense of place.
- Pride in community/neighborhood/home evidenced by providing needed maintenance and repairs.
- Neighborliness.
- Appreciation and celebration of local history.
- Civic events and cultural and recreational programs.

Where possible, the Boroughs should require or encourage developers of new building projects to incorporate as many of the above features as appropriate for the development in question.

## **FEATURES OF LIVABILITY PRESENT IN THE BOROUGHES**

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### **Small Scale**

Given that there are four separate Boroughs in the project area, which consists of only 2.5 square miles, the average size of the Boroughs is only .6 square mile. Because stores, residential neighborhoods, community facilities, and recreational areas are within a short distance of one another, it is possible for residents to walk or bicycle to most of these places in less than ten to fifteen minutes – making the automobile unnecessary for many local trips. This accessibility is further aided by the fact that there are sidewalks along streets throughout most of the area. This report recommends sidewalks along street segments where there are presently no sidewalks. See Chapter 6 – Transportation.

### **Grid Street System and On-street Parking**

The roadway system throughout nearly the entire area is the traditional grid pattern. This pattern provides for short compact blocks that allow for multiple ways of entering or leaving a neighborhood. These choices enable good traffic circulation and virtually remove the possibility of a circulation problem caused by an obstruction at a given location. The grid pattern also encourages walking and fosters a sense of place by creating distinct blocks and neighborhoods.

On-street parking is also prevalent in the residential neighborhoods, along many strip commercial areas, and in most other nonresidential areas of the Boroughs. On-street parking insulates pedestrians from traffic and affords them a sense of safety which

encourages walking. It also tends to reduce the speed of motorists by reducing the travelable width of the road. Although on-street parking encourages impulse buying in commercial areas, it is important to note that there is a need for additional off-street parking in most portions of the strip commercial areas, especially along MacDade Boulevard.

### **Variety of Uses**

The plan area contains a wide variety of uses and activities. People can live, shop, work, play, worship, study, and recreate here. This assortment of uses enables residents to find and partake in various facets of human experience without having to travel beyond the area. Long car trips are needed less frequently than in communities where only one or two different uses are found close to one another. For activities and services not available locally, major roads such as MacDade Boulevard, Chester Pike, Springfield Road, Oak Lane, and Providence Road connect with nearby communities and other parts of the County, while the I-95 and I-476 expressways provide good access to destinations throughout the region, state, and the East Coast.

### **Front Porches and Houses Near Streets**

The great majority of dwellings and commercial uses are located on relatively small lots with small front yards having a depth usually not more than 15 to 20 feet. Also, many of the houses have front porches. These features promote interaction between the residents on the porch and neighbors and pedestrians passing along the sidewalks. This interaction fosters familiarity with neighbors and a sense of neighborhood security and cohesiveness. This feature stands in contrast to the prevailing suburban development pattern, where houses are commonly located some 50 to 100 feet from the street, and there is no public sidewalk. The garage and the driveway usually occupy a significant and prominent part of the property. It is apparent that this type of development, although it accommodates automobiles very well, works against interaction among residents and in many cases contributes to feelings of personal isolation.

It is evident from the above text that layout and design contribute to the area's livability. However, as previously noted, these qualities can also have a negative impact on the neighborhood. Where houses are located close to one another and close to the street, it becomes particularly important to maintain them in good repair. The lack of repairs and maintenance becomes more visible and is thus a greater blighting impact on the neighborhood than in cases where houses are constructed at lower densities with greater setbacks. This, together with the fact that a large percentage of the houses are more than 65 years old, underscores the importance of providing necessary repairs and maintenance. The positive features of the neighborhoods can be negated by not taking proper care of the dwellings. Also see Chapter 5 – Housing.

## **Pedestrian Facilities**

Most parts of the Boroughs are already pedestrian friendly. They have short blocks with good pedestrian connectivity, low vehicle speeds and volumes on most streets outside of the industrial areas, and narrow streets that are fairly easy to cross. The linear business areas, particularly along MacDade Boulevard, have shop fronts directly on the street rather than on front parking lots. Street parking is present to buffer pedestrians from traffic and contribute to business district vitality.

Benches are provided in several places in the business areas. Although there is an abundance of trees, planting additional trees would beautify the area and enhance the shopping and walking experience. In short, the Boroughs contain many of the components that make a community walkable.

## **Trees**

Trees serve a number of important functions. A tree canopy cools the neighborhood. Buildings shaded by trees require less energy to cool. People walking along a street shaded by trees stay cooler and enjoy the experience more, as do bicyclists. Deciduous trees are preferable to evergreens, since the latter darken the street on winter days when more light would be welcome. Trees are also an important traffic-calming tool. Research shows that drivers on otherwise comparable streets drive slower on streets with a tree canopy than those on treeless streets.<sup>6</sup> Slower traffic saves lives. Trees do not need a great deal of land; they can be planted in the sidewalk area, a median buffer, or in the parking lane. There are maintenance costs associated with trees, including trimming, leaves and debris, repairing damage from fallen trees, and the buckling of streets and sidewalks. But the amenity and property value benefits of trees are worth the expense. It should be noted that because of the presence of numerous trees, the Boroughs, most particularly Aldan, should consider seeking the designation of “Tree City USA.”



## **Programs and Events**

As noted in Chapter 7 – Community Facilities and Chapter 8 – Parks, Recreation, and Open Space, the Boroughs have a wide range of events and programs for the civic, cultural, and recreational benefit and enrichment of their residents. Where possible, these programs and events should be reviewed to assure that they are targeting a variety of age groups. A rich array of such age-specific opportunities would further enhance the livability of the area.

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<sup>6</sup> *Traffic Calming, State of the Practice*; Institute of Transportation Engineers, 1999.



## **FEATURES THAT SHOULD BE PROVIDED OR UPGRADED**

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**Objective 9-1:** To provide the components of livable communities as noted below and in the Area 4 Action Plan of the Renaissance Program by obtaining funding and executing all steps to complete projects designed to upgrade livability.

### **Meeting Places**

The Boroughs should provide meeting places such as plazas or squares for people to meet and interact. To a limited extent, these places are present in the Boroughs. For example, although the Collingdale community center complex serves these meeting/interaction purposes to some extent, the site could be improved. A small plaza with benches, period lighting, landscaping, and paving could be provided at or near the parking area to promote activity. This plaza could also be the site of civic gatherings, holiday commemorations, festivals, fairs, etc. This area is designated as a Town Center on the Future Land Use Map.

During the spring and summer of 2003, Aldan Borough constructed a small plaza with brick walkway and period lighting and a large freestanding clock tower. This area has begun to serve as the meeting/interaction place as described above. To more effectively serve this function, the plaza should be enlarged, if possible.

The area that includes Sharon Hill's municipal building, police station, and Memorial Park serves as a meeting place to a limited extent. This area is the center of community life and activity. The Borough should consider providing a plaza or open space area designated as a meeting place and site for community events and celebrations within this Town Center area as shown on the Future Land Use Map.

Colwyn should identify appropriate locations that could be improved to serve as focal points for interaction. Where possible, these plazas or squares should be placed in a central location or at Bosacco Park.

### **Streetscapes**

The Boroughs, particularly Sharon Hill and Collingdale, should undertake streetscape improvements along their major roadways. Some components of a streetscape program include the provision of distinctive benches and trash receptacles, installation of new sidewalks, improved pedestrian crosswalks, and pedestrian-oriented lighting fixtures. Hopefully, the improvements brought about by the streetscape initiative that deals with improving public properties will encourage improvements to private properties along the major roads. Deficiencies in the streetscape, particularly along the main roads, represent a fundamental problem that the Boroughs must address. Also see the Planning Area 4 Action Plan of the Delaware County Renaissance Program.

## **Housing Variety**

Presently, there is a variety of housing types in the area, as noted in Chapter 5 – Housing. However, the housing stock is generally old and lacks modern amenities such as large kitchens, closets, etc. New housing construction should emphasize single-family dwellings having the conveniences and amenities of modern housing. The Boroughs should encourage housing for people of some means, not just for those in the lower income brackets, in order to move toward true diversity. The Boroughs already have more than their fair share of affordable housing for families with lower incomes.

## **Walkways and Trails**

As mentioned in Chapter 6 – Transportation and Chapter 8 – Parks, Recreation, and Open Space, the Boroughs should develop a system of multi-use trails serving pedestrians, joggers, bikers, skate boarders, etc. These trails should generally follow creek valleys and, where possible, should connect with important destinations and other trails to help create a meaningful open space/walkway network. One possible linkage is with the trails at the John Heinz National Wildlife Refuge at Tinicum.

Providing these linkages would substantially improve the project area's recreational resources and enhance their status as livable and walkable communities. Also, designated crosswalks using different materials from the road surface should be provided at crossings of major roads.

## **Gateway Signage and Landscaping**

Entrance signs and appropriate landscaping should mark the major road entrances to each Borough. Professionally developed signs and landscaping advise the motorist and the pedestrian that they are entering a particular Borough. When this gateway is attractive, it makes a positive statement about the community. Of course, this initial impression or introduction can be followed through in the features the motorist finds in the Boroughs. This can be accomplished by introducing a measure of uniformity and unity in signs throughout the area, as noted below.

As of spring 2005, many boroughs, both within and beyond the four-Borough area, have installed landscaped gateway signage as part of the Renaissance Program.



## **Uniform Signage, Awnings, and Facades**

There is generally no order or aesthetic unity to commercial signs in the planning area. Commercial areas, particularly those along Chester Pike and MacDade Boulevard, could be made more attractive and desirable through the introduction of an overall signage system that requires a common theme, logos, color, or other identifying feature to “pull

together” the signs and identify business centers. This would be a great improvement over the present inconsistent and generally unattractive signs that are haphazardly placed.

### **Traffic Calming Measures**

As noted in Chapter 6 – Transportation, both Chester Pike and MacDade Boulevard carry high volumes of traffic even during off-peak hours. Of course, congestion is a big problem, especially during peak hours. However, throughout the study area, the high traffic volumes and speeds (particularly on Chester Pike) create traffic hazards for both motorists and pedestrians, including those who wish to patronize local businesses. The lack of marked pedestrian crossings coupled with the unusually great width of Chester



Pike intensifies hazards facing pedestrians crossing these roads. In order to reduce speeds and other hazards and make roadways more attractive to bikers and pedestrians, the Boroughs should institute several traffic calming measures.

These measures include reduction of road width and traffic lanes at Chester Pike, construction of bump-outs at selected intersections and critical areas, pedestrian crossings using different materials, textures, and colors, provision of bike lanes, and installation of updated traffic signals.

These measures, combined with the streetscape improvements, would substantially enhance the appearance, safety, and the overall shopping experience. They would also serve to markedly upgrade the livability of the area.

### **Planning Area 4 Action Plan**

The Planning Area 4 Action Plan of the Delaware County Renaissance Program recommends many of the same measures as those recommended above to enhance the livability of the Boroughs. Examples of the Action Plan’s projects that relate to and are consistent with the proposals of this plan are the Municipal Gateway Project and the Collingdale Town Center Revitalization Plan. It appears that in large measure the projects recommended in the Planning Area 4 Action Plan are consistent with the proposals in this comprehensive plan.

## **RECOMMENDATIONS**

This section on the livability of the study area contains proposals and components from several other chapters of this plan, including land use, transportation, community facilities, housing, and recreation. Improving the area’s livability requires solutions to problems in all areas of community life. As noted above, the Boroughs already possess many of the features of a livable community, but these physical components are old and no longer function properly. The recommendations below are designed to upgrade these aging facilities and call for new facilities where needed.

The Boroughs should:

- 9-1 Provide or improve plazas and green areas to serve as meeting places for residents and sites for civic events in order to encourage interaction.

Funding Programs: TE Program  
CMAQ  
CDBG

Technical Assistance: DCPD  
Borough Engineers

- 9-2 Provide streetscape improvements such as sidewalk repair, tree planting, installation of pedestrian lighting, benches, trash receptacles, enhanced crosswalks, and gateway improvements such as development of a municipal design and theme, provision of entrance signage, and landscaping. Where applicable, these improvements should be provided within the scope of the Action Plan for Planning Area 4.

Funding Programs: Surface Transportation Program  
TE Program  
CDBG  
MTRP Electric Utility Grant Program

Technical Assistance: PennDOT  
Borough Engineers

- 9-3 Using this plan, identify components that make each Borough a livable community. List where repair or replacement is needed to maintain or enhance these features and perform needed action to upgrade overall livability and walkability.

- 9-4 Review the Borough-sponsored or Borough-related events and programs to assure that they are geared toward a variety of age and cultural groups and interests.

- 9-5 Provide pedestrian and biking trails and, where possible, link them with important community features or proposed trail or greenway systems as recommended in Chapter 6 – Transportation and Chapter 8 – Parks, Recreation, and Open Space.

Funding Programs: TE Program  
CMAQ  
CDBG  
Surface Transportation Program

Technical Assistance: PennDOT  
DCPD

- 9-6 Implement the proposals in this plan by using the more specific project recommendations of the Planning Area 4 Action Plan of the Delaware County Renaissance Program.

## **SUMMARY OF THE FOUR BOROUGH AS LIVABLE COMMUNITIES**

This chapter has examined the principal characteristics of livable communities, identified those features already present in the area, and suggested additional components the Boroughs should try to establish or improve. The features already present include a compact development pattern with small lots, relatively high density housing, and narrow streets lined with sidewalks located next to shallow front yards that lead to houses with front porches. Alleys that provide access to rear garages serve many of the lots. Churches, schools, as well as a variety of cultural, historic, and civic facilities are also present. Recreational facilities, although compact, appear to adequately serve the community. The Boroughs have many of the same features present in communities where our parents and grandparents lived, before widespread sprawling development patterns were created by the expansion of suburbanization and the highway system. The central problem is that nearly all of these features as well as the roadways, utility systems, and other facilities are old and need to be rehabilitated or, where necessary, replaced.

## CHAPTER 10

### LAND USE

Nearly all communities in eastern Delaware County are small, older boroughs that are experiencing decline characterized by a number of conditions. These include aging housing and infrastructure, traffic congestion, decline of the commercial sector, and loss of middle-income households leading to decline of the tax base. The decline in middle-income households and the rise in lower-income, mostly minority households increase the demand for social services, including police protection.<sup>7</sup> This growing demand for social services places a strain on local budgets and the capability to meet these needs.

Also, reliance on the property tax to support schools places an additional burden on taxpayers, many of whom are senior citizens on fixed incomes. With the move of middle-income residents and businesses to the developing outer suburbs, these outer communities are experiencing growth in population as well as commercial and industrial development.

*“A significant part of the challenge to the Boroughs is to build upon, improve, or replace their existing and generally old roadways, housing, businesses, and utilities in order to reach their potential as viable, livable communities.”*

On the positive side, most first-generation suburbs, including the four Boroughs, are essentially walkable, livable communities where shops, churches, schools, parks, transit stops, and other services and community facilities are located within walking distance of most residential neighborhoods. A variety of uses are found in close proximity. Sidewalks are found throughout the study area, and many houses with front porches are situated on small, compact lots close to the street and sidewalk to allow for interaction among residents. In short, the Boroughs already have many of the features of workable, livable communities – features being sought in new developments by proponents of approaches such as New Urbanism and TND. A significant part of the challenge to the Boroughs is to build upon, improve, or replace their existing and generally old roadways, housing, businesses, and utilities in order to reach their potential as viable, livable communities.

**GOAL:** To revitalize the four Boroughs by changing unfavorable land use practices, updating ordinances, rehabilitating residential areas, and revitalizing commercial areas in cooperation with the Renaissance Program.

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<sup>7</sup> 10,000 Friends of Pennsylvania, *Revitalizing our Small Cities and Boroughs*, 2003.

## EXISTING LAND USE

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The study area is nearly fully developed with less than 1% of the land classified as vacant. Therefore, there is very little land where new developments may be constructed without razing or redeveloping existing buildings and facilities. However, there are some underutilized lots that can be reused or more fully or more intensively developed.

DCPD conducted surveys of existing uses of land in the area in the summer of 2002. These were predominantly windshield surveys, with the exception of those along MacDade Boulevard and Chester Pike, which were walk-through surveys because of the greater variety and complexity of land uses here and because it is not safe to drive slowly along these high-traffic roads. Walk-through surveys were also conducted in other areas where it was difficult to identify land uses by driving by.

Based on the DCPD land use surveys and Table 10-1, residential uses represent by far the largest land use classification (44.1%) in the four-Borough area. Breaking down these uses shows that single-family detached dwellings cover 21.7% of the land in the study area; twins, duplexes, and rowhouses account for 19.0%; and all types of apartments cover only 3.4%.

Nearly all dwellings are situated on small, compact lots generally in the range of 5,000 to 6,000 square feet for single-family detached houses and on smaller lots of approximately 2,000 to 4,000 square feet for rowhouses and twins. Listed below are approximate density ranges for the noted dwelling types:

- Single-family detached – Less than 8 units per acre
- Single-family semi-detached (twin) – 8 to 18 units per acre
- Single-family attached (row) – 19 units and more per acre

Except for roads that account for 17.5% of the land in the study area, the next largest nonresidential land use is industrial, representing 9.9%. This industrial category includes both light and heavy industrial establishments. This 9.9% figure emphasizes the dominance of residential uses (44.1%) in the Boroughs. The three main locations of the industrial facilities are the Henderson Industrial Park, south of the SEPTA/Amtrak rail line in Sharon Hill, the various establishments on both sides of this railroad line in Colwyn, and the industries north of and along the CSX railroad line extending through most of Collingdale Borough. Most of these are light industrial uses, with the heavier industry concentrated in Colwyn Borough.

Commercial uses, which for the purposes of this plan include office uses and mixed uses in addition to retail and general commercial, cover 5.7 % of the subject area. These uses are generally found in linear, strip fashion mainly along MacDade Boulevard in Collingdale and Chester Pike in Sharon Hill. Also, a significant node of commercial uses is the Giant Shopping Center located at the northeast corner of Oak Lane and Providence Road in Aldan.

Institutional uses, which consist of schools, churches, fire stations, libraries, and similar municipal and community buildings, properties, and facilities represent 5.0% of the land in the Boroughs.

Uses under the recreation and open space classification include parks and play fields as well as passive open space areas such as fields and wooded areas. These uses cover 7% of the land in the area.

Cemeteries cover 93.9 acres or 5.8% of the land in the study area. All cemeteries in the area are located in Collingdale. These facilities include the contiguous Eden and Mount Zion Cemeteries located west of Springfield Road, adjacent to Collingdale Park. Har Zion Cemetery is located north of MacDade Boulevard in the vicinity of Oak Lane.

**TABLE 10-1  
EXISTING LAND USE, 2003**

| Land Use  | Aldan | Collingdale | Colwyn | Sharon Hill | Combined | Percent of<br>Total Land<br>Area |
|---|-------|-------------|--------|-------------|----------|----------------------------------|
|   | Acres |             |        |             |          |                                  |
| Single-family detached                          | 193.8 | 71.9        | 8.3    | 74.3        | 348.3    | 21.7%                            |
| Single-family semi-detached/two-family detached | 33.2  | 96.5        | 19.8   | 82.8        | 232.3    | 14.5%                            |
| Single-family attached                          | 0     | 40.3        | 20.1   | 11.8        | 72.2     | 4.5%                             |
| Multi-family                                    | 10.3  | 13.4        | 0.9    | 7.9         | 32.5     | 2.0%                             |
| Apartment                                       | 8.2   | 4.3         | 1.5    | 8.9         | 22.9     | 1.4%                             |
| Total Residential                               | 245.5 | 226.4       | 50.6   | 185.7       | 708.2    | 44.1%                            |
| Office  | 0     | 2           | 0      | 21.9        | 23.9     | 1.5%                             |
| Mixed use                                       | 0.4   | 7.7         | 0.2    | 4           | 12.3     | 0.8%                             |
| Commercial                                      | 18.2  | 12.7        | 0.5    | 23.4        | 54.8     | 3.4%                             |
| Total Office/Commercial                         | 18.6  | 22.4        | 0.7    | 49.3        | 91.0     | 5.7%                             |
| Heavy industrial                                | 1.3   | 0           | 13.5   | 0           | 14.8     | 0.9%                             |
| Light industrial                                | 2.3   | 27.8        | 16.1   | 97.9        | 144.1    | 9.0%                             |
| Total Industrial                                | 3.6   | 27.8        | 29.6   | 97.9        | 158.9    | 9.9%                             |
| Institutional                                   | 19.2  | 22.3        | 1.5    | 37.3        | 80.3     | 5.0%                             |
| Cemetery  | 0     | 93.9        | 0      | 0           | 93.9     | 5.8%                             |
| Open space/recreation                           | 10.1  | 47.6        | 45     | 10.4        | 113.1    | 7.0%                             |
| Vacant  | 1.2   | 0.9         | 0.3    | 3.1         | 5.5      | 0.3%                             |
| Utility/railroad/parking                        | 19.7  | 20.3        | 6.4    | 29.2        | 75.6     | 4.7%                             |
| Roads   | 77.9  | 101.1       | 25.9   | 76          | 280.9    | 17.5%                            |
| Total Acres                                     | 395.8 | 562.7       | 160.0  | 488.9       | 1607.4   | 100.0%                           |

Source: Delaware County Board of Assessments, DCPD Field Surveys, 2002



There is very little vacant land, representing less than one half of 1% of the area. Table 10-1 above shows the acreage and percentage of land devoted to the indicated use categories.

## **RESIDENTIAL LAND USE AND ZONING PRACTICES AND PROBLEMS**

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**Objective 10-1:** To improve areas of deteriorated housing by employing specific housing improvement and rehabilitation programs.

### **Old, Deteriorating Housing**

Housing in the Boroughs is old, with about 80% of the dwellings more than 45 years old. Because the predominant portion of the housing is so old and, therefore, prone to deterioration, the need for repair, diligent maintenance, and strong code enforcement is critical. This need for strong code enforcement is compounded by the high density of housing. Since residential structures, consisting in large measure of attached dwellings such as twins and rowhouses, are located adjacent to or very close to one another, failure to properly maintain them is very noticeable and over time contributes to the deterioration of not only the specific dwelling, but the entire block and neighborhood. Deterioration is “contagious” in that these conditions tend to spread to other nearby dwellings. Psychologically, the lack of property maintenance becomes the norm rather than the exception. The entire neighborhood tends to decline.<sup>8</sup>

For these reasons (age and density), diligent inspection and enforcement procedures and programs assume a particular importance in these communities. This process needs to consist of diligent enforcement of existing ordinances, updating and strengthening of ordinances, and the establishment of stronger enforcement practices and measures. In order to protect the positive characteristics of the Boroughs as livable and viable communities, the old structures need to be maintained, repaired, or replaced.

Table 5-3 in Chapter 5 – Housing identifies residential areas in greatest need of rehabilitation and other improvements. It is in these areas that housing rehabilitation efforts should begin. These efforts should be coordinated with those specified in the Housing Rehabilitation section of the Planning Area 4 Action Plan of the Delaware County Renaissance Program.

### **Section 8 Housing**

As noted in Chapter 5 – Housing, officials from the four Boroughs, as well as those from other communities in eastern Delaware County, have expressed their concern with the concentration of Section 8 housing units in their municipalities and neighborhoods. Other related concerns were the lack of attention by many landlords to property maintenance. Based on year 2005 data from DCHA, about 30% of the rental units in Sharon Hill and

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<sup>8</sup> Also see Chapter 5 – Housing.

Colwyn Boroughs were Section 8 units. Also, more than 18% of those in Collingdale were Section 8 - assisted units.

In contrast, Section 8 subsidized only 5% of the rental units in the County. This contrast demonstrates that the three Boroughs listed above are absorbing an excessive number and percentage of federally subsidized housing units. Based on reports from local officials as well as site inspections in May 2003, Section 8 units are frequently poorly maintained – in terms of repairs and maintenance by landlords as well as ongoing maintenance by tenants. Many tenants also do not have the knowledge and skills to operate and maintain a household. Therefore, with the exception of Aldan, it is important to reduce the concentration of Section 8 units in the other Boroughs in this part of the County. This reduction will be instrumental in upgrading the residential areas and will contribute to the overall revitalization of the area.

## **RECOMMENDATIONS**

It is critical for the Boroughs to change some of their land use and zoning practices in connection with their residential areas. This includes needed rehabilitation and other improvements to the housing stock and changes in the operation of the Section 8 Program. The old housing stock and infrastructure underscores the drastic need to establish programs designed to repair and rehabilitate housing. The Boroughs need the tools to assist homeowners to make repairs and renovations that will improve the housing stock and stabilize neighborhoods. These housing improvements will then ensure that housing remains attractive and consistent with market demand. It is only in this fashion that residential neighborhoods will be revitalized.

The Boroughs should...

- 10-1 Consider revising zoning ordinances to allow apartments only in districts other than those that allow single-family detached dwellings and perhaps twin dwellings to help prevent creation of future incompatible uses.

Funding Program: CDBG

Technical Assistance: DCPD

- 10-2 Develop educational brochures to direct residents to home improvement assistance which could accompany code enforcement notifications.

Technical Assistance: Chester Community Improvement Project  
OHCD

- 10-3 Through changes in zoning, retain certain residential areas for single-family detached dwellings to create strong residential areas with lower density and less traffic congestion.

Technical Assistance: DCPD

- 10-4 Reduce problems associated with concentrations of Section 8 housing by implementing the Section 8-related recommendations in Chapter 5 – Housing.

Technical Assistance: OHCD  
DCPD  
DCHA

## **NONRESIDENTIAL LAND USE AND ZONING PRACTICES AND PROBLEMS**

**Objective 10-2:** To revitalize commercial areas by improving the streetscape along major roads, rehabilitating deteriorating structures, revising zoning ordinances, and attracting new businesses.

### **Strip Commercial Development Pattern**

Most of the commercial development in the Boroughs is found along MacDade Boulevard in Collingdale and Chester Pike in Sharon Hill. This development takes the form of small- to medium-sized commercial establishments arranged in a linear or “strip” fashion along the roadways. Apartments are frequently located on the second floors of small stores and shops, and row or twin houses are situated along blocks between predominantly commercial areas. Over time, this ribbon-type arrangement has served to create and perpetuate conditions that have accelerated economic decline, reduced proper economic operation, compromised safety, and detracted from the appearance of these commercial areas.

Although no areas are laid out as traditional central business districts, some of the more centrally located segments of the strip commercial areas accomplish some of the same functions as a traditional central business district or downtown area.

Small, narrow buildings and lots prevent spacious, modern store layouts. Excessive curb cuts create dangerous traffic conditions and discourage potential customers. The scarcity of off-street parking severely limits the number of customers willing to patronize the shops. Traffic congestion creates noise and air pollution and makes shopping inconvenient, often unpleasant, and sometimes hazardous. Haphazard, poorly designed and conflicting signs detract from the appearance of business areas. Poorly maintained, unattractive building façades clash with nearby establishments and detract from the look and feel of shopping areas. Similarly, lack of uniformity in lights, benches, signs, façades, and similar features leaves a void in identity and cohesiveness in the business areas.

Some of the conditions described above were also identified as problem areas in the 1971 *Southeast Delaware County Comprehensive Plan*, which included the Boroughs of Collingdale, Colwyn, Sharon Hill, Glenolden, Darby, and Yeadon. Of the communities in the four-Borough area, only Aldan was not part of that study. It is essential to emphasize that not only do all of the problems discussed in the 1971 plan still exist; they have all intensified over time.

As noted above, many lots along major roads are small and narrow, often containing attached commercial structures. These limitations prevent modern businesses from choosing to locate here. Accordingly, the Boroughs should encourage the combining or aggregation of several contiguous lots to provide a site spacious enough to accommodate the needs of modern business establishments. Spacious sites will allow larger buildings along with areas for parking, landscaping, screening, trash disposal, and other required or desirable features.

*“...the Boroughs should encourage the combining or aggregation of several contiguous lots...to accommodate the needs of modern business establishments.”*

The Planning Area 4 Action Plan of the Delaware County Renaissance Program recommends improvements and sources of funding to remedy the problems stemming from strip commercial development. These recommendations should be coordinated with those specified in this plan to bring about coordinated progress in both the commercial and residential areas.

### **Deterioration of Commercial Structures**

The combination of age, inadequate enforcement, undersized and narrow lots, high density, inadequate maintenance, and other factors have brought about deteriorating conditions in commercial areas, indicating the need for serious rehabilitation and code enforcement. It is critical that the Boroughs follow through with the recommendations in this chapter to initiate rehabilitation and improvement programs and implement improved inspection and enforcement measures. Delays in the implementation of these recommendations will result in further deterioration and decline, and improvement efforts initiated several years in the future will prove more difficult and costly.

It should be noted that, just as in the residential neighborhoods, buildings in many of the nonresidential areas are old and in disrepair. The Main Street Program may be one mechanism to identify, fund, and implement needed improvements in downtown areas. The exteriors, including the façades, of commercial buildings are frequently in need of substantial rehabilitation. Improved maintenance of these structures is a priority. For these reasons, stronger code enforcement initiatives such as a strong property maintenance code and an on-going and thorough program of inspection of commercial structures are needed.

### **Need for Specialized Commercial Zoning**

Presently, there is a single commercial zoning category along lengthy segments of MacDade Boulevard and Chester Pike. This zoning scheme normally allows for a very wide range of commercial uses. It does not provide separate and “customized” regulations for areas suitable for automobile-oriented uses and other areas more appropriate for lower impact pedestrian-oriented uses. For example, some more remote areas may be more suitable for higher impact, automobile-related uses that rely principally on through traffic. Examples of these types of establishments are used car lots, gasoline stations, auto repair or auto body shops, and wholesale uses. On the other hand, more centrally located areas are more appropriate for lower impact, pedestrian-oriented establishments that rely mainly on customers from nearby neighborhoods. Examples of these uses are restaurants, retail stores, food stores, service establishments, and similar businesses. These pedestrian-oriented establishments should be located mainly in centralized areas. Thus, the major roads should include both the walkable areas containing stores, shops, restaurants, and other uses that generate pedestrian activity, as well as the more intense, higher impact, often auto-related uses located farther from centers of commercial and civic activity. In order to accommodate these two different categories of commercial development but prevent the mixing of these different types of uses in the same location, the Boroughs need to revise their zoning ordinances.

The present condition where a single district extends for a long distance along the major roadway encourages sprawl. Provisions for pedestrian uses would concentrate more uses within a more compact, more walkable area, would improve the quality of commercial activity along the main roads, and would contribute toward enhancing the livability of the area. It is particularly these pedestrian-oriented uses that the Boroughs should strengthen and revitalize through streetscape and façade improvements as well as other measures discussed later in this chapter and in Chapter 9 – Livable Communities.

### **Streetscape Problems along Major Roads**

The appearance of a downtown area is a critical component in attracting customers by affecting the quality of the walking and shopping experience. Improvements in appearance contribute toward stabilizing and revitalizing the shopping areas along the major roads in the area. Streetscape components may include providing street trees; replacing, repairing, or widening sidewalks; providing benches, street lights, trash receptacles, and other street furniture having a common design theme; providing plazas and small landscaped meeting places for social interaction; providing signage with a common theme; improving façades; and installing traffic calming measures.

Incompatible, poorly designed, and poorly placed signs are often eyesores along the main roads. Particularly along Chester Pike and MacDade Boulevard, signs are frequently garish and constructed from low quality materials. Many of these signs do not comply with existing sign regulations. This condition creates an unsightly appearance along the commercial areas, making them less inviting to prospective customers. Part of the problem is that the existing sign provisions are not diligently enforced. Another reason

stems from the fact that additional, stronger sign regulations are needed, particularly concerning the requirement or encouragement of a uniform general theme for signs in a particular area or district.

The Renaissance Planning Area 4 Action Plan contains specific recommendations to provide streetscape improvements, suggests specific projects to conduct this initiative, and identifies sources of funding to cover costs. The recommendations of the Renaissance Program relating to streetscape improvements are also consistent with those in this plan.

### **Incompatible Land Uses**

Incompatible land uses are found in a number of locations throughout the study area. They are high impact structures or uses located adjacent to or near areas having residential or similar low-impact uses or activities. The classic example of incompatibilities is industrial establishments next to residences or similar low-impact uses such as schools, hospitals, etc. Another type of incompatibility is the adjacent placement of like uses at different densities and size or height. This is exemplified by large apartments existing next to residences without adequate screening and buffering safeguards.

In Collingdale, single-family dwellings are bordered by industrial uses in the area bounded by Pusey Avenue and the CSX Railroad, between Clifton Avenue and Rhodes Avenue – an area of about ten blocks. Also, more than fifteen single-family residences are surrounded by industrial uses and industrial lands on the south side of MacDade Boulevard in the area of Willows Avenue. There are also several instances scattered throughout Collingdale of apartment complexes adjacent to single-family residences. Two such locations are Beechwood and Lafayette Avenues and Sharon and Andrews Avenues.



Incompatible land uses in Collingdale.

Areas in Sharon Hill where apartments are located next to single-family dwellings include several locations on the south side of Woodland Avenue and along the south side of Poplar Street at Bartlett Avenue. Single-family residences are situated adjacent to industrial establishments at the eastern terminus of Bonsall Avenue.

The problem created by incompatible uses in a built-up area with established roads and infrastructure is a difficult one. There is little nearby available land where these uses can relocate. Frequently, the solution is to separate them by establishing sufficient distance between the heavier, higher impact uses and the residential or similar lighter uses. This is not a viable solution in the area. Given the scarcity of nearby developable land, the legal right of the use to continue, and the contribution of the industrial and other heavier uses

to the local economy, the solution will, in most cases, involve the creation of screening and buffering provisions to minimize the negative impacts. Also, preventing any future incompatibilities will at least serve to not aggravate the problem any further. For example, the uses of any infill parcels or redeveloped parcels need to be reasonably consistent with those of the surrounding area.

Zoning revisions are a principal method to prevent the creation of additional incompatible uses. These revisions include changes to zoning boundary lines, revised lists of permitted uses, avoidance of strict cumulative zoning arrangements, adequate dimensional standards, and comprehensive screening, buffering, and landscaping provisions to protect residential and similar uses from those having higher impacts. Where a list of allowable uses in a given district permits both residential and nonresidential uses or in some cases apartments and single-family residences, undesirable incompatible uses may arise. A revision of the local zoning ordinances to realign zoning boundaries and revise the lists of permitted uses to prevent incompatibilities would in large measure prevent or minimize additional incompatible uses. Zoning boundaries should be drawn so that there is sufficient area and/or some type of 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 similar high impact establishments.

## **RECOMMENDATIONS**

Among the most significant land use problems in the four Boroughs are incompatible uses of land, old and deteriorating structures, and strip commercial development. The problem of incompatible uses is intensified because of the very dense development in the area. Old and deteriorating structures are particularly significant because our study area consists of first-generation suburbs that were the first areas to be developed outside of the City of Philadelphia; therefore, by definition, the structures here are generally older than those in most other areas of the County. Some of these old structures are still in good structural condition; however, many of their major systems are antiquated and in need of repair or replacement. In many cases modern amenities are missing, thus making the stores and other businesses here less desirable than in newer areas of the County. Finally, one of the principal features of this area, which is also one of its main problems, is the strip commercial development along major roads.

The Boroughs should...

- 10-5 Where appropriate, encourage developers to aggregate a number of small lots into one larger, more developable parcel in order to provide more spacious sites to accommodate larger, modern buildings, off-street parking, landscaping, and other required or desirable features and amenities.

Funding Program: CDBG

Technical Assistance: DCRA

10-6 Identify nonresidential areas in the worst condition and prioritize rehabilitation or other improvement actions.

Funding Programs: DCED Main Street Program  
CDBG

Technical Assistance: Pennsylvania Downtown Center  
OHCD

10-7 Where applicable, designate blighted commercial areas as “redevelopment areas.”

Funding Program: CDBG

Technical Assistance: DCRA

10-8 Create additional zoning districts allowing higher-impact commercial/light industrial uses in order to separate them from the more pedestrian-oriented establishments.

Technical Assistance: DCPD

10-9 Coordinate rehabilitation of structures with the proposals in the Renaissance Planning Area 4 Action Plan of the Delaware County Renaissance Program.

Technical Assistance: DCPD

10-10 Consider applying for DCED’s Main Street Program for funding and implementation of downtown improvements.

Funding Program: DCED Main Street Program

Technical Assistance: Pennsylvania Downtown Center

10-11 Identify and map all incompatible uses.

Technical Assistance: DCPD

## **ZONING HEARING BOARD PRACTICES**

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**Objective 10-3:** To strengthen local zoning by requiring that all express standards/conditions for variances stated in the MPC be met before Zoning Hearing Boards grant variances and that comprehensive standards for special exceptions be included in the zoning codes of the Boroughs.



## **Variances**

A variance is a modification or deviation from the exact provisions of the zoning ordinance granted by the Zoning Hearing Board where the literal enforcement of a provision would create a hardship as applied to a specific property. The MPC authorizes Zoning Hearing Boards to grant a variance, provided that five specific findings (listed in the MPC) are made with regard to the case in question. In many cases, variances are granted where fewer than all five findings are made. In some cases, variances are granted where none of these findings are made. These practices are, of course, in violation of the MPC. They also weaken the zoning ordinance and raise questions as to objectivity, competence, and integrity of the Zoning Hearing Board.

Frequently where zoning ordinances are seriously outdated or do not contain provisions that meet the needs of the community, there are many requests for variances. Although the ordinances in the four Boroughs are not seriously outdated (all were updated between 1990 and 1995), many revisions are nevertheless needed. If these zoning ordinances are updated or revised as recommended in this plan, the need for variances should be substantially decreased. Therefore, in order to exercise effective control over the use of land, it is important that all of the conditions listed in Section 910.2 of the MPC be met before the variance is granted.

## **Insufficient Standards for Special Exceptions**

A special exception is a use enumerated in the zoning ordinance which is permitted only when that use meets the standards and criteria listed in the ordinance. Section 912.1 of the MPC authorizes the Zoning Hearing Board to grant special exceptions and add additional, reasonable conditions in addition to those noted in the MPC or the zoning ordinance. The shortcoming of the ordinances in some Boroughs is that they do not contain sufficient standards and conditions for special exceptions. It is important for ordinances to possess the flexibility offered by allowing certain uses only by special exception. But this technique is of limited value where ordinances do not clearly establish the standards and conditions that must be satisfied before these uses are approved.

## **RECOMMENDATIONS**

Updating and improving zoning ordinances is a fundamental, initial step towards improving the quality of life in the study area. It is also important to educate the local Boards about the extent and limitations of their powers. As noted in the section on variances, Zoning Hearing Boards frequently do not require that an application meet all the conditions necessary for a hardship as required by the MPC. This failure to meet MPC requirements results in the granting of many more variances than should be granted. This practice weakens the zoning ordinance.

The zoning related sections above represent some of the particularly important areas where a revision of the regulations or educating the Zoning Hearing Board will result in improved control over the use of land and a betterment of life in the Boroughs.

The Boroughs should...

- 10-12 Develop comprehensive screening and buffering provisions to obscure and separate incompatible uses.

Technical Assistance: DCPD

- 10-13 Instruct Zoning Hearing Boards to consult Section 910.2 of the MPC which lists the specific findings that the Boards must make before granting variances.

Technical Assistance: DCPD

- 10-14 Instruct Zoning Hearing Boards to consult Section 912.1 of the MPC which indicates how special exceptions should be granted.

Technical Assistance: DCPD

## **CODE ENFORCEMENT**

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**Objective 10-4:** To maintain and improve the aging housing stock and nonresidential buildings and prevent the decline of dwellings, properties, and neighborhoods by upgrading code enforcement ordinances, programs, and personnel.

### **Importance of Code Enforcement**

Effective code enforcement is critically important, particularly in the older densely developed Boroughs. While enforcement of codes and ordinances should emphasize rehabilitation and maintenance of existing structures, inspection of structures needs to assure that these activities were performed using approved materials in compliance with industry standards. Although effective code enforcement should be important in all communities, it assumes heightened importance in those where housing and other structures are old. These are usually the same communities where many structures are likely to need substantial repairs and maintenance. These are also the same communities that have very little remaining developable land. Therefore, since the time and energy of local officials is not devoted to the numerous details of reviewing new development, their concentration should be focused on maintaining and upgrading existing development through diligent code enforcement (see Chapter 5 – Housing).

As previously indicated, the high percentage of Section 8 rental units constitutes a serious problem in most of the Boroughs. This problem was identified repeatedly by the project Task Force. One way of mitigating some of the identified problems is to establish and maintain stronger code enforcement requirements, particularly for rental dwellings. Since these stringent requirements would apply to all rental units, they would, therefore, apply to Section 8 units. Therefore, there could be no credible charge of singling out and

discriminating against families in Section 8 units. This strong enforcement program, together with some other improvements recommended in Chapter 5 – Housing, would definitely improve the Section 8 Program, the local perception of the program, and the quality of residential neighborhoods in the area.

## **RECOMMENDATIONS**

Three components of good zoning administration are diligent enforcement of the existing ordinances, adoption of improved ordinances, and establishment of stronger enforcement practices and procedures. No matter how effective and progressive ordinances may be, they are of little use if they are not enforced in a fair, equitable, and consistent fashion. The Boroughs need to review their ordinances to assure that they contain the most effective and up-to-date provisions. It may be that certain chapters, sections, or provisions should be adopted and others deleted. Finally it is also necessary that the Boroughs examine their inspection/enforcement methods, procedures, and forms to determine where improved procedures are needed.

The Boroughs should...

- 10-15 Review inspection policies, programs, and procedures and establish improvements that assure that residences and other structures are properly and regularly inspected.

Technical Assistance:        DCPD  
   International Code Council  
   PSAB

- 10-16 Utilize clear and concise standard forms for code enforcement.

Technical Assistance:        DCPD

- 10-17 Ensure that an enforcement notice (Section 616.1 of the MPC) is issued for every observed violation.

- 10-18 Follow-up **all** instances of noncompliance with an enforcement notice with the issuance of a citation. The Boroughs need to advise the violator of the specific amount he will be fined if he does not comply within a given number of days (10, 30, etc.). The citation form must also advise the violator that, in the event of further noncompliance, the matter could be brought before the District Justice as provided for in the MPC.

- 10-19 Conduct periodic clean-up, spruce-up, fix-up drives in targeted blocks or areas to perform minor repairs and maintenance as well as intensive cleaning in order to improve the appearance of residential areas and perform needed minor improvements. These drives can take the form of a well-publicized competition in which the winner or the first, second, and third place finishers would be rewarded

- by recognition from Council, an article in the local newspaper, etc. These efforts could, in addition to involving the residents, enlist the volunteer services of Boy and Girl Scouts, students from local elementary schools, volunteer groups, employees, local employers, local athletic teams, and service organizations.
- 10-20 Review fee structures and, where necessary, increase the fees for infractions. Increased fees will encourage residents to comply with the ordinance.
- 10-21 Adopt a use and occupancy ordinance that lists items that must be in compliance before a certificate of occupancy is issued.
- 10-22 Strictly enforce property maintenance codes.
- 10-23 Seek educational training for the CEO and Building Inspector so that they may more completely fulfill their job descriptions.

Technical Assistance: DCED  
PSAB

- 10-24 Strengthen requirements for inspection and code compliance for rental units. In this manner, the Boroughs will at the same time set higher standards for the construction, alteration, maintenance and repair, and operation of Section 8 units. These more stringent standards will tend to discourage potential landlords who do not intend to adequately maintain, repair, and operate their Section 8 units.

Technical Assistance: DCHA  
OHCD  
DCPD

- 10-25 Investigate the feasibility of implementing a multi-municipal code enforcement program.

Funding Programs: Shared Municipal Services Grant Program  
Code Enforcement Initiative Grants

## **DELAWARE COUNTY RENAISSANCE PROGRAM**

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**Objective 10-5:** To coordinate the relevant Renaissance Planning Area 4 Action Plan projects with the objectives and proposals of this comprehensive plan.

In the fall of 2002, Delaware County Council established the Delaware County Renaissance Program to revitalize older communities, mostly in the southeastern part of the County, by making them more attractive, livable, safe, and economically viable. The planning phase of the program provided funding for the development of Action Plans that address the

economic development and revitalization needs of targeted municipalities grouped into five Renaissance Planning Areas.

The County selected consultants for each of the five Renaissance Planning Areas to prepare the Action Plans for revitalization. The municipalities in each Planning Area selected a task force to guide the consultant in developing the Action Plan. The objective of each Action Plan was to formulate a five-year revitalization strategy by preparing a prioritized list of implementable projects. The plans also identified anticipated project costs, responsible parties, and potential funding sources. Delaware County Council committed \$1 million for implementation of projects in the first year.

### **High Priority Projects in the Four Boroughs**

In the spring of 2003, the consultants for the five areas completed the Action Plan for their area. The four Boroughs are part of Renaissance Planning Area 4, which consists of ten municipalities that include Darby Township and the Boroughs of Aldan, Collingdale, Colwyn, Darby, Folcroft, Glenolden, Norwood, Prospect Park, and Sharon Hill. The Planning Area 4 consultant, Kise Straw & Kolodner, Inc., proposed a variety of long- and short-range projects. Four principal short-range projects impacting the Boroughs are described below. Each project is located either fully or partly in the four-Borough area. These projects were considered high priority because they met the County standards of being reasonable, achievable, and highly visible. The revitalization process is anticipated to be continued with longer-term projects.

#### **1. Municipal Gateway Project**

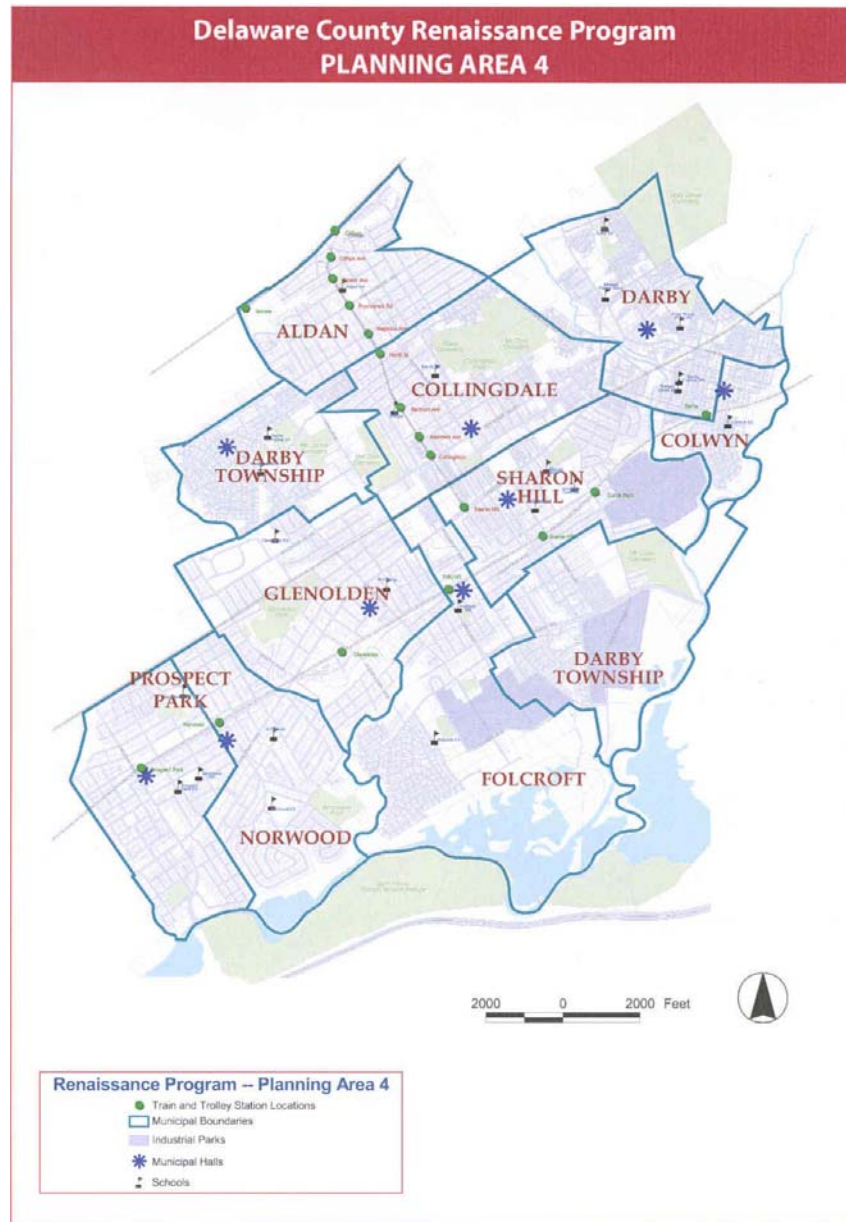
This project is recommended throughout Planning Area 4. Its components include the creation of a gateway design and theme and establishment of gateway signage locations. A theme may be created by the selection of colors, logos, or designs and signs to represent the region. Colors or other distinguishing features could be added to represent individual municipalities. Landscaping the area where signs have been proposed is also included in this measure.

#### **2. Collingdale Town Center Revitalization**

A town center revitalization project is proposed as a high priority project to improve the economic viability, appearance, and safety of the MacDade Boulevard area. The main components of this effort could be provision of streetscape improvements to enhance aesthetics, the installation of traffic calming measures to slow traffic and provide safer crossings, establishment of a façade improvement program, and preparation of design guidelines. The streetscape measures could include provisions for shade trees, improvement and repair of sidewalks, installation of pedestrian-oriented lighting and attractive street furniture, provision of improved directional signs, and provision of plazas, small parks, and similar gathering places. The traffic calming components could be designed to improve traffic flow and safety and reduce traffic volumes on

congested streets and intersections by reducing lane widths and curb radii and installing pedestrian and traffic control signals. The façade improvements could encourage business owners to improve the curb appearance of their properties through incentives such as matching funds or low-interest loans.

**Map 10-1**



Source: *Planning Area 4 Action Plan*, Kise Straw & Kolodner, Inc., 2003

### **3. Business Development Program**

This project applies to most communities in Planning Area 4. Since these communities have seen their populations decline, poverty levels increase, and employment rates decline, their commercial areas have also shown obsolescence and decline. The business development program was set forth to help reverse these trends. The components of this program include the creation of a new position of development coordinator for several communities in Planning Area 4 and establishment of a regional marketing and promotional campaign.

### **4. Housing Rehabilitation Program**

A housing rehabilitation program was proposed for the Community Investment Area (a strip several blocks wide along Clifton Avenue, extending in a north-south direction through Collingdale and Sharon Hill). This program is designed to:

- Increase code enforcement staff.
- Improve property maintenance codes.
- Limit housing conversions.
- Promote County-sponsored rehabilitation grants and programs to assist low-income residents with maintenance and repairs.
- Establish a home improvement program to provide grants and loans to middle-income owners.
- Promote historic preservation rehabilitation assistance.
- Promote financial incentives for potential homeowners of all income levels.
- Institute housing education programs for first time buyers.

### **Relationship Between This Plan and the Action Plan Projects**

As noted in Chapter 1 – Introduction and throughout this comprehensive plan, the plan's overall purpose is to provide a vision, goals, and general direction for the revitalization of the Boroughs. The plan also sets forth recommendations designed to achieve these purposes. These recommendations are designed to lead towards the revitalization of the Boroughs in the various areas discussed in the functional plan chapters, i.e., Housing, Transportation, Land Use, Community Facilities, etc.

In a perfect world, the comprehensive plan would be prepared before the Action Plans of the Renaissance Program. This is the logical progression since it is the comprehensive plan that should establish the goals and fundamental direction for the Boroughs. Other

studies should be based on and be consistent with the comprehensive plan. However, the County required that the Action Plans be quickly completed – within six months – well before this multi-municipal comprehensive plan was completed. The connection between the Action Plan and this comprehensive plan will be strengthened with the submission of subsequent phases of Planning Area 4 implementation projects since these will occur after this plan is adopted.

It is noteworthy that the Action Plans discuss some of the same problems and offer some of the recommendations that were indicated in the early drafts of the comprehensive plan. Although the Action Plans have a different emphasis and greater level of specificity, they offer similar fundamental methods and directions towards the revitalization of older communities, as does this comprehensive plan.

DCPD is recommending that the four Boroughs – as well as the other municipalities in Planning Area 4 – adopt the Action Plans as elements of their comprehensive plans.

## **RECOMMENDATIONS**

To impart a framework and overall direction to the projects recommended in Planning Area 4, these projects need to be coordinated with the objectives and recommendations of this plan.

The Boroughs should...

- 10-26 Coordinate the recommendations and funding sources in this plan with those in the Renaissance Action Plan. This procedure will provide a direction and indicate funding sources for specific improvement activities.

Technical Assistance: DCPD

- 10-27 Appoint a committee to oversee activities in Recommendation 10-27.

Technical Assistance: DCPD  
OHCD

- 10-28 Pursue the revitalization of business areas, particularly those along Chester Pike and MacDade Boulevard, as in the Planning Area 4 Action Plan of the Renaissance Program.

Funding Programs: TE Program  
Infrastructure Development Program  
DCED Main Street Program

Technical Assistance: DCED



## **FUTURE LAND USE MAP**

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The future land use categories listed and defined below correspond to those on the Future Land Use Map of this plan. It is important to note that these categories are not identical to the existing land use categories noted in Table 10-1 at the beginning of this chapter. While the existing land use categories are specific uses as they existed at the time of the DCPD field surveys in 2002, the future land use categories are more conceptual groupings of related uses proposed for the future. These designations refer to a range of appropriate potential uses or activities. For example, the Town Center designation includes municipal, institutional, recreational, or other similar uses. Similarly, the Pedestrian-oriented Commercial 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.

There is a large number of churches in the area, particularly in Collingdale Borough. These churches range from very small to large facilities, and their appropriate future uses were difficult to determine in some cases. Therefore, church properties were shown on the Future Land Use Map by the same category as the surrounding area, which was usually residential.

Therefore, the Future Land Use Map is intended to show only approximate locations of a range of uses; specific uses permitted and their specific locations will be indicated in revised zoning ordinances and zoning maps.

### **Residential Uses**

#### **1. Medium-density Residential** (approximate density: less than 8 units per acre)

These areas are proposed mainly for single-family detached dwellings. Nearly all of these areas are continuations of existing single-family detached dwellings.

#### **2. Medium High-density Residential** (approximate density range: 8-14 units per acre)

These areas are proposed mainly for single-family semi-detached (twin) dwellings or a mix of single-family detached and single-family semi-detached (twin) dwellings.

#### **3. High-density Residential** (approximate density range: 15 or more units per acre)

These areas are proposed mainly for townhouses and apartments.

## **Nonresidential Uses**

### **1. Pedestrian-oriented Commercial**

These areas are mainly for centrally located, pedestrian-oriented commercial uses, primarily along major roads. These uses are intended for pedestrian-oriented establishments such as convenience stores, pharmacies, food stores, sandwich shops, variety stores, restaurants, and other eating places and service-oriented uses such as barber shops, cleaners, etc. Offices are intended as secondary uses. Apartments located above the stores and other commercial establishments are also included in this category.

### **2. General Commercial**

These areas are mainly for more remote, nonpedestrian-oriented, higher impact, and frequently auto-related uses. Some uses in this category include wholesale, distribution, office, gasoline service stations, and auto repair and auto parts establishments.

### **3. Town Center**

These areas are for centrally located use groupings that may include civic, institutional, municipal, residential, and recreational uses. Examples of these facilities are municipal buildings or uses, 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 the Town Center.

### **4. Institutional**

These areas are mainly for uses noted in the Town Center but not grouped as complete nodes or centers, e.g., independent fire station, playground, library, etc., in areas not suitable for a complete Town Center or grouping of these facilities.

### **5. Industrial**

These areas are mainly for industrial establishments.

### **6. Open Space, Parks, and Recreation**

These are areas for park and open space areas, not in town centers.

### **7. Cemeteries**

These areas are for cemeteries.

## 8. Transportation/Utilities

These areas are for transportation terminals, rail stations and railroad tracks, power or telephone substations, and similar facilities.

## TAX REFORM

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**Objective 10-6:** To support legislative efforts to reform funding for public schools by changing from a heavy reliance on the property tax to a mix of revenue sources including greater state contributions, sales tax, and a smaller proportion from property tax, etc.

One of the principal reasons for the exodus of people and businesses from the Boroughs is the property tax. The property tax is the principal source of revenue for funding public schools. The tax is based on the value of the homeowner's property; it is not tied to earned income or ability to pay. Therefore, persons on fixed incomes such as the elderly find it very difficult to keep pace with rising property tax bills. Also, because of the affordable housing in the area, many poorer students attend the schools in districts located in the area. The result is schools with a student population having greatest special needs are coupled with a shrinking tax base. This situation necessitates increases in tax rates. With increasing taxes, additional residents and businesses leave the area to settle in municipalities with lower taxes. These persons and businesses are those most mobile and most able to leave the area. Their departure leaves the area with an increasingly poorer population and fewer businesses. Accordingly, vibrant new businesses do not wish to settle here, and mobile families of moderate or higher incomes do not wish to settle in the area. These conditions perpetuate a vicious downward cycle.

Since many residents and businesses have already left the area, a high percentage of those remaining are elderly who are least able to afford rising property taxes while their incomes remain constant. Also, the new businesses that do come in are frequently marginal enterprises such as small pizza shops, nail salons, laundromats, and similar "low end" businesses. These conditions contribute toward making the Boroughs and neighboring areas less attractive for new families, home buyers, and businesses.

A number of state legislators have recognized this over-reliance on the property tax and have proposed alternate taxing methods.

It must be noted that, in contrast to the negative trends discussed above, there are some hopeful indicators. Between 2000 and 2004, there has been a visible increase in residential sales in the area. This increased sales activity, together with low interest rates, has resulted in notably increasing housing prices, as discussed in Chapter 2 – Regional Profile. These increases in housing sales and housing prices are hopeful, optimistic indicators of the possibilities for the revitalization of the area.

## RECOMMENDATIONS

Public schools should be funded from several revenue sources, including a possible sales tax, a greater transfer tax, and a slightly greater income tax, in place of the heavy reliance on the local property tax. The greatest portion should come from a greater percentage of state funding for public schools. The Boroughs do not have a direct role in changing the method of financing public schools. The reformed funding formula must be created by the State Legislature.

The Boroughs should...

- 10-29 Follow the school financing issue in the State Legislature and support proposals to increase the State's share of funding for public schools.
- 10-30 Support proposals in the State Legislature to diversify sources for funding public schools without excessive reliance on the property tax.

## CONSISTENCY MANDATE

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The year 2000 amendments to the MPC (PA House Bill 14 and Senate Bill 300) place strong emphasis on coordinated, countywide planning. Section 301 of the MPC requires municipal and multi-municipal comprehensive plans to be generally consistent with the County comprehensive plan. Since there is presently no adopted County comprehensive plan, there are no official or adopted Countywide planning goals or policies with which the Boroughs need to achieve consistency. However, when the County comprehensive plan is adopted, the Boroughs should use it as a guide when implementing this plan. The MPC also requires municipal zoning ordinances to be consistent with municipal comprehensive plans.

The MPC also strongly emphasizes the importance of contiguous municipalities joining together to prepare joint or multi-municipal comprehensive plans. This plan is the first such multi-municipal plan in Delaware County in more than 25 years. State agencies that provide funding for planning and community development activities, such as DCED, give priority to joint planning efforts. The requirements for consistency between municipal and county plans, and encouragement for municipalities to prepare joint plans, represent a step toward a more coordinated planning process. This is particularly important in Pennsylvania and Delaware County, where planning and zoning efforts have been often fragmented and contradictory.

*This plan is the first such multi-municipal plan in Delaware County in more than 25 years.*

The degree to which these efforts at consistency and coordination will be successful remains to be seen. It appears that the preparation of realistic and well-crafted consistency standards by county planning commissions as required by the MPC and the degree to which municipalities adhere to these standards will be important factors in

determining the success of efforts to improve the planning process in Pennsylvania. Also, the extent to which the courts define and support the MPC's provisions requiring consistency will have a strong bearing on the success of planning efforts in the Commonwealth.

## **REGIONAL RELATIONSHIPS**

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The plan area has common boundaries with the Boroughs of Clifton Heights, Lansdowne, Darby, Folcroft, and Glenolden, Darby and Upper Darby Townships, and the City of Philadelphia.

None of the proposals in this plan creates a negative impact on uses in adjacent communities, and the uses and proposals along the boundaries are, therefore, compatible with the existing and proposed development in surrounding communities. Although the draft County comprehensive plan has not yet been adopted, most of the conclusions of the County plan are in place. It appears that the existing and proposed development in the four-Borough area is generally consistent with the objectives and proposals of the draft County comprehensive plan.

## **LAND USE MAP AND ZONING MAP RELATIONSHIP**

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Frequently, discussions of planning and zoning reveal confusion between a future land use map and a zoning map. Therefore, it is important to emphasize that the future land use map is not a zoning map; it is a generalized statement of reasonable and appropriate future uses. For example, while the future land use map may propose one general use, commercial for example, the zoning map may divide this same area into several different commercial zoning districts that allow very different types of commercial establishments with very different requirements.

The future land use map and text also serve as the basis for any zoning ordinance and zoning map amendments prepared after this plan. Zoning maps are very specific; land use maps are more general. The zoning map is, of course, part of the zoning code and is not part of this plan.

## **CHAPTER 11**

### **TWO-YEAR ACTION PLAN**

After the comprehensive plan is adopted, the municipality sometimes finds it difficult to decide which recommendations should be implemented first. Also, since modern comprehensive plans usually have a time horizon of about ten years, the recommendations contained therein may seem remote. There is often no “blueprint” or schedule for action, and therefore, action on the plan tends to be repeatedly delayed.

For these reasons, this Two-year Action Plan identifies the actions that should be carried out or substantially in progress within the first two years after adoption of this plan. It groups the recommendations into four categories of actions to be used in the approximate sequence listed for the most effective implementation of the comprehensive plan.

This sequence is intended only as a guideline. The realities of municipal agendas are affected by a variety of factors, including previous commitments, the actors involved, funding considerations, contractual obligations, etc. However, to the extent possible within these limitations, the Boroughs should strive to adhere to this Action Plan.

Funding and technical assistance sources are listed in the chapters to which recommendations below refer.

#### **FORM COMMITTEES, BOARDS, AND PARTNERSHIPS**

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1. Establish an Implementation Task Force consisting of representatives of each of the four Boroughs to serve as “keepers of the plan.” Their tasks are to be thoroughly familiar with the plan, to prioritize its recommendations with emphasis on this Two-year Action Plan, and to present a report to the respective Councils indicating what activities should be implemented and the reasons for the implementation sequence selected. (Recommendation 12-1)
2. Establish individual or joint EACs to advise the Boroughs on various environmental problems and issues. Such a group or groups could spearhead both the storm drain stenciling project and an accompanying public education program for residents and businesses (a required element of the NPDES II program). This program should highlight how activities such as over-fertilization of lawns, dumping of motor oil, and failure to clean up after pets contribute to the level of water pollution. (R 4-10)
3. Investigate the feasibility of establishing a local CDC that would acquire vacant or blighted properties, rehabilitate them, and then re-sell them to interested home buyers. Steps to form a CDC are listed in Appendix D. (R 5-3)

4. 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. (R 5-19)
5. Consider the possibility of forming a COG along with other neighboring municipalities to promote cooperation among municipalities and to foster increased efficiency and effectiveness in the delivery of municipal services at the local level. (R 7-16)

## **REVISE AND ENFORCE ORDINANCES**

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6. Require special exception or conditional use approval for residential conversions. (R 5-24)
7. Consider revising zoning ordinances to allow apartments only in districts other than those that allow single-family detached dwellings and perhaps twin dwellings to help prevent creation of future incompatible uses. (R 10-1)
8. Create additional zoning districts allowing higher-impact commercial/light industrial uses in order to separate them from the more pedestrian-oriented establishments. (R 10-8)

## **PERFORM STUDIES AND SURVEYS**

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9. Identify vacant or underutilized commercial or industrial sites for adaptive reuse and consider creating redevelopment schemes that take advantage of the historic character of these places. (R 3-6)
10. Develop a Park and Recreation Plan to determine the adequacy of the existing facilities, identify potential areas for public recreational use (including greenways), and coordinate use of open space and recreational programs and funding. (R 8-14)
11. Inventory and evaluate existing vacant and underutilized parcels for possible reuse/redevelopment for open space or recreational uses such as pocket parks. (R 8-18)
12. Identify nonresidential areas in the worst condition and prioritize rehabilitation or other improvement actions. (R 10-6)

## **IMPLEMENT THE RENAISSANCE PROGRAM ACTION PLAN**

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13. Seek funding for infrastructure work to underwrite the cost of new housing construction. (R 5-30)
14. Implement the proposals in this plan by using the more specific project recommendations of the Planning Area 4 Action Plan of the Delaware County Renaissance Program. (R 9-6)

## **UNDERTAKE OTHER PRIORITIES**

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15. Pursue funding for installation, expansion, repair, and replacement of storm sewer system components as the need arises or DEP regulations require. (R 4-13)
16. Coordinate NPDES II permitting activities with DEP and adjoining municipalities. (R 4-15)
17. Advise DCHA of specific problems and complaints about Section 8 units. (R 5-5)
18. Perform regular inspection of Section 8 properties jointly with Borough code officials and inspectors from DCHA. (R 5-8)
19. Institute the vigilant regulation and inspection of rental and nonrental units by strict enforcement of the property maintenance codes in the Boroughs. (R 5-16)
20. Continue implementing the corrective action plans specified in the Boroughs' 1996 I/I studies included by reference in the Act 537 plan. (R 7-17)



## **CHAPTER 12**

### **IMPLEMENTATION**

This multi-municipal comprehensive plan is a policy document intended to guide development and land use-related decisions and policies of the four Boroughs. It outlines the Boroughs' vision, develops goals and objectives, and offers recommendations to achieve their vision. However, the plan, not being a regulatory document, 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. The subdivision and land development ordinance and the zoning ordinance should then reflect the goals, objectives, and recommendations contained in this plan.

Furthermore, Borough officials should consult this plan when confronted with new problems. In particular, decisions regarding land use, transportation, and community facilities should always be made only after consulting the plan. In compliance with the 2000 amendments to the MPC, proposals for amendments to the zoning and the subdivision and land development ordinances must also be evaluated in terms of their consistency with the plan.

Four critical components for the successful attainment of the objectives and recommendations of this multi-municipal plan are:

- 1) Use and revision of the zoning ordinance and other implementation tools
- 2) Selection and designation of an Implementation Task Force responsible for overseeing and guiding implementation activities
- 3) Preparation and acceptance of an Implementation Agreement, and
- 4) Regular use and consultation of this plan by Borough Councils and other Boards

Since it is much more difficult to achieve agreement on implementation activities in the case of a plan involving several municipalities, the selection of effective, dedicated representatives representing each participating jurisdiction is vital to the ultimate success of the plan. Through discussion of issues among the Task Force members, common ground and understanding can be reached. The MPC provides guidance and direction for the participating municipalities by authorizing and setting forth the details for the Implementation Agreement that becomes the legal document establishing and guiding implementation activities. Before discussing the Implementation Agreement later in this chapter, we will briefly discuss some of the basic methods/documents that implement comprehensive plans.

## **ZONING ORDINANCE AND OTHER IMPLEMENTATION TOOLS**

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### **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 zoning ordinances of the Boroughs contain deficiencies in several areas, and a definite need exists for revised zoning codes. The revised ordinances must be prepared in accordance with this plan, modern zoning principles, and the provisions of the MPC. All revisions, including zoning map changes, must comply with the consistency requirements of the MPC that are discussed in Chapter 10 – Land Use.

The advantages of basing a zoning ordinance on a comprehensive plan are that its provisions and districts will tend to be based on a carefully devised map showing the proposed future uses of land, as opposed to being prepared in a haphazard fashion; it will also require fewer amendments, meet general consistency requirements, and be legally more 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 Area 4 Renaissance Action Plan. See specific recommendations in Chapter 10 – Land Use.

### **Subdivision and Land Development Ordinance**

A subdivision and land development ordinance (SALDO), used in concert with the zoning ordinance, ensures that developments are accomplished in a manner that allows for the maximum protection of the environment, adjacent uses, and the public. The SALDO is applicable when dividing land into two or more parcels, developing property, and laying out streets and utilities. The ordinance also applies in cases of improvement of land with a nonresidential building, a multi-family building, or the division of land or space among two or more prospective occupants. As such, it applies to single office buildings, apartment buildings, and similar structures as well as to multiple-unit structures. This ordinance controls development features such as street widths, grades and curves, driveways, sight distances, lot design, sewage disposal, storm drainage, and recreational areas for new developments or additions/revisions to existing development.

Aldan and Sharon Hill have their own SALDOs (1990 and 1981) while Collingdale and Colwyn do not have their own ordinances and, therefore, use the County ordinance. DCPD is preparing a new County model SALDO. This ordinance will not be formally adopted by the County as an official document; it **is intended as a model ordinance** which municipalities may adopt in part or in whole if they so desire. Those municipalities that do not have their own ordinances may need to adopt either the model ordinance or another ordinance if they want to control subdivision and land development activity. The Boroughs, especially Collingdale and Colwyn, will need to decide if they wish to adopt the County's model ordinance or prepare and adopt their own.

## **Official Map**

Article IV of the MPC enables municipalities to prepare an official map. This map is intended to show public lands and facilities, including:

- Public streets, watercourses, and public grounds, including widenings, extensions, openings, or closings of same.
- 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 as well as 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 can apply for a special encroachment permit that would allow him to build on the site. If a landowner notifies the municipality of his intention to develop a site identified on the official map, the municipality has one year to acquire the site or the reservation of that land becomes invalid. The official map is, therefore, an important but seldom-used 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 give strength and validity to the Boroughs' wants and needs for future growth.

Although largely developed, the Boroughs may consider preparing an official map that locates existing and future streets and public areas. By placing certain areas on the official map, the Boroughs could take proactive measures in shaping important components of their future development, in contrast to simply reacting to developers' proposals.

## **Capital Improvements Program**

The capital improvements program (CIP) and capital budget are also useful for implementing the comprehensive plan. The CIP is designed to provide a multi-year program for scheduling capital projects and purchases. These items include outlays for purchase of land, buildings, major equipment, and renovations for large, relatively expensive items or projects. Examples of capital improvement projects are 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 then 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
- 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 the next several years. Projects may be completed in phases and last for several years. The Boroughs must determine what projects should be started immediately, those that should begin the following year, and those that 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 their cost over a number of years or, under other circumstances, 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 by demonstrating this planning and budgeting process, chances for obtaining federal and state funding are often improved. Funding agencies are more likely to loan or grant money to a community that documents need and carefully plans for future improvements.

In order to establish a capital programming process, the Boroughs should appoint a committee responsible for the evaluation and prioritization of capital projects. Borough Councils, appropriate members of other local Boards, Borough Managers, and Borough Engineers 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. Facility maintenance, code enforcement, housing rehabilitation, traffic control, zoning administration, and other activities required to achieve the goals and objectives set forth in the plan are funded annually in the Boroughs' operating budgets.

Presently, the Boroughs do not have a formal, documented CIP and budget. They simply consider mid-range and long-range projects during the course of formulating the annual budget. In order to improve planning municipal projects and purchases and 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, schedule, prioritize, and budget major capital projects.

2. Form a committee responsible for the planning, evaluation, and prioritization of capital projects. This group should include members of Borough Councils and Planning Commissions, Borough Engineers, Borough 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 also represent methods of implementing this plan. The various codes used by the Boroughs have an important role in assuring that development, redevelopment, and rehabilitation activities employ proper materials and construction methods, do not fall below industry standards, or create a safety hazard.

The primary responsibilities of the local CEO are to inspect all building components of new construction, additions, alterations, and the repair of structures. This includes:

- Reviewing construction plans for conformance 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.

Based on the 1990 Census, approximately 80% of the structures in the Boroughs are 45 or more years old. For this reason, and as further discussed in Chapter 5 – Housing and Chapter 10 – Land Use, effective code enforcement becomes an increasingly important component in the implementation of this plan.

### **Citizen Involvement**

Shaping the growth of a community 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.

Our system of law emphasizes private rights. Therefore, it is the duty of private groups and citizens to act constructively in community affairs. Participation in local government issues including the planning process must be a positive effort as criticism alone is not sufficient. Citizens offering constructive alternatives to local proposals are vital to the effective operation of municipal government. Persons who are concerned with the future of the Boroughs should educate themselves about the problems and challenges facing their Borough and the project area. The comprehensive plan should be used in this informational process. It provides background studies that contain important statistical

data and 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. For it to be successfully implemented, this plan must have the support of the area residents.

## **IMPLEMENTATION TASK FORCE**

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As noted in previous chapters, this plan is the first multi-municipal comprehensive plan prepared for a group of Delaware County municipalities in many years. The last such plan was the Joint Comprehensive Plan of 1978 that included Marcus Hook and Trainer Boroughs and Lower Chichester and Upper Chichester Townships.

Because of the complexity of coordinating activities and reaching consensus among four municipalities, one of the principal conclusions of this plan is that there needs to be a specific group whose primary mission is the implementation of the Four-Borough Comprehensive Plan.

Because of the long, unfortunate track record of implementing comprehensive plans, it is vital that a permanent group and a structure be established to coordinate, oversee, and maintain the process of implementing this plan. In this manner, this plan will continue to be a dynamic and useful document in the future and not languish after completion of the report. Directions and policies must be carried out, and this requires a permanent group or task force created solely for this purpose.

This Implementation Task Force would serve as the “keeper of the plan,” and its main purpose would be to make sure that the recommendations in the plan are being implemented. The first job of the Task Force will be to thoroughly review the comprehensive plan with emphasis on the Two-year Action Plan chapter and to prioritize the activities and programs recommended for the first two years after adoption of the plan. The Task Force should also organize and present the selected implementation tasks to the Councils and other stakeholders to gain their support. The respective Councils, developers, and other stakeholders would then execute the implementing actions. Examples of these actions are the adoption of recommended ordinances, formation of new boards/commissions, and application for funding, awarding of contracts, etc. At the end of each year, the Task Force would issue a report indicating the progress made towards implementing plan recommendations. The group would also be responsible for reviewing and updating the plan at regular intervals as recommended in this report. The Task Force would consist of representatives from all four participating Boroughs. These representatives should include municipal officials and may also include members from the business community, various organizations, as well as citizen representatives.

## **IMPLEMENTATION AGREEMENT**

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Based on Article X1 of the MPC, one of the principal benefits of an adopted multi-municipal comprehensive plan is the authority to distribute land uses among the entire

plan area so that each individual municipality does not need to provide for all legitimate uses.

Prior to the year 2000 amendments to the MPC, 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. Presently, the MPC does not require a joint zoning ordinance to enable this distribution, although the participating municipalities may adopt such an ordinance if they desire.

However, the municipalities need to adopt an Implementation Agreement for the purpose of agreeing on the details involved in implementing the plan. The agreement needs to list the responsibilities of each participant in carrying out the plan. Within two years of plan adoption, the participants must also enact ordinances that are consistent with the plan's recommendations. The acceptance of the Implementation Agreement and the adoption of consistent ordinances and actions lend legitimacy to the plan.

The Pennsylvania *Intergovernmental Cooperation Law* (Act 177) and the MPC govern the content of intergovernmental cooperation agreements such as the Implementation Agreement. The law requires that intergovernmental cooperation agreements contain the following:

1. Conditions of the agreement
2. Duration of the agreement term
3. Purpose and objectives
4. Manner and extent of financing
5. Organizational structure necessary to implement the agreement
6. Manner in which personal or real property shall be acquired, managed, licensed, or disposed

In addition, the MPC states that Implementation Agreements shall:

1. Establish a process which participating municipalities will employ to achieve general consistency between the plan and the various ordinances of the participating municipalities within two years.
2. Establish a process for review and approval of developments of regional significance proposed in participating municipalities.
3. Establish the role and responsibilities of participating municipalities in implementing the plan, including provision of infrastructure services and affordable housing.
4. Require a yearly report by participating municipalities to the County planning agency and by the County planning agency to the participating municipalities.
5. Describe any other duties and responsibilities agreed upon by the parties.<sup>9</sup>

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<sup>9</sup>*Planning Beyond Boundaries, A Multi-municipal Planning and Implementation Manual for Pennsylvania Municipalities*, 10,000 Friends of Pennsylvania, 2002.

## **REGULAR USE OF THE PLAN BY COUNCILS AND OTHER BOARDS**

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As previously noted in this chapter, the comprehensive plan is designed and intended to serve as the foundation for most other plans, programs, ordinances, and regulations. The SALDO and the zoning ordinance should then reflect the goals, objectives, and recommendations contained in this plan. That is, all other ordinances and plans should point in the same direction as the plan, and the application of their provisions should make the recommendations of the plan a reality. Therefore, the Council members of each Borough should review the plan and become familiar with its objectives and recommendations that they adopted. 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 discussed and analyzed in the plan. It is likely that the plan contains specific direction and recommendations regarding the issue or problem under discussion. In particular, recommendations and decisions regarding land use, transportation, and community facilities should always 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.

### **RECOMMENDATIONS**

The Boroughs should...

- 12-1 Establish an Implementation Task Force consisting of representatives of each of the four Boroughs to serve as “keepers of the plan.” Their tasks are to be thoroughly familiar with the plan, to prioritize its recommendations with emphasis on the Two-year Action Plan, and to present a report to the respective Councils indicating what activities should be implemented and the reasons for the implementation sequence selected.
- 12-2 Prepare and adopt an Implementation Agreement.
- 12-3 Review the status of implementation tools such as the zoning ordinance, SALDO, CIP, code enforcement program, and official map and amend or prepare these to meet the needs of the Borough and comply with the plan.

Technical Assistance:       DCPD  
  DCED

- 12-4 Review the recommendations of Chapter 11 – Two-Year Action Plan, seek funding as indicated, and follow through on implementing the recommended activities.



## CHAPTER 13

### FUNDING PROGRAMS AND TECHNICAL ASSISTANCE SOURCES

Listed below are the funding programs and technical assistance sources for implementing the recommendations discussed throughout the plan.

#### FUNDING PROGRAMS

##### **Act 167 Stormwater Management Program - Chapter 111 Funding**

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**Pennsylvania Department of  
Environmental Protection (DEP)  
Southeast Regional Office**

Jenifer Fields  
2 E. Main Street  
Norristown, PA 19401  
Tel: (484) 250-5900  
Email: [jefields@state.pa.us](mailto:jefields@state.pa.us)  
Website: [www.dep.state.pa.us](http://www.dep.state.pa.us)

The program offers grants to municipalities for the implementation of the county Act 167 stormwater management plans for the local watershed, including costs associated with technical and legal services for the administration and enforcement of Act 167 plans. The program may also fund a municipality's NPDES Phase II implementation if it coincides with Act 167 activities. Contact DEP for eligibility requirements.

##### **Certified Local Government Program**

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**Pennsylvania Historical and Museum  
Commission (PHMC)**

Bureau for Historic Preservation  
Commonwealth Keystone Building  
400 North Street, 2<sup>nd</sup> Floor  
Harrisburg, PA 17120-0093  
Tel: (717) 787-0771  
Email: [mlefevre@state.pa.us](mailto:mlefevre@state.pa.us)  
Website:  
[www.artsnet.org/phmc/grants\\_certified  
\\_local\\_govern.htm](http://www.artsnet.org/phmc/grants_certified_local_govern.htm)

The Bureau helps local governments strengthen their local historic preservation efforts and expand their preservation activities by achieving Certified Local Government (CLG) status from the National Park Service (NPS). The *National Historic Preservation Act* established the CLG program, which authorizes local governments to participate in the national historic preservation program. Responsibilities of a CLG include maintaining an historic preservation commission, surveying local historic properties, enforcing local preservation laws, and providing for public participation in preservation activities. The Bureau provides valuable technical assistance and matching grants to participating communities throughout Pennsylvania whose local governments operate and manage comprehensive preservation programs.

## Code Enforcement Initiative Grants

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### **Department of Community and Economic Development (DCED)**

Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 787-8158  
1(888) 223-6837  
Fax: (717) 783-1402  
Website: [www.newpa.com](http://www.newpa.com)

This grant program assists any group of two or more municipalities, including COGs or similar organizations formed for the purpose of inter-municipal cooperation, to defray initial administrative expenses of a shared or multi-municipal code enforcement program. Eligible activities include multi-municipal code enforcement programs that are established by an Intergovernmental Agreement to:

- Hire one or more code enforcement employees to administer the Uniform Construction Code (UCC).
- Contract with a third party to set up a joint appeals board.

Eligible costs include:

- Personnel costs of certified enforcement personnel
- Administrative support costs
- Equipment directly related to code enforcement services
- Costs related to a joint appeals board
- Training

Grant applications using the DCED Single Application process are received year-round, and grant awards are made each month during the year. Grant funds are usually used to finance up to 50% of the project costs. The local match may be provided in cash or by in-kind services; however, the matching share for personnel costs must be in cash.

## Community Conservation Partnerships Program (C2P2)

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**Department of Conservation and  
Natural Resources (DCNR)  
Southeast Regional Office**

Carolyn Wallis  
State Office Building, Suite 207  
1400 Spring Garden Street  
Philadelphia, PA 19130  
Tel: (215) 560-1182  
Fax: (215) 560-6722  
Email: cwallis@state.pa.us  
Website:  
[http://www.dcnr.state.pa.us/brc/  
grants/general02.aspx](http://www.dcnr.state.pa.us/brc/grants/general02.aspx)

This program is a combination of several funding sources and grant programs: the Commonwealth's Keystone Recreation, Park, and Conservation Fund (Key 93), the *Environmental Stewardship and Watershed Protection Act* (Growing Greener), and Act 68 Snowmobile and ATV Trails Fund. The Program also includes federal funding from the Land and Water Conservation Fund (LWCF) and the Recreational Trails component of TEA-21.

This initiative joins DCNR with communities, nonprofit groups, and the private sector in conserving Pennsylvania's valuable natural and cultural heritage. DCNR partnerships involve greenways, open spaces, community parks, rail-trails, river corridors, natural areas, indoor and outdoor recreation, environmental education, tourism, and community development.

The C2P2 contains the following grant components: Community Recreation, Land Trusts, Rails-to-Trails, Rivers Conservation, Snowmobile/ATV, Heritage Parks, LWCF, and Recreational Trails. Except for the Heritage Parks grants, all other components have been combined into one annual application cycle (generally spring) and use a single application format and process with one grant manual and one set of application forms. Applications selected for federal LWCF funding require some supplemental information to enable submission of the application to the National Park Service (NPS). Generally, all components require a match, usually 50%, of cash or in-kind contributions.

## **Community Development Block Grant (CDBG) Program**

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### **Delaware County Office of Housing and Community Development (OHCD)**

600 N. Jackson Street  
Room 101  
Media, PA 19063  
Tel: (610) 891-5131  
Fax: (610) 566-0532  
Email: wessonj@co.delaware.pa.us  
Website: www.co.delaware.pa.us/hcd/

Delaware County is entitled to receive an annual grant from the CDBG Program through HUD. CDBG funds enable local governments to develop viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for low- and moderate-income persons. The County determines how the funds are allocated based on individual community development needs. Eligible projects include construction of public improvements, such as streets, curbs, sidewalks, and water and sewer facilities, and historic preservation.

## **Community Improvement Grant**

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### **Pennsylvania Urban and Community Forestry Council**

Montgomery County Cooperative  
Extension Office  
1015 Bridge Road, Suite H  
Collegeville, PA 19426-1176  
Tel: (610) 489-4315  
Fax: (610) 489-9277  
Email: jxs51@psu.edu  
Website:  
www.dcnr.state.pa.us/forestry/pucfc/

The Council will consider requests for funds ranging from \$500 - \$3,000. Grant requests must be matched dollar for dollar with cash and/or in-kind contributions by the applicant. The main purpose of this grant is to foster stewardship of trees and the environment and partnerships by bringing together resource experts with volunteers and others who care about trees and their communities. The grant will support education and training opportunities for the general public and professionals, grassroots tree planting projects, and partnerships at the local level.

## **Community Recreation Grants**

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### **Department of Conservation and Natural Resources (DCNR) Southeast Regional Office**

Carolyn Wallis  
State Office Building, Suite 207  
1400 Spring Garden Street  
Philadelphia, PA 19130  
Tel: (215) 560-1183  
Fax: (215) 560-6722  
Email: cwallis@state.pa.us  
Website: www.dcnr.state.pa.us

Community recreation grants are awarded to municipalities for recreation, park, and conservation projects. These include the rehabilitation and development of parks and recreational facilities; acquisition of land for park and conservation purposes; and technical assistance for feasibility studies, trails studies, and site development planning. Grants require a 50% match except for some technical assistance grants and small community projects.

## **Community Transit of Delaware County**

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### **Community Transit of Delaware County**

206 Eddystone Avenue, Suite 200  
Eddystone, PA 19022-1594  
Tel: (610) 490-3960  
Email: [generaladmin@ctdelco.org](mailto:generaladmin@ctdelco.org)  
Website: [www.ctdelco.org](http://www.ctdelco.org)

Community Transit of Delaware County (CTDC) provides paratransit service to Delaware County residents. CTDC can pay for promotions of their service.

## **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

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### **Pennsylvania Department of Transportation (PennDOT)**

Delaware Valley Regional Planning Commission  
The ACP Building  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106-1520  
Tel: (215) 238-2863  
Fax: (215) 592-9125  
Email: [cdougherty@dvrpc.org](mailto:cdougherty@dvrpc.org)  
Website: <http://www.dvrpc.org/transportation/capital/cmaq.htm>

This program funds transportation projects that reduce congestion and improve air quality. Eligible projects include transit improvements, shared-ride services, traffic flow improvements, demand management strategies, pedestrian and bicycle facilities and programs, inspection and maintenance programs, and alternative fuel projects.

## **Conservation District Mini-Grants**

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### **Delaware County Conservation District**

Rose Tree Park - Hunt Club  
1521 N. Providence Road  
Media, PA 19063  
Tel: (610) 892-9484  
Fax: (610) 892-9489  
Email: [info@delcocd.org](mailto:info@delcocd.org)  
Website: [http://delcocd.org/mini-grant\\_program.htm](http://delcocd.org/mini-grant_program.htm)

The County Conservation District awards competitive grants to locally based environmental organizations, school-based environmental clubs, homeowners associations, scouting organizations, civic associations, and sportsman's groups. Grant requests should not exceed \$500. The Conservation District Board annually allocates a sum of money to this program based on the prior year's excess of income over expenses.

Examples of eligible projects include:

- Stream bank stabilization
- Riparian forest buffer plantings
- Storm sewer stenciling/disks
- Wildlife habitat improvements
- Workshops/seminars for the general public on local environmental issues
- Stream monitoring – water quality testing programs
- Nature trails

Application deadlines are April 1<sup>st</sup> and October 30<sup>th</sup>.

## **CSX**

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### **Regional Office**

Rick Nevinger  
One Bell Crossing Road  
Selkirk, NY 12158  
Tel: (518) 767-6037  
Fax: (518) 767-6468  
Website: [www.csx.com](http://www.csx.com)

CSX strives to be a good corporate citizen in all of the communities through which it travels. Municipalities or local government officials with property code compliance or safety issues can contact CSX to discuss possible solutions.

## **Delaware County Housing Authority (DCHA)**

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1855 Constitution Avenue  
P.O. Box 100  
Woodlyn, PA 19094  
Tel: (610) 490-3301  
Website: [www.dcha1.org](http://www.dcha1.org)

DCHA's mission is to provide well-maintained, safe housing while honoring a commitment to enhance the quality of life within the community and for its clients. DCHA operates the Housing Choice Voucher, Section 8, and low rent public housing programs. Municipalities should contact DCHA with any low-income housing projects, improvement ideas, or concerns.

## **Department of Community and Economic Development (DCED)**

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Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 787-8158  
1(888) 223-6837  
Fax: (717) 783-1402  
Website: [www.newpa.com](http://www.newpa.com)

DCED offers services and programs meant to spur economic development throughout the state. Municipalities should contact the representative identified with each program offered or contact DCPD for assistance.

## **Federal and State Highway Funds for Federal-Aid Streets**

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### **U.S. Department of Transportation**

1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590  
Tel: 1(866) 377-8642  
TTY: 1(800) 877-8339  
VCO: 1(877) 877-6280  
Website:  
<http://www.dot.gov/new/indrex.htm>

Federal and state highway funds provide reimbursement for any road-related improvement projects that municipalities or PennDOT undertake on the federal-aid street system. Federal highway programs include the National Highway System, the Surface Transportation Program, the Highway Bridge Program, the Congestion Mitigation and Air Quality Improvement Program, and the Transportation Enhancements Program.

## DCPD

Thomas P. Shaffer  
Court House & Government Center  
Building  
201 W. Front Street  
Media, PA 19063-2708  
Tel: (610) 891-5217  
Fax: (610) 891-5203  
Email: [shaffert@co.delaware.pa.us](mailto:shaffert@co.delaware.pa.us)  
Website:  
[www.co.delaware.pa.us/planning/transportation.html](http://www.co.delaware.pa.us/planning/transportation.html)

## Floodplain Land Use Assistance Program

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### Department of Community and Economic Development (DCED)

Center for Local Government Services  
Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: 1 (888) 223-6837  
Fax: (717) 783-1402  
Website: [www.newpa.com/programDetail.aspx?id=99](http://www.newpa.com/programDetail.aspx?id=99)

This program provides grants and technical assistance to municipalities to comply with the requirements of the National Flood Insurance Program and the Pennsylvania *Flood Plain Management Act* (Act 166 of 1978). Grants can be a maximum of 50% of the eligible costs with no maximum dollar limit. Funds cover ordinance revision only.

## Green Region Open Space Grant Program

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### PECO Energy

Green Region  
c/o Natural Lands Trust  
1031 Palmers Mill Road  
Media, PA 19063  
Tel: (610) 353-5587  
Email: [info@natlands.org](mailto:info@natlands.org) or [brobb@natlands.org](mailto:brobb@natlands.org)  
Website: <http://www.natlands.org/categories/article.asp?fldArticleId=113>

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.

Eligible projects include the following:

- Developing or updating open space plans.
- Improving municipally owned open spaces, including planning costs.
- Acquisition (by purchase or donation) of parcels of land to be used for open space.
- Acquisition (by purchase or donation) of conservation easements (also known as “development rights”).

Any township, borough, or city incorporated within Bucks, Chester, Delaware, Montgomery, or Philadelphia Counties may apply.

## Growing Greener Watershed Program

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### **Department of Environmental Protection (DEP)**

DEP Southeast Regional Office  
2 E. Main Street  
Norristown, PA 19401  
Tel: (484) 250-5822  
Email: [GrowingGreener@state.pa.us](mailto:GrowingGreener@state.pa.us)  
or [daburke@state.pa.us](mailto:daburke@state.pa.us)  
Website: [www.depweb.state.pa.us/  
growinggreener/site/default.asp](http://www.depweb.state.pa.us/growinggreener/site/default.asp)

This DEP program provides three kinds of grants:

- **Watershed** - aimed at cleaning up nonpoint sources of pollution through acid mine drainage abatement, mine clean-up efforts, abandoned oil and gas well plugging, and local watershed-based conservation projects to eligible counties, authorities, municipalities, county conservation districts, watershed organizations, and others involved in the restoration and protection of Pennsylvania's environment.
- **Technical Assistance** - a network of assistance providers to help watershed organizations effectively and efficiently achieve their watershed protection goals, providing legal, engineering, data management, program management, science mentoring, and technical services at no cost to eligible organizations.
- **New/Innovative Technology** - for improving existing drinking water and sewage treatment facilities through the use of new or innovative technology, going beyond what is needed to maintain compliance with applicable regulatory requirements.

## Historic Preservation Grants

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### **Pennsylvania Historical and Museum Commission (PHMC)**

Bureau for Historic Preservation  
Commonwealth Keystone Building  
400 North Street, 2<sup>nd</sup> Floor  
Harrisburg, PA 17120-0093  
Tel: (717) 783-6012  
Fax: (717) 787-0920  
Website: [http://www.artsnet.org/phmc/  
grants\\_historic\\_preservation.htm](http://www.artsnet.org/phmc/grants_historic_preservation.htm)

These grants are available to support projects in the categories of cultural resource surveys, National Register nominations, planning and development assistance, educational and interpretive programs, and archaeology. The grants are administered on a competitive basis and are available in two different amounts: no match required to \$5,000 and matching to \$15,000. The maximum award is \$15,000, and the awards are made annually based on a peer review process.



## **HOME Investment Partnerships Program**

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### **Delaware County Office of Housing and Community Development (OHCD)**

Delaware County Office of Housing  
and Community Development  
600 N. Jackson Street, Room 101  
Media, Pennsylvania 19063  
Tel: (610) 891-4949  
Fax: (610) 566-0532  
Website: [www.co.delaware.pa.us/hcd](http://www.co.delaware.pa.us/hcd)

The major objective of this program is to expand the supply of decent and affordable housing for low- and very low-income persons. Assistance is provided in the form of loans and grants for eligible activities including acquisition and rehabilitation of existing structures, new construction, homeownership assistance, and tenant-based rental assistance. HOME seeks to create and strengthen partnerships between government and the private sector, including for-profit and nonprofit organizations to accomplish this goal. HOME provides the flexibility necessary for local governments to determine the most appropriate methods to address local housing needs. Applications are accepted on a rolling basis.

## **Home Weatherization Program**

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### **Community Action Agency of Delaware County (CAADC), Inc.**

Colony Building  
511-13 Welsh Street  
Chester, PA 19013  
Tel: (610) 874-8451  
Fax: (610) 565-9332  
Email: [info@caadc.org](mailto:info@caadc.org)  
Website: [www.caadc.org](http://www.caadc.org)

or

Darby Court Apartments  
892 Main Street  
Darby, PA 19023  
Tel: (610) 583-9133  
Fax: (610) 586-2729

This program provides eligible households with weatherization assistance such as caulking, insulation of hot water tanks, attic ventilation, primary windows, oil and gas heater repair, and weather-stripping.

CAADC offers assistance to families and individuals to promote economic self-sufficiency, thus reducing dependence on public support through innovative approaches to programs including provision of professional case management services, life skills and employment training, and housing rehabilitation and community development.

## **Homeownership First Program**

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### **Chester Community Improvement Project**

412 Avenue of the States  
Chester, PA 19016  
Tel: (610) 876-8663  
Fax: (610) 876-3449  
Email: [ccip.info@verizon.net](mailto:ccip.info@verizon.net)

The Homeownership First Program provides counseling and up to \$5,000 in down payment and closing costs to qualifying first-time homebuyers purchasing a property in Delaware County. The assistance takes the form of a 0% interest loan that is only repayable upon sale or transfer of the property.

or

Media Fellowship House  
302 S. Jackson Street  
Media, PA 19063  
Tel: (610) 565-0434  
Fax: (610) 565-8567  
Website:  
<http://www.mediafellowshiphouse.org/>

## **Hometown Streets Program**

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### **Pennsylvania Department of Transportation (PennDOT)**

PennDOT District 6 Office  
7000 Geerdes Boulevard  
King of Prussia, PA 19406-1525  
Tel: (610) 205-6950  
Email: [penndot6@roadwatch.org](mailto:penndot6@roadwatch.org) or  
[lguarini@state.pa.us](mailto:lguarini@state.pa.us)  
Website:  
[www.dot.state.pa.us/penndot/Bureaus/CPDM/Prod/Saferoute.nsf](http://www.dot.state.pa.us/penndot/Bureaus/CPDM/Prod/Saferoute.nsf)

This program is meant to encourage the reinvestment in and redevelopment of our downtowns with streetscape improvements that are vital to reestablishing downtown commercial centers. Projects should be physical improvements focusing on the surface transportation system that promote positive human interactions. Example projects include sidewalk improvements, planters, benches, street lighting, pedestrian crossings, transit bus shelters, traffic calming, bicycle amenities, kiosks, signage, and other visual elements.

## **Housing and Redevelopment Assistance Program**

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### **Department of Community and Economic Development (DCED) Targeted Development Division**

Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 720-7468  
Fax: (717) 214-5416  
Email: [bbubb@state.pa.us](mailto:bbubb@state.pa.us)  
Website: <http://www.newpa.com>

This program (HRA) provides flexible grant funding to cities and smaller urban areas to redevelop and reuse blighted and/or vacant property, to expand housing opportunities, and to promote stability of neighborhoods.

## **Housing Development Fund (HDF)**

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### **Delaware County Office of Housing and Community Development (OHCD)**

600 N. Jackson Street  
Room 101  
Media, PA 19063  
Tel: (610) 891-4949  
Fax: (610) 566-0532  
Email: [troilog@co.delaware.pa.us](mailto:troilog@co.delaware.pa.us)  
Website:  
[www.co.delaware.pa.us/hcd/index.html](http://www.co.delaware.pa.us/hcd/index.html)

This initiative of Delaware County Council and OHCD intends to promote the production and improvement of affordable rental and homeowner housing. Delaware County utilizes various federal, state, and local funds. OHCD is responsible for distributing applications, evaluating proposals, making recommendations to County Council, and coordinating the award of HDFs. OHCD accepts applications for funding from nonprofit organizations, for-profit corporations, limited partnerships, and governmental agencies.

## **Housing Rehabilitation Loan Program**

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### **Delaware County Office of Housing and Community Development (OHCD)**

600 N. Jackson Street  
Room 101  
Media, PA 19063  
Tel: (610) 891-5425  
Fax: (610) 891-0532  
Website:  
[www.co.delaware.pa.us/hcd/housingreha](http://www.co.delaware.pa.us/hcd/housingreha)

The Housing Rehabilitation Loan Program provides qualified low- and moderate-income homeowners with 0% deferred loans of up to \$15,000 for major system repairs. Cosmetic improvements are not permitted. Special repayment terms are available for households located in the County's Revitalization communities. This is not an emergency program, and a wait list is in effect.

## **HUD Dollar Home Initiative**

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### **United States Department of Housing and Urban Development (HUD)**

U.S. Department of Housing and Urban Development  
451 7<sup>th</sup> Street, S.W.  
Washington, D.C. 20410  
Tel: (202) 708-1112  
Website:  
<http://www.hud.gov/offices/hsg/sfh/reo/goodn/dhmbabout.cfm>

HUD's Dollar Home Initiative helps local governments to foster housing opportunities for low- to moderate-income families and address specific community needs by offering them the opportunity to purchase qualified HUD-owned homes for \$1 each. Dollar Homes are single-family homes that are acquired by FHA as a result of foreclosure actions. Single-family properties are made available through the program whenever FHA is unable to sell the homes for six months. By selling vacant homes for \$1 after six months on the market, HUD makes it possible for communities to fix up the homes and put them to good use at a considerable savings. Local governments can partner with local nonprofit homeownership organizations or tap into existing local programs to resell the homes to low- and moderate-income residents of the community.

## **Infrastructure Development Program (IDP)**

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### **Department of Community and Economic Development (DCED)**

Center for Business Financing  
Infrastructure Development Program  
Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 787-7120  
Fax: (717) 722-3581  
Website: [www.newpa.com/programDetail.aspx?id=26](http://www.newpa.com/programDetail.aspx?id=26)

This program provides grants and low-interest loans for public and private infrastructure improvements. Eligible activities include transportation facilities, clearing and preparation of land and environmental remediation, water and sewer systems, energy facilities, storm sewers, bridges, and waterways. Eligible applicants include municipalities, industrial development authorities, municipal authorities, and private companies. Loans and grants may be up to \$1.25 million.

## **Keystone Historic Preservation Grant Program**

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### **Pennsylvania Historical and Museum Commission**

Bureau for Historic Preservation  
Commonwealth Keystone Building  
400 North Street, 2<sup>nd</sup> Floor  
Harrisburg, PA 17120-0093  
Tel: (717) 783-6012  
Fax: (717) 772-0920  
Website:  
[www.artsnet.org/phmc/grants\\_keystone\\_historic\\_preservation.htm](http://www.artsnet.org/phmc/grants_keystone_historic_preservation.htm)

Funding under this state program is available to nonprofit organizations and local governments for capital improvements on historic resources listed in or eligible for listing in the National Register of Historic Places. Funding is available in the categories of Preservation, Restoration, and Rehabilitation.

## **Keystone Home Energy Loan Program (HELP)**

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### **Keystone Home Energy Loan Program (HELP)**

AFC First Financial Corporation  
1005 Brookside Road  
Great Bear Center  
Allentown, PA 18106  
Tel: (888) 232-3477  
Website: [www.keystonehelp.com](http://www.keystonehelp.com)

Pennsylvania homeowners with a combined annual household income of \$150,000 or less are eligible to apply for HELP loans in the amount of \$1,000 to \$15,000. Assistance is available for the installation of ENERGY STAR® rated and high efficiency heating, air conditioning, air sealing, insulation, windows, doors, geothermal, and “whole house” improvements using Home Performance with ENERGY STAR®. Keystone HELP loans have lower fixed rates and longer amortization than typical unsecured financing options such as credit cards or shorter term bank loans.

Eligible improvements must be installed by a Keystone HELP® approved contractor. There are currently over 1,600 approved Keystone HELP contractors in Pennsylvania.

To find a local contractor: 1(888)AFC-FIRST (232-3477)

## **Liquid Fuels Tax Program**

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### **Pennsylvania Department of Transportation (PennDOT)**

PennDOT District 6  
7000 Geerdes Boulevard  
King of Prussia, PA 19406-1525  
Tel: (610) 205-6541  
Fax: (610) 205-6910  
Email: [vtemino@state.pa.us](mailto:vtemino@state.pa.us)  
Website: [www.dot.state.pa.us/Internet/Bureaus/pdBMS.nsf/BMSHomePage?OpenFrameset](http://www.dot.state.pa.us/Internet/Bureaus/pdBMS.nsf/BMSHomePage?OpenFrameset)

Dennis Carey, Director  
Public Works Department  
Government Center, Room 207  
201 W. Front Street  
Media, PA 19063  
Tel: (610) 891-4668  
Fax: (610) 891-4482  
Email: [careyd@co.delaware.pa.us](mailto:careyd@co.delaware.pa.us)  
Website:  
[www.co.delaware.pa.us/depts/publicworks.html](http://www.co.delaware.pa.us/depts/publicworks.html)

This state program provides for a permanent allocation to municipalities (determined by population and local road mileage) of part of the liquid fuels taxes on motor vehicle fuels that are collected at the pump. Liquid fuels allocations may be used for any road-related activity including maintenance, repair, construction, or reconstruction of public roads or streets. Road machinery and equipment are also eligible expenditures, as are traffic signs and signals. In any given year, at least a portion of the money could be used for transportation facility projects.

PennDOT's Municipal Services group oversees the allocation of Pennsylvania's liquid fuels funds to 238 municipalities and the five counties in District 6. Representatives work with the cities, boroughs, and townships across the region to ensure that each receives its proper annual allocation of state funds and spends it properly by reviewing and overseeing local highway and bridge construction projects where these funds are utilized.

This group also oversees the Road Turnback Program, where sections of the state highway system are turned over to local municipalities, who are then paid an annual maintenance fee for their continued upkeep.

## **Local Government Capital Projects Loan Program**

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### **Department of Community and Economic Development (DCED)**

Governor's Center for Local Government Services  
Commonwealth Keystone Building  
400 North Street, 4th Floor  
Harrisburg, PA 17120-0225  
Tel: (888) 223-6837  
Fax: (717) 783-1402  
Email: [ra-dcedclgs@state.pa.us](mailto:ra-dcedclgs@state.pa.us)  
Website:  
[www.newpa.com/programDetail.aspx?id=96](http://www.newpa.com/programDetail.aspx?id=96)

This program is administered by the Governor's Center for Local Government Services (CLGS) of the Pennsylvania DCED. It was established to provide low-interest loans to municipalities with populations of 12,000 or less for the purchase of equipment and the purchase, construction, renovation, or rehabilitation of municipal facilities. The program offers small local governments who find the cost of borrowing at conventional rates to be prohibitive an opportunity to secure needed funds at an interest rate of 2% per annum. Requests for assistance may be submitted any time throughout the year.

## **Main Street Program**

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### **Department of Community and Economic Development (DCED)**

Office of Community Development,  
Center for Community Building  
Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 720-7409  
Fax: (717) 214-5416  
Website: [www.newpa.com](http://www.newpa.com)

This funding and business assistance program targets development opportunities into downtown areas of municipalities and provides five-year assistance for the hiring of a full-time coordinator to oversee a comprehensive revitalization program.

## **MTRP Electric Utility Grant Program**

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### **Pennsylvania Urban and Community Forestry Council**

Montgomery County Cooperative  
Extension Office  
1015 Bridge Road, Suite H  
Collegeville, PA 19426-1179  
Tel: (610) 489-4315  
Fax: (610) 489-9277  
Email: [jxe51@psu.edu](mailto:jxe51@psu.edu)  
Website:  
[www.dcnr.state.pa.us/forestry/pucfc/](http://www.dcnr.state.pa.us/forestry/pucfc/)

Funding matches from \$1,000 - \$5,000 are designed to stimulate communities to choose the appropriate trees for planting locations under or near utility wires and improve municipal tree programs. Trees may also be planted on private property in the absence of an adequate tree lawn, provided that the municipality obtains a written easement from the landowner and the trees are planted within six feet of the sidewalk or right-of-way. Planting and maintenance of these trees shall be the responsibility of the municipalities in accordance with their regulations.

### **PECO**

Alex Brown  
1040 W. Swedesford Road  
Berwyn, PA 19312-1074  
Tel: (610) 648-7769  
Email:  
[Alexander.brown@peco-energy.com](mailto:Alexander.brown@peco-energy.com)  
Website: [www.peco.com](http://www.peco.com)

## **Municipal Bus Shelter Partnership**

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### **Delaware County Transportation Management Association (TMA)**

102 W. Front Street, 1st Floor  
Media, PA 19063  
Tel: (610) 892-9440  
Fax: (610) 892-9460  
Email: [dctma@libertynet.org](mailto:dctma@libertynet.org)  
Website: [www.dctma.org](http://www.dctma.org)

The TMA administers its Municipal Bus Shelter Partnership to provide for bus rider passenger shelters. The TMA brokers with a private company that provides shelters, with the revenue from advertising being split between the TMA and the municipality.

## **Municipal Challenge Grants Program**

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### **Pennsylvania Urban and Community Forestry Council**

Montgomery County Cooperative  
Extension Office  
1015 Bridge Road, Suite H  
Collegeville, PA 19426-1179  
Tel: (610) 489-4315  
Fax: (610) 489-9277  
Email: [jxs51@psu.edu](mailto:jxs51@psu.edu)  
Website:  
[www.dcnr.state.pa.us/forestry/pucfc/](http://www.dcnr.state.pa.us/forestry/pucfc/)

Challenge grants will be made available to Pennsylvania municipalities (or municipal tree commissions) to stimulate and assist them in developing a comprehensive urban and community forestry program. Trees can be planted on public lands as street trees in the tree lawn or public right-of-way, in parks, and in greenbelts. Trees may also be planted on private property in the absence of an adequate tree lawn, provided that the municipality obtains a written easement from the landowner and the trees are planted within six feet of the sidewalk or right-of-way. Planting and maintenance of trees shall be the responsibility of the municipalities. Applications can be downloaded through the website.

## **National Highway System**

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### **U.S. Department of Transportation**

1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590  
Tel: 1(866) 377-8642  
TTY: 1(800) 877-8339  
VCO: 1(877) 877-6280  
Website:  
<http://www.dot.gov/new/index.htm>

The National Highway Systems (NHS) is a system of roads designated as important to the nation's economy, defense, and mobility. It includes the Interstate system as well as other major roads. US Route 13 (Chester Pike) is the only road on the NHS in the four Boroughs. NHS funding can reimburse any road-related improvements that the Boroughs or PennDOT undertake on the NHS.

### **DCPD**

Thomas P. Shaffer  
Court House & Government Center  
Building  
201 W. Front Street  
Media, PA 19063-2708  
Tel: 610-891-5217  
Fax: 610-891-5203  
Email: [shaffert@co.delaware.pa.us](mailto:shaffert@co.delaware.pa.us)  
Website:  
[www.co.delaware.pa.us/planning/transportation.html](http://www.co.delaware.pa.us/planning/transportation.html)

## **National Preservation Loan Fund**

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### **National Trust for Historic Preservation**

Northeast Field Office  
6401 Germantown Avenue  
Philadelphia, PA 19144  
Tel: (215) 848-8033  
Fax: (215) 848-5997  
Email: [Adrian\\_fine@nthp.org](mailto:Adrian_fine@nthp.org)  
Website:  
[www.nationaltrust.org/loan\\_funds/index.html](http://www.nationaltrust.org/loan_funds/index.html)

This fund provides low-interest loans to help preserve properties listed on or eligible for the National Register of Historic Places.

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, pre-development, 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. Eligible projects involve the stabilization of historic properties in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

## **National Trust for Historic Preservation Main Street Program**

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### **The National Trust Main Street Center of the National Trust for Historic Preservation**

1785 Massachusetts Avenue, N.W.  
Washington, D.C. 20036  
Tel: (202) 588-6219  
Fax: (202) 588-6050  
Email: [mainstreet@nthp.org](mailto:mainstreet@nthp.org)  
Website: [www.mainstreet.org](http://www.mainstreet.org)

The National Main Street Center works with communities across the nation to revitalize their historic or traditional commercial areas. Based in historic preservation, the Main Street approach was developed to save historic commercial architecture and the fabric of American communities' built environment, but it has become a powerful economic development tool as well. The program is designed to improve all aspects of the downtown or central business district, producing both tangible and intangible benefits. Improving economic management, strengthening public participation, and making downtown a fun place to visit are as critical to Main Street's future as recruiting new businesses, rehabilitating buildings, and expanding parking.

## **Pennsylvania Department of Transportation (PennDOT)**

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### **PennDOT District 6**

7000 Geerdes Boulevard  
King of Prussia, PA 19406-1525  
Tel: (610) 205-6700

District 6 is the regional office of PennDOT, which offers technical assistance and many funding streams for road improvements. Municipalities can also contact DCPD for information concerning transportation projects, such as



Fax: (610) 205-6910  
Email: [penndot6@roadwatch.org](mailto:penndot6@roadwatch.org)  
Website: [www.dot.state.pa.us/penndot/districts/district6.nsf/main?readform](http://www.dot.state.pa.us/penndot/districts/district6.nsf/main?readform)

getting a project on the TIP.

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## **PennDOT Surface Treatment Program**

### **Pennsylvania Department of Transportation**

Engineering District 6.0  
Janet Vogel  
Traffic Operations Engineer  
7000 Geerdes Boulevard  
King of Prussia, PA 19406-6579  
Tel: (610) 205-6633  
Email: [javogel@state.pa.us](mailto:javogel@state.pa.us)  
Website: [www.dot.state.pa.us](http://www.dot.state.pa.us)

Every seven to ten years (more in some cases), PennDOT mills and resurfaces state owned roadways. This resurfacing also involves reviewing and approving all pavement marking plans, signing plans, and work zone traffic control plans/requests for PennDOT construction projects. Where conditions warrant, edge lines are moved closer to the centerline to allow for more area in the shoulder for bicycles and pedestrians.

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## **Pennsylvania Infrastructure Investment Authority (PENNVEST)**

### **PENNVEST**

22 S. 3<sup>rd</sup> Street  
Harrisburg, PA 17101  
Tel: (717) 787-8138  
Fax: (717) 787-0804  
Email: [ibuffington@state.pa.us](mailto:ibuffington@state.pa.us)  
Website: [www.pennvest.state.pa.us](http://www.pennvest.state.pa.us)

PENNVEST is a low-interest revolving loan program administered by the State to assist municipalities with installation of new, or the repair and replacement of existing, water, sewer, and stormwater management infrastructure. In order to be eligible for PENNVEST, a municipality will be required to show evidence of need in the form of water or sewer studies and adopted stormwater management regulations and/or that the municipality is implementing its respective Act 167 plans.

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## **Private Improvements**

Property owners can be encouraged to construct public improvements on their property, with the incentive that these improvements will improve access to their business. For example, property owners could construct sidewalks on their property along a public roadway, help to pay for bus shelters, or provide bicycle parking for their customers and employees. Large employers can make donations for municipal transportation projects. For example, donations for road maintenance, police funds for traffic law enforcement, bus shelters, and bicycle parking can be made.

## **Recreational Trails Program**

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### **Department of Conservation and Natural Resources (DCNR)**

Southeast Regional Field Office  
Carolyn Wallis  
State Office Building, Suite 207  
1400 Spring Garden Street  
Philadelphia, PA 19130-4088  
Tel: (215) 560-1182  
Fax: (215) 560-6722  
Email: [cwallis@state.pa.us](mailto:cwallis@state.pa.us)  
Website:  
[www.dcnr.state.pa.us/brc/grants/rectrails.aspx](http://www.dcnr.state.pa.us/brc/grants/rectrails.aspx)

This program, operating under the larger C2P2 Program, awards grants for projects such as maintenance and restoration of existing trails, development and rehabilitation of trailside and trailhead facilities and trail linkages, purchase and lease of recreational trail construction and maintenance equipment, construction of new recreational trails, and acquisition of easements or property for recreational trails or recreational trail corridors. Match requirements for this program are 80% grant money and 20% project applicant money.

## **Regional Police Assistance Grant Program**

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### **Department of Community and Economic Development (DCED)**

Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (888) 223-6837  
Fax: (717) 783-1402  
Website: [www.newpa.com/programDetail.aspx?id=83](http://www.newpa.com/programDetail.aspx?id=83)

The program provides grants of up to \$99,000 for a period of up to three years for the start-up of consolidated police departments. Any two or more municipalities who agree to regionalize their police forces are eligible, and grant monies may be used to pay for the regional police chief salary and other related expenses.

## **Rehabilitation Investment Tax Credit (RITC)**

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### **Pennsylvania Historical and Museum Commission (PHMC)**

Bureau for Historic Preservation  
Commonwealth Keystone Building  
400 North Street, 2<sup>nd</sup> Floor  
Harrisburg, PA 17120-0093  
Tel: (717) 787-0772  
Email: [bmark@state.pa.us](mailto:bmark@state.pa.us)  
Website:  
<http://www.artsnet.org/phmc/programs.htm#ITC>

The Bureau administers the federal Rehabilitation Investment Tax Credit (RITC) program in partnership with NPS. The tax credit program is one of the most successful and cost-effective programs that encourages private investment in rehabilitating historic properties such as office buildings, rental housing, hotels, and retail stores. Since its inception in 1976, Pennsylvania has been a national leader in certified tax credit projects, completing over 1,800 projects and generating over \$2.6 billion in private reinvestment back into Pennsylvania communities.

There are two federal tax incentive programs; a 20% tax credit is available to owners and some long-term leases of income-producing properties that will be rehabilitated, and a 10% tax credit is available for any nonresidential building not on the National Register but built before 1936.

## Renovate and Repair Program Loans (R&R)

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### **Pennsylvania Housing Finance Agency**

P.O. Box 8029  
Harrisburg, PA 17105-8029  
Tel: 1(800) 822-1174  
Website: [www.phfa.org](http://www.phfa.org)

R&R loans can be used to pay for repairs and improvements that increase the basic livability of the home, including additions and construction that make the home safer, more energy efficient, or more accessible to people with disabilities or the elderly. R&R loans can also be used to remove or fix code violations, hook up to municipal water and sewer systems, and improve or install code-compliant septic or well systems. In addition, R&R loans can be a source of payment for emergency repairs to critical life-safety systems in the homes, as long as the loan application is made to the Local Program Administrator within 30 days of the repair.

This program is designed to help households with a combined household income no greater than approximately 150% of the statewide median income (adjusted upwards in high-cost areas) to rehabilitate and/or improve their homes. Not only does the R&R loan provide an attractive interest rate, but it also provides the homeowner with help determining the repairs and/or improvements to be done.

## River Conservation Grants

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### **Department of Conservation and Natural Resources (DCNR)**

Southeast Regional Office  
State Office Building, Suite 207  
1400 Spring Garden Street  
Philadelphia, PA 19130  
Tel: (215) 560-1182  
Fax: (215) 560-6722  
Email: [cwallis@state.pa.us](mailto:cwallis@state.pa.us)  
Website:  
[www.dcnr.state.pa.us/brc/grants/](http://www.dcnr.state.pa.us/brc/grants/)  
[www.dcnr.state.pa.us/brc/grants/genera102.aspx](http://www.dcnr.state.pa.us/brc/grants/genera102.aspx)

This program provides technical and financial assistance to carry out planning, implementation, acquisition, and development activities. The minimum amount that may be requested is \$2,500, with the maximum depending on the size of the project. Funds provided by DCNR may not exceed 50% of the approved project cost. The local share can be provided either through direct payment (cash) or in-kind services.

Grants for planning may be used to identify significant natural and cultural resources, threats, concerns, and special opportunities and to develop river conservation plans.

Grants for implementation are available to carry out projects or activities defined in approved river conservation plans on the Pennsylvania Rivers Conservation Registry. Projects may include investigation into river access, water quality monitoring, and preparation of ordinances and zoning documents. River access includes the creation of bicycle and pedestrian paths near the waterfront.

County and municipal governments, municipal and intermunicipal authorities, and river support groups (nonprofits designated to act on behalf of interested municipalities) may apply.

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### **Safe Routes to School Program**

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#### **Pennsylvania Department of Transportation (PennDOT)**

PennDOT District 6 Office  
7000 Geerdes Boulevard  
King of Prussia, PA 19406  
Tel: (610) 205-6950  
Email: [penndot6@roadwatch.org](mailto:penndot6@roadwatch.org) or  
[lguarini@state.pa.us](mailto:lguarini@state.pa.us)  
Website:  
[www.dot.state.pa.us/pennDOT/Bureaus/CPDM/Prod/Saferoute.nsf](http://www.dot.state.pa.us/pennDOT/Bureaus/CPDM/Prod/Saferoute.nsf)

This program supports physical improvement projects that promote safe walking and biking passages to schools. Eligible projects include pedestrian education, sidewalks, crosswalks, bike lanes or trails, traffic diversion improvements, curb extensions, traffic circles, and raised median islands.

This program provides reimbursable funding of up to 80% of a project's total cost with a match of at least 20%. Eligible costs are generally limited to those costs directly associated with the engineering and construction of approved projects.

Federal or state agencies, county or municipal governments, school districts, and nonprofit organizations may apply.

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### **Shared Municipal Services Grant Program**

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#### **Department of Community and Economic Development (DCED)**

Governor's Center for Local  
Government Services  
Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: 1(888) 223-6837  
Fax: (717) 783-1402  
Website:  
[www.newpa.com/programDetail.aspx?id=101](http://www.newpa.com/programDetail.aspx?id=101)

The purpose of the program, administered by the CLGS, is to promote cooperation among municipalities to foster increased efficiency and effectiveness in the delivery of municipal services at the local level. Any group of two or more municipalities, or a body authorized to act on behalf of two or more municipalities, is eligible to apply for funds. Municipalities must be non-entitlement boroughs or townships as per the Commonwealth's CDBG Program. HUD federal entitlement municipalities and Commonwealth Act 179 entitlement municipalities are not eligible applicants. A multi-municipal code enforcement program is a typical eligible activity. Application is through the DCED Single Application process.

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### **Southeastern Pennsylvania Transportation Authority (SEPTA)**

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1234 Market Street, 9th Floor  
Philadelphia, PA 19107  
Tel: (215) 580-4000  
Website: [www.septa.org](http://www.septa.org)

SEPTA is the Philadelphia region's public transportation provider and the point of contact for bus and rail service in the County. SEPTA maintains an on-going capital program, improving its existing infrastructure and designing new routes to meet the needs of its riders. Municipalities should

contact SEPTA if they desire changes in service or cooperation on transportation-related projects.

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## **Surface Transportation Program (STP)**

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**Pennsylvania Department of  
Transportation (PennDOT),  
District 6**

7000 Geerdes Boulevard  
King of Prussia, PA 19406-1525  
Tel: (610) 205-6539  
Fax: (610) 205-6910  
Website:  
[www.dot.state.pa.us/pennDOT/districts/  
district6.nsf/main?readform](http://www.dot.state.pa.us/pennDOT/districts/district6.nsf/main?readform)

This program provides funding for transportation improvements on the federal-aid highway system (other than the National Highway System), the public transportation system, or for bicycle and pedestrian facilities.

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## **Transportation and Community Development Initiative (TCDI)**

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**Delaware Valley Regional Planning  
Commission (DVRPC)**

190 N. Independence Mall West  
8<sup>th</sup> Floor  
Philadelphia, PA 19106-1572  
Tel: (215) 238-2813  
Fax: (215) 592-9125  
Email: [kcilurso@dvrpc.org](mailto:kcilurso@dvrpc.org)  
Website:  
<http://www.dvrpc.org/planning/tcdi.htm>

The TCDI program is intended to assist in reversing the trends of disinvestment and decline in many of the region's core cities and first-generation suburbs by:

- Supporting local planning projects that will lead to more residential, employment, or retail opportunities;
- Improving the overall character and quality of life within these communities to retain and attract business and residents, which will help to reduce pressure for further sprawl and expansion into the growing suburbs;
- Enhancing and utilizing the existing transportation infrastructure capacity in these areas to reduce the demands on the region's transportation network; and
- Reducing congestion and improving the transportation system's efficiency.

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## **Transportation Enhancements Program (TE)**

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**Delaware Valley Regional Planning  
Commission (DVRPC)**

190 N. Independence Mall West  
8<sup>th</sup> Floor  
Philadelphia, PA 19106-1572  
Tel: (215) 238-2881  
Fax: (215) 592-9125  
Email: [rgallagher@dvrpc.org](mailto:rgallagher@dvrpc.org)  
Website:  
[http://www.dvrpc.org/transportation/  
capital/te/pa.htm](http://www.dvrpc.org/transportation/capital/te/pa.htm)

This program provides funding for activities such as pedestrian and bicycle facilities and educational activities, landscaping or scenic beautification, historic preservation of transportation-related resources, rehabilitation and operation of historic transportation resources, control and removal of outdoor advertising, and establishment of transportation museums.

## **Tree Maintenance Grant**

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### **Pennsylvania Urban and Community Forestry Council**

Montgomery County Cooperative  
Extension Office  
1015 Bridge Road, Suite H  
Collegeville, PA 19426-1176  
Tel: (610) 489-4315  
Fax: (610) 489-9277  
Email: [jxs51@psu.edu](mailto:jxs51@psu.edu)  
Website:  
[www.dcnr.state.pa.us/forestry/pucfc](http://www.dcnr.state.pa.us/forestry/pucfc)

Grants of up to \$5,000 with a 50% match requirement are available. The main objective of this grant is to stimulate communities to initiate systematic maintenance programs for public trees which are not receiving regular care and to develop local resources for continuing tree care, especially periodic pruning. Grants will be made available to Pennsylvania municipalities to assist them in implementing a tree care program for street and park trees including trees growing in greenways. Use of grant funds for removal of dead or dying trees is not allowed. Grants will be made available as funding becomes available to the Council. Municipalities will be expected to rely on their own resources to continue pruning of public trees at regular intervals after grants have been completed. Applications can be downloaded through the website.

## **Urban Development Program**

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### **Department of Community and Economic Development**

Customer Service Center  
Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA. 17120-0225  
Tel: 1(800) 379-7448  
Fax: (717) 783-1402  
Website:  
[www.newpa.com/programDetail.aspx?id=81](http://www.newpa.com/programDetail.aspx?id=81)

The purpose of this program is to support activities related to public safety, recreation, or senior citizen or other community service organizations and to improve existing and/or develop new civic, cultural, recreational, and other facilities. Eligible recipients are county and municipal governments, municipal and redevelopment authorities and agencies, and industrial development authorities and agencies. Project applications must be submitted using the DCED Single Application for Assistance.

## **U.S. Communities Government Purchasing Alliance**

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|--|---|
| <p>2175 N. California Boulevard<br/>Suite 550<br/>Walnut Creek, CA 94596<br/>Tel: 1 (866) 472-7467<br/>Fax: 1 (925) 933-8457<br/>Email: <a href="mailto:info@uscommunities.org">info@uscommunities.org</a><br/>Website: <a href="http://www.uscommunities.org">www.uscommunities.org</a></p> | <p>The U.S. Communities program provides all local agencies in the U.S. with publicly competitively bid contracts for various products and services through the buying power of large purchasers. Most local agencies may piggyback on a contract competitively solicited by another public agency, thereby eliminating the need to re-solicit.</p> |
|--|---|

#### Eastern US Region

Chris Mellis  
Regional Marketing Manager  
830 Harper Avenue  
Drexel Hill, PA 19026  
Tel: (610) 368-9766  
Fax: (443) 647-0357  
Email: [cmellis@uscommunities.org](mailto:cmellis@uscommunities.org)

#### U.S. Communities offers local agencies:

- Competitively bid contracts by a lead local agency
- Most favorable local agency pricing
- No cost to participate
- National sponsorship by leading associations and purchasing organizations
- A broad range of high quality products such as office/school supplies, office furniture, industrial supplies, electrical and data communication supplies, janitorial supplies, computer hardware/software, and procurement card
- The aggregate purchasing power of public agencies nationwide
- Management by public purchasing professionals

## **TECHNICAL ASSISTANCE**

### **Act 167 Stormwater Management Program**

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**Pennsylvania Department of  
Environmental Protection (DEP),  
Southeast Regional Office**

Jenifer Fields  
2 E. Main Street  
Norristown, PA 19401  
Tel: (484) 250-5900  
Email: [jefields@state.pa.us](mailto:jefields@state.pa.us)  
Website: [www.dep.state.pa.us](http://www.dep.state.pa.us)

Along with providing grant funding for stormwater management projects, DEP can provide technical assistance with any stormwater related issue or problem a municipality should have.

### **Act 2 Land Recycling Program**

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**Pennsylvania Department of  
Environmental Protection (DEP),  
Bureau of Land Recycling and Waste  
Management**

P.O. Box 8471  
Harrisburg, PA 17105-8471  
Tel: (717) 783-7816  
Fax: (717) 787-0884  
Email: [landrecycling@state.pa.us](mailto:landrecycling@state.pa.us)  
Website: [www.dep.state.pa.us/dep/deputate/airwaste/wm/landrecy/default.htm](http://www.dep.state.pa.us/dep/deputate/airwaste/wm/landrecy/default.htm)

Staff of the DEP Bureau of Land Recycling and Waste Management can provide technical assistance to municipalities or landowners seeking information on contaminated lands and their options and requirements for remediation under state and federal law.

### **Bicycle Coalition of Greater Philadelphia**

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Alex Doty, Executive Director  
1500 Walnut Street, Suite 1107  
Philadelphia, PA 19102  
Tel: (215) BICYCLE (215) 242-9253  
Fax: (215) 220-3004  
Email: [bike@bicyclecoalition.org](mailto:bike@bicyclecoalition.org)  
Website: [www.bicyclecoalition.org](http://www.bicyclecoalition.org)

Founded in 1972, the Bicycle Coalition of Greater Philadelphia is a 501(c)3 nonprofit organization that serves the Pennsylvania Counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia as well as South Jersey and the State of Delaware. Its mission is to make bicycling in the region better through advocacy and education by promoting biking as a healthy, low-cost, and environmentally-friendly form of transportation and recreation.



## **Chester Community Improvement Project (CCIP)**

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412 Avenue of the States  
P.O. Box 541  
Chester, PA 19016-0541  
Tel: (610) 876-8663  
Fax: (610) 876-3449  
Email: ccip.info@verizon.net

CCIP can assist municipalities in preparing applications for the Homeownership First Program, which provides money for down payments and closing costs to qualifying first-time homebuyers, and with efforts regarding CDCs and maintenance educational programs.

## **Community Action Agency of Delaware County, Inc. (CAADC)**

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201 W. Front Street  
Media, PA 19063  
Tel: (610) 891-5101  
Website: [www.caadc.org](http://www.caadc.org)

CAADC, Inc. and its affiliate corporations and partnerships assist families and individuals to move toward economic self-sufficiency and reduce their dependence on public support through innovative approaches to programs including professional case management services, life skills training, employment training, housing, neighborhood improvement, and economic development initiatives.

## **“Creating Transit-Supportive Land-Use Regulations”**

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### **American Planning Association (APA)**

1776 Massachusetts Avenue, N.W.  
Washington, D.C. 20036  
Email: [pasreport@planning.org](mailto:pasreport@planning.org)  
Website: [www.planning.org](http://www.planning.org)

This report pulls together the codes, standards, and designs that forward-looking communities of all sizes have used to create more balanced transportation systems. It addresses a wide array of topics, including transit- and pedestrian-friendly design, parking, mixed use development, and supportive densities and incentives. Contains many drawings to explain transit-friendly planning options.

## **CSX**

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### **Regional Office**

Rick Nevinger  
One Bell Crossing Road  
Selkirk, NY 12158  
Tel: (518) 767-6037  
Fax: (518) 767-6468  
Website: [www.csx.com](http://www.csx.com)

CSX strives to be a good corporate citizen in all of the communities through which it travels. Municipalities or local government officials with property code compliance or safety issues can contact CSX to discuss possible solutions.

## **Darby-Cobbs Watershed Partnership**

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### **Pennsylvania Environmental Council (PEC), Southeast Regional Office**

Michael Leff  
Director, Watershed Programs  
117 S. 17<sup>th</sup> Street, Suite 2300  
Philadelphia, PA 19103-5022  
Tel: (215) 563-0250  
Fax: (215) 563-0528  
Email: [mleff@pecphila.org](mailto:mleff@pecphila.org)  
Website: [www.phillywater.org/Darby-Cobbs/](http://www.phillywater.org/Darby-Cobbs/)

The Darby-Cobbs Watershed Partnership is a consortium of proactive environmental groups, community groups, governmental agencies, residents, and other watershed stakeholders. Its mission is to improve the environmental health and safe enjoyment of the Darby-Cobbs watershed by sharing resources through cooperation of the residents and other stakeholders in the watershed.

## **Darby Creek Valley Association (DCVA)**

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P.O. Box 732  
Drexel Hill, PA 19026  
Tel: (610) 789-1814  
Email: [info@dcva.org](mailto:info@dcva.org)  
Website: [www.dcva.org](http://www.dcva.org)

The DCVA is an all volunteer, nonprofit organization dedicated to the protection and enhancement through public education of all of the Darby Creek watershed's resources, including water, wildlife, historic sites, and the floodplain. Municipalities may seek its assistance and expertise in projects relating to streams.

## **Delaware County Commerce Center (DCCC)**

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Laura Goodrich  
200 E. State Street  
Media, PA 19063  
Tel: (610) 566-2225  
Fax: (610) 566-7337  
Email: [info@delcopa.org](mailto:info@delcopa.org)  
Website: [www.delcopa.org](http://www.delcopa.org)

DCCC is the centralized one-stop shop for all economic development programs in Delaware County. As the economic development agency for the County, the Center manages the Economic Development Oversight Board (EDOB), Industrial Development Authority (IDA), Industrial Development Corporation (IDC), and the Redevelopment Authority (RDA).

DCCC can assist municipalities by providing information essential to the locational decision process, administering all available federal, state, and local incentive programs, helping to tackle workforce development issues, and acting as a liaison between municipalities and companies in working through the various local planning commissions and zoning hearing boards and related state agencies.

The RDA acts as the vehicle for condemnation and development within the County. In certain circumstances, it has the power of eminent domain for private development. It also administers the County Brownfields Pilot Program.

## **Delaware County Community Service Program**

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### **Delaware County Department of Community Service**

Toal Building, Ground Floor  
201 W. Front Street  
Media, PA 19063  
Tel: (610) 891-4461  
Fax: (610) 891-5304  
Website:  
[www.co.delaware.pa.us/depts/ccorrections.html](http://www.co.delaware.pa.us/depts/ccorrections.html)

The Department of Community Service carries out the orders of the Court of Common Pleas that pertain to community service obligations and weekend highway clean-up. Municipalities may seek the program's services for local improvement projects that match the Department's normal workload.

## **Delaware County Conservation District**

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Rose Tree Park - Hunt Club  
1521 N. Providence Road  
Media, PA 19063  
Tel: (610) 892-9484  
Fax: (610) 892-9489  
Email: [info@delcoccod.org](mailto:info@delcoccod.org)  
Website: <http://delcoccod.org>

The Delaware County Conservation District provides technical assistance for activities relating to erosion/sedimentation, stormwater management, stream restoration, floodplain management, and storm drain stenciling.

## **Delaware County Housing Authority (DCHA)**

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1855 Constitution Avenue  
P.O. Box 100  
Woodlyn, PA 19094  
Tel: (610) 490-3301  
Website: [www.dcha1.org](http://www.dcha1.org)

DCHA's mission is to provide well-maintained, safe housing while honoring a commitment to enhance the quality of life within the community and for its clients. DCHA operates the Housing Choice Voucher, Section 8, and low rent public housing programs. Municipalities should contact DCHA with any low-income housing projects, improvement ideas, or concerns.

## **Delaware County Library System (DCLS)**

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DCLS Administrative Headquarters  
340 N. Middletown Road  
Fair Acres, Building 19  
Media, PA 19063-5597  
Tel: (610) 891-8622  
Fax: (610) 891-8641  
Email: [headquarters@delco.lib.pa.us](mailto:headquarters@delco.lib.pa.us)  
Website: [www.delco.lib.pa.us/](http://www.delco.lib.pa.us/)

DCLS can aid municipalities and local libraries, including grant applications.

## **Delaware County Office of Housing and Community Development (OHCD)**

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600 N. Jackson Street  
Room 101  
Media, Pa 19063  
Tel: (610) 891-5425  
Fax: (610) 566-0532  
Email: [ohcd@co.delaware.pa.us](mailto:ohcd@co.delaware.pa.us)  
Website:  
<http://www.co.delaware.pa.us/hcd>

The mission of OHCD is to promote sound housing and community development in Delaware County with the use of federal, state, and local resources. OHCD is responsible for the planning, administration, and oversight of three federal programs: the Community Development Block Grant (CDBG), the HOME Investment Partnerships (HOME), and Emergency Shelter Grants (ESG) Programs. The office is also charged with oversight of state revitalization initiatives funded through the Department of Community and Economic Development. In addition, OHCD administers County initiatives related to housing and community development, as funds permit.

## **Delaware County Planning Department (DCPD)**

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Court House / Government Center  
201 W. Front Street  
Media, PA 19063  
Tel: (610) 891-5200  
Fax: (610) 891-5203  
Email: [planning@co.delaware.pa.us](mailto:planning@co.delaware.pa.us)  
Website: [www.co.delaware.pa.us](http://www.co.delaware.pa.us)

DCPD provides technical assistance in the following areas:

- Community Assistance
- Environmental Planning
- GIS & Information Services
- County & Regional Planning
- Historic Preservation
- Plan & Ordinance Review
- Transportation Planning

## **Delaware County Redevelopment Authority (DCRA)**

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### **Delaware County Commerce Center**

200 E. State Street  
Media, PA 19063  
Tel: (610) 566-2225  
Fax: (610) 566-7337  
Email: [info@delcopa.org](mailto:info@delcopa.org)  
Website: <http://www.delcopa.org/>

DCRA acts as the vehicle for property development and redevelopment within the County. It has the power of eminent domain and also administers the County Brownfields Pilot Program.

## **Delaware County Transportation Management Association (TMA)**

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102 W. Front Street  
Media, PA 19063  
Tel: (610) 892-9440  
Fax: (610) 892-9460  
Email: [info@dctma.org](mailto:info@dctma.org)

The Delaware County TMA is a County-level advocate for business or municipal transportation needs, communicating with transportation agencies and providers by serving on key committees of SEPTA, PennDOT, and DVRPC. The TMA

Website: [www.dctma.org](http://www.dctma.org)

sponsors the Municipal Construction Coordination Program, designed to promote cooperation among municipalities and utility companies for local road and other construction projects.

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### **Delaware County Solid Waste Authority (DCSWA)**

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Rose Tree Park - Hunt Club  
1521 N. Providence Road  
Media, PA 19063  
Tel: (610) 892-9620  
Fax: (610) 892-9622  
Website:  
[www.co.delaware.pa.us/depts/swa.html](http://www.co.delaware.pa.us/depts/swa.html)

DCSWA is responsible for the operation of solid waste transfer and disposal facilities and recycling drop-off centers in the County and can provide technical assistance in these areas.

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### **Delaware Valley Bicycle Club (DVBC)**

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Dominick Zuppo  
President  
P.O. Box 156  
Swarthmore, PA 19081  
Tel: (484) 483-7456  
Email: [president@dvbc.org](mailto:president@dvbc.org)  
Website: [www.dvbc.org](http://www.dvbc.org)

DVBC is a small nonprofit organization which serves Delaware County and adjacent areas west of Philadelphia. DVBC, which is probably the oldest bike club in the Philadelphia area, was formed in 1973 (informally circa 1968) to educate the public as to the safe use of the bicycle through lectures, seminars, planned rides, and other activities promoting the bicycle as an efficient and enjoyable means of exercise, recreation, and transportation.

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### **Delaware Valley Regional Planning Commission (DVRPC)**

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190 N. Independence Mall West  
8th Floor  
Philadelphia, PA 19106-1572  
Tel: (215) 592-1800  
Fax: (215) 592-9125  
Website: [www.dvrpc.org](http://www.dvrpc.org)

DVRPC is the regional metropolitan planning organization (MPO) serving five Pennsylvania and four New Jersey counties and their municipalities, offering planning analysis, data collection, mapping services, aerial photographs, and a variety of publications to the public and private sectors. Municipalities should work through DCPD for assistance on DVRPC programs.

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### **Department of Community and Economic Development (DCED)**

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Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 787-8158  
1(888) 223-6837  
Fax: (717) 783-1402  
Website: [www.newpa.com](http://www.newpa.com)

DCED offers services and programs meant to spur economic development throughout the state. Municipalities should contact the representative identified with each program offered or contact DCPD for assistance.

## Department of Conservation and Natural Resources (DCNR)

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### Department of Conservation and Natural Resources Southeast Regional Office

State Office Building, Suite 207  
1400 Spring Garden Street  
Philadelphia, PA 19130  
Tel: (215) 560-1183  
Fax: (215) 560-6722  
Email: [cwallis@state.pa.us](mailto:cwallis@state.pa.us)  
Website:  
<http://www.dcnr.state.pa.us/brc/grants/general02.aspx>

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:

- 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

Grants generally require a 50% match except for some technical assistance grants and projects eligible as small community projects.

## Department of Housing and Urban Development (HUD)

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### United States Department of Housing and Urban Development (HUD)

451 7<sup>th</sup> Street, S.W.  
Washington, D.C. 20410  
Tel: (202) 708-1112  
TTY: (202) 708-1455  
Website: [www.hud.gov](http://www.hud.gov)

HUD is the federal agency responsible for national policy and programs that address America's housing needs, that improve and develop the nation's communities, and for enforcing fair housing laws. HUD plays a major role in supporting homeownership by underwriting homeownership for low- and moderate-income families through its mortgage insurance programs.

Philadelphia Regional Office  
The Wanamaker Building  
100 Penn Square East  
Philadelphia, PA 19107-3380  
Tel: (215) 656-0500  
TTY: (215) 656-3452  
Fax: (215) 656-3445

The primary programs administered by HUD include mortgage and loan insurance through the Federal Housing Administration (FHA); CDBG to help communities with economic development, infrastructure improvement, job opportunities, and housing rehabilitation; *HOME Investment Partnership Act* block grants to develop and support affordable housing for low-income residents; rental assistance in the form of Section 8 certificates or vouchers for low-income households; public or subsidized housing for low-income individuals and families; homeless assistance

provided through local communities and faith-based and other nonprofit organizations; and fair housing public education and enforcement.

## **Department of the Interior**

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### **U.S. Department of the Interior**

1849 C Street, N.W.  
Washington, D.C. 20240  
Tel: (202) 208-3100  
Email: [webteam@ios.doi.gov](mailto:webteam@ios.doi.gov)

The Department of the Interior has established five goals that encompass the major responsibilities of the Department. These goals provide a framework for the strategic plans of Interior's bureaus. These goals are as follows:

- Resource Protection - protect the nation's natural, cultural, and heritage resources
- Resource Use - manage resources to promote responsible use and sustain a dynamic economy
- Recreation - provide recreational opportunities for America
- Serving Communities - safeguard lives, property, and assets, advance scientific knowledge, and improve the quality of life for communities we serve
- Management Excellence - manage the Department to be highly skilled, accountable, modern, functionally integrated, citizen-centered, and result-oriented

## **Fair Housing Council of Suburban Philadelphia**

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James Berry  
Executive Director  
226 S. Chester Road, Suite 1  
Swarthmore, PA 19081  
Tel: (610) 604-4411  
Fax: (610) 604-4424

The Fair Housing Council of Suburban Philadelphia (FHCSF) provides fair housing educational services for County residents, housing providers, municipal governments, and social service agencies. Along with producing educational materials and conducting classes, FHCSF can help investigate housing discrimination complaints and assist in determining what action should be taken.

## **Floodplain Land Use Assistance Program**

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### **Department of Community and Economic Development (DCED)**

Center for Local Government Services  
Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: 1 (888) 223-6837  
Fax: (717) 783-1402  
Website: [www.newpa.com/programDetail.aspx?id=99](http://www.newpa.com/programDetail.aspx?id=99)

This program provides grants and technical assistance to municipalities to comply with the requirements of the National Flood Insurance Program and the Pennsylvania *Flood Plain Management Act* (Act 166 of 1978). Grants can be a maximum of 50% of the eligible costs with no maximum dollar limit. Funds cover ordinance revision only.

## **Growing Greener Watershed Program**

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### **Pennsylvania Department of Environmental Protection (DEP)**

DEP Grants Center  
Rachel Carson State Office Building  
15<sup>th</sup> Floor  
400 Market Street  
P.O. Box 8776  
Harrisburg, PA 17105-8776  
Tel: (717) 705-5400 or  
1(877) PAGREEN  
Email: [growinggreener@state.pa.us](mailto:growinggreener@state.pa.us)  
Website:  
[www.dep.state.pa.us/growgreen](http://www.dep.state.pa.us/growgreen)

The Growing Greener Program was created to preserve farmland and protect open space, eliminate the maintenance backlog in state parks, clean up abandoned mines, restore watersheds, and provide new and upgraded water and sewer systems. DEP established this network of technical assistance providers to help watershed organizations effectively and efficiently achieve their watershed protection goals. These providers offer legal, engineering, data management, program management, science mentoring, and technical services at no cost to eligible organizations for Growing Greener type projects.

## **“Guide for the Development of Bicycle Facilities”**

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### **American Association of State Highway and Transportation Officials (AASHTO)**

444 N. Capitol Street, N.W.  
Washington, D.C. 20001  
Tel: (202) 624-5800  
Fax: (202) 624-5806  
Email: [aashto@normas.com](mailto:aashto@normas.com)  
Website: [www.aashto.org](http://www.aashto.org)

This guide looks at ways to make bicycle use safer and more convenient for not only bicyclists, but pedestrians and motorists as well. Included are planning considerations, design and construction guidelines, and operation and maintenance recommendations. The 1999 edition has been expanded with a look at accessibility issues on shared use paths.



## **Habitat for Humanity (H4H) of Delaware County**

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### **Delaware Valley Habitat for Humanity**

100 S. Broad Street, Suite 1331  
Philadelphia, PA 19110-1028  
Tel: (215) 564-2102  
Fax: (215) 564-2103  
Email: [buildahouse@dvhabitat.org](mailto:buildahouse@dvhabitat.org)  
Website: [www.dvhabitat.org](http://www.dvhabitat.org)

The Delaware County chapter of H4H, in partnership with the families that will become homeowners, constructs or rehabilitates homes through volunteer labor and tax-deductible donations of money and materials. These houses are sold to the families for the cost of the materials with a mortgage that does not include interest or profit. Small monthly mortgage payments, including taxes and insurance, are repaid over an average of 20 years. These payments support the construction of more houses. H4H has a default ratio of less than 1% internationally. After an extensive application process, each partner family is required to invest 300-500 hours of “sweat equity” (volunteer time) in the building of their home.

## **Housing Alliance of Pennsylvania**

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Office Administrator  
Susan Dinkins  
2 S. Easton Road  
Glenside, PA 19038  
Tel: (215) 576-7044  
Fax: (215) 887-8638  
Email: [info@housingalliancepa.org](mailto:info@housingalliancepa.org)  
Website: [www.housingalliancepa.org](http://www.housingalliancepa.org)>

Housing Alliance is a statewide membership organization whose mission is to ensure that all Pennsylvanians, especially those with low incomes, have access to safe, decent, affordable, and accessible homes. The Alliance joins together housing consumers, housing advocates, nonprofit housing developers, and local government officials in a collective voice to lobby for land, funding, and legislation to increase the housing stock within the state. It provides education and technical assistance services to tenant organizations, community groups, housing providers and developers, funders, and policy makers to assist in the preservation, rehabilitation, and development of affordable housing.

## **International Code Council (ICC)**

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Roland Hall - Regional Manager  
Norma Jean Gaudet - Secretary  
One Neshaminy Interplex, Suite 201  
Trevose, PA 19053  
Tel: (800) 323-1103, Ext. 6  
(215) 638-0554  
Fax: (215) 638-4438  
Website: [www.iccsafe.org](http://www.iccsafe.org)

The International Code Council (ICC) was established in 1994 as a nonprofit organization dedicated to developing a single set of comprehensive and coordinated national model construction codes. The founders of the ICC are Building Officials and Code Administrators International, Inc. (BOCA), International Conference of Building Officials (ICBO), and Southern Building Code Congress International, Inc. (SBCCI).

The organizations that comprise the ICC offer unmatched technical, educational, and informational products and services in support of the International Codes, with more than 250 highly qualified staff members at 16 offices throughout the United States and in Latin America. Some of the products and services readily available to code users include:

- Code application assistance
- Educational programs
- Certification programs
- Technical handbooks and workbooks
- Plan reviews
- Automated products
- Monthly magazines and newsletters
- Publication of proposed code changes
- Training and informational videos

## **Media Fellowship House**

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Media Fellowship House  
302 S. Jackson Street  
Media, PA 19063  
Tel: (610) 565-0434  
Fax: (610) 565-8567  
Website:  
[www.mediafellowshiphouse.org](http://www.mediafellowshiphouse.org)

Media Fellowship House can assist municipalities in preparing applications for the County Homeownership First Program, which provides money for down payments and closing costs to qualifying first-time homebuyers.

## National Recreation and Park Association

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22377 Belmont Ridge Road  
Ashburn, VA 20148  
Tel: (703) 858-0784  
Fax: (703) 858-0794  
Email: [info@nrpa.org](mailto:info@nrpa.org)  
Website [www.nrpa.org](http://www.nrpa.org)

The mission of the National Recreation and Park Association is “To advance parks, recreation and environmental conservation efforts that enhance the quality of life for all people.”

- Support a culture of enjoyment, fun, and celebration
- Preserve the heritage of public parks and recreation
- Value importance of networking, collaboration, and partnership
- Maintain transparency in decision-making
- Commit to inclusion and diversity
- Provide service to members and stakeholders
- Practice stewardship of the natural environment and park and recreation infrastructure

## National Trust Main Street Center

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Stephanie Meeks, President  
National Trust Main Street Center  
National Trust for Historic Preservation  
1785 Massachusetts Avenue, N.W.  
Washington, D.C. 20036  
Tel: (202) 588-6219  
Fax: (202) 588-6050  
Email: [mainstreet@nthp.org](mailto:mainstreet@nthp.org)  
Website:  
[www.preservationnation.org/main-street/](http://www.preservationnation.org/main-street/)

Over the past 30 years, the Main Street movement has transformed the way communities think about the revitalization and management of their downtowns and neighborhood commercial districts. Cities and towns across the nation have come to see that a prosperous, sustainable community is only as healthy as its core. The National Trust Main Street Center uses a unique Four-Point Approach® that is a unique preservation-based economic development tool which enables communities to revitalize downtown and neighborhood business districts by leveraging local assets – from historic, cultural, and architectural resources to local enterprises and community pride.

## **“Opportunities for On-road Bicycle Facilities in Delaware County: A Technical Memorandum”**

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### **Delaware Valley Regional Planning Commission (DVRPC)**

190 N. Independence Mall West  
8<sup>th</sup> Floor  
Philadelphia, PA 19106-1572  
Website: [www.dvrpc.org](http://www.dvrpc.org)

This technical memorandum describes the results of an effort to accelerate the implementation of the Year 2020 Regional Long-Range Plan Bicycle Element (*Southeastern Pennsylvania Bicycle and Pedestrian Mobility Plan, Direction 2020 Report No. 28*, September 1995) through the generation of high-priority independent roadway retrofit projects designed to improve the level of service for bicycling. The 22 miles of Delaware County roads selected for study represent the highest priority for implementation, as determined through a process involving County Planning staff, the bicycling community, and the public. Service to key trip generators (including rail stations) and connectivity with existing and proposed off-road trails figured prominently in the selection.

## **“Parking Management Best Practices”**

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### **Todd A. Litman American Planning Association (APA)**

1030 15<sup>th</sup> Street, N.W.  
Suite 750 West  
Washington, D.C. 20005-1503  
Tel: (202) 872-0611  
Fax: (202) 872-0643  
Email: [customerservice@planning.org](mailto:customerservice@planning.org)  
Website: [www.planning.org](http://www.planning.org)

This publication provides ideas and strategies regarding parking that when properly applied help reduce the number of parking spaces needed. This book also provides guidance for evaluating and implementing these strategies to develop an integrated parking plan that is right-sized for the function of each facility to avoid excessive parking.

## **Pennsylvania Community Forests**

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### **Council Executive Secretary/Grants**

Program Administrator  
Julia Neumyer  
P.O. Box 15025  
Harrisburg, PA 17105-5025  
Tel: (717) 599-8650

Pennsylvania Community Forests is a nonprofit organization composed of people who want to improve our community forests and green spaces. PCF guides a statewide program that provides technical and financial assistance for communities and volunteer groups.

### **Southeastern Counties**

Julianne Schieffer  
Montgomery County Cooperative  
Extension Office  
1015 Bridge Road, Suite H  
Collegeville, PA 19426-1179  
Tel: (610) 489-4315

Fax: (610) 489-9277  
Email: [jxs51@psu.edu](mailto:jxs51@psu.edu)  
Website:  
<http://www.dcnr.state.pa.us/forestry/pucfc/assistance.html>

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## **Pennsylvania Department of Transportation District 6-0 Traffic Unit**

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### **PennDOT District 6-0 Traffic Unit**

Lou Belmonte  
Tel: (610) 205-6550  
Email: [lbelmonte@state.pa.us](mailto:lbelmonte@state.pa.us)

PennDOT's District 6-0 Traffic Unit offers technical assistance geared towards the installation of decorative "Welcome" signs.

### **DCPD**

Thomas P. Shaffer,  
Tel: (610) 891-5217  
Email: [shaffert@co.delaware.pa.us](mailto:shaffert@co.delaware.pa.us)

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## **Pennsylvania Downtown Center (PDC)**

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130 Locust Street #101  
Harrisburg, PA 17101  
Tel: (717) 233-4675  
Fax: (717) 233-4690  
Email: [padowntown@padowntown.org](mailto:padowntown@padowntown.org)  
Website: [www.padowntown.org](http://www.padowntown.org)

The mission of the PDC is to promote and support the vitality of Pennsylvania's downtowns and traditional neighborhood business districts. PDC offers a comprehensive field outreach program to assist members with training and technical assistance tailored to a community's unique needs, providing them with a broad menu of tools, training, and workshops to revitalize their downtown. Participants in the Pennsylvania Main Street Program are trained throughout their five-year state funding cycle. PDC also offers regional professional development workshops, a biannual newsletter, and an advocacy committee.

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## **Pennsylvania Environmental Council (PEC)**

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Southeast Regional Office  
117 S. 17<sup>th</sup> Street  
Suite 2300  
Philadelphia, PA 19103  
Tel: (215) 563-0250  
Fax: (215) 563-0528  
Website: [www.pecpa.org](http://www.pecpa.org)

The Pennsylvania Environmental Council (PEC) improves the quality of life for Pennsylvanians by enhancing the Commonwealth's rural and built environments by integrating advocacy, education, and implementation of community and regional action projects. The Council values reasoned and long-term approaches that include the interests of all stakeholders to accomplish its goals.

## **Pennsylvania Housing Finance Agency**

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P.O. Box 8029  
Harrisburg, PA 17105-8029  
Tel: (717) 780-3800  
Website: [www.phfa.org](http://www.phfa.org)

The Pennsylvania Housing Finance Agency is the Commonwealth's leading provider of capital for affordable homes and apartments. Created to help enhance the quality and supply of affordable homes and apartments for older adults, persons of modest means, and persons with disabilities, the Agency operates homeownership programs, rental housing development initiatives, and a foreclosure prevention effort.

## **Pennsylvania Recreation and Park Society**

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2131 Sandy Drive  
State College, PA 16803-2283  
Tel: (814) 234-4272  
Fax: (814) 234-5276  
Email: [prpsinfo@prps.org](mailto:prpsinfo@prps.org)  
Website: [www.prps.org](http://www.prps.org)

PRPS members are concerned about the advancement and growth of the recreation and parks profession. It supports the profession and helps to promote the value of recreation and parks services to all Pennsylvanians. It provides the information, experience, and educational opportunities necessary to further the profession.

## **Pennsylvania State Association of Boroughs (PSAB)**

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2941 N. Front Street  
Harrisburg, PA 17110  
Tel: (717) 236-9526  
Fax: (717) 236-8164  
Email: [general@boroughs.org](mailto:general@boroughs.org)  
Website: [www.boroughs.org/index.stm](http://www.boroughs.org/index.stm)

PSAB is the primary resource for all information pertaining to borough government. PSAB can provide technical assistance in virtually any arena related to local municipal government. The Grant Assistance Program is intended to provide useful resources to borough officials who are pursuing funding for their communities. The program offers three levels of support: general grant information, a quarterly newsletter called "A Borough's Guide to Grants," and workshops and training. The quarterly newsletter focuses entirely on grant opportunities for boroughs and includes specific and critical information such as deadlines and contacts. The workshops and training include courses designed to prepare and train officials for successful development of grant proposals.

## **"Pennsylvania's Traffic Calming Handbook"**

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### **Pennsylvania Department of Transportation (PennDOT)**

Publication No. 383, January 2001

PennDOT District 6  
7000 Geerdes Boulevard  
King of Prussia, PA 19406-1525

Published by PennDOT, this publication outlines a recommended process for implementing traffic calming in a neighborhood. Included is an outline summary of the preliminary traffic calming process and the study and approval process sections of *Pennsylvania's Guide to Traffic Calming*. Municipalities or their engineers should consult

Tel: (610) 205-6539  
Fax: (610) 205-6910  
Website:  
[www.dot.state.pa.us/Internet/hwyinths.nsf/infoTrafficCalmingpdf?readform](http://www.dot.state.pa.us/Internet/hwyinths.nsf/infoTrafficCalmingpdf?readform)

this handbook when considering implementing traffic calming measures.

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### **River, Trails, and Conservation Assistance Program (RTCA)**

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#### **U.S. Department of the Interior**

National Park Service  
200 Chestnut Street, 3<sup>rd</sup> Floor  
Philadelphia, PA 19106  
Tel: (215) 597-1581  
Fax: (215) 597-0932  
Website: [www.nps.gov/rtca/](http://www.nps.gov/rtca/)

This program provides technical assistance to applicants working to conserve rivers, preserve open space, and develop trails and greenways. Federal, state, county, and municipal governments, community groups, and private non-profit organizations are eligible for assistance. Deadline for projects is July 1<sup>st</sup> of each year.

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### **Southeastern Pennsylvania Transportation Authority (SEPTA)**

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1234 Market Street, 9th Floor  
Philadelphia, PA 19107  
Tel: (215) 580-4000  
Website: [www.septa.org](http://www.septa.org)

SEPTA is the Philadelphia region's public transportation provider and the point of contact for bus and rail service in the County. SEPTA maintains an on-going capital program, improving its existing infrastructure and designing new routes to meet the needs of its riders. Municipalities should contact SEPTA if they desire changes in service or cooperation on transportation-related projects.

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### **Suburban West REALTORS Association**

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Malvern Executive Center  
100 Deerfield Lane, Suite 240  
Malvern, PA 19355  
Tel: (610) 560-4800  
Fax: (610) 560-4801  
Email: [info@suburbanwestrealtors.com](mailto:info@suburbanwestrealtors.com)  
Website:  
<http://www.suburbanwestrealtors.com/>

The Suburban West REALTORS® Association is devoted to providing better service and stronger connections to the more than 5,000 REALTORS® in the southern and western suburbs of Philadelphia. In addition to enhancing and improving the standard core benefits of membership, the association strives to provide members with leading edge products and services.

## **10,000 Friends of Pennsylvania**

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### **Southeast Office**

Marilyn Wood, Director  
The Philadelphia Building  
1315 Walnut Street, Suite 710  
Philadelphia, PA 19107  
Tel: (215) 985-3201  
Fax: (215) 985-3207  
Email: [mwood@10000friends.org](mailto:mwood@10000friends.org)  
Website: <http://www.10000friends.org/>

10,000 Friends of Pennsylvania is an alliance of organizations and individuals from across the state committed to land use policies and actions that will enable Pennsylvania to strengthen its diverse urban, suburban, and rural communities and reduce sprawl. 10,000 Friends seeks development that will support the social and economic viability of Pennsylvania's cities and towns, protect environmental quality, conserve fiscal resources, and preserve our state's exceptional rural and heritage resources.

## **“Traffic Calming: State of the Practice”**

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Institute of Transportation Engineers  
1099 14th Street, N.W., Suite 300 West  
Washington, D.C. 20005-3438  
Tel: (202) 289-0222  
Fax: (202) 289-7722  
Email: [website@ite.org](mailto:website@ite.org)  
Website: [www.ite.org/traffic/tcstate.htm#tcsop](http://www.ite.org/traffic/tcstate.htm#tcsop)

This report contains a synthesis of traffic calming experiences to date in the United States and Canada. It includes information on traffic calming in residential areas and in areas where high-speed rural highways transition into rural communities. The report draws from detailed information collected on traffic calming programs in 20 featured communities, another 30 communities surveyed less extensively, and a parallel Canadian effort by the Canadian ITE (CITE) and the Transportation Association of Canada (TAC).

## **“Transit-Oriented Development for Southeastern Pennsylvania”**

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### **GreenSpace Alliance of Southeastern Pennsylvania**

1211 Chestnut Street, Suite 900  
Philadelphia, PA 19107  
Tel: (215) 563-0250  
Fax: (215) 563-0528  
Email: [bdavis@pecphila.org](mailto:bdavis@pecphila.org)  
Website: [www.greenspacefun.org](http://www.greenspacefun.org)

The purpose of this handbook is to provide municipal officials and development professionals in southeastern Pennsylvania with a resource that explains the concept of TOD and describes how it can be achieved in this region. The first section of the handbook contains textual and graphic descriptions of the elements of TOD and charts summarizing recommended policy changes needed to achieve them. The second section provides examples of TODs that have been proposed or are now being built in this region and elsewhere. Finally, the third section of the book gives a brief overview of the potential roles public agencies, private firms, and individuals from the community may play. Sources of additional information are given in the final pages of the book.



# APPENDIX A

## 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 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 (CLG) Program.

#### Preservation at the State Level - the SHPO

Federal law mandates that states have a SHPO. The Pennsylvania *Historic Preservation Act* of 1978 (Act 273) recognizes the role of the Pennsylvania Historical and Museum 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 which specifically enable local regulation for preservation are the *Historic District Act*, Act 167 (1961 P. L. 282) and the *Pennsylvania 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 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.

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 potential 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 description of various tools that can be used to preserve historic and archaeological resources 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 wish 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 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 for preservation
- Prestige and status is given to the resource and community
- Special consideration is given to the effect of a project funded by state or federal funds
- Special funding opportunities may be available

#### Disadvantages

- It gives no protection from any private or local projects, including alterations by the owner

## 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 which, 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 of 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 Act 167 historic district ordinances. 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 19<sup>th</sup> century. The third district is in Media Borough.

### Advantages

- A prescribed process for review is mandated by the Act
- The guidelines are customized to the neighborhood
- It offers the most effective way 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 which 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 19<sup>th</sup> 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 such an historic zoning overlay with similar 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. Also helpful are the retention of landscaping and outbuildings. 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.

The review body for activities that take place within an historic overlay district is generally an Historical Commission. 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 National Register nominations.

The historic resources protected by a zoning overlay must be in the survey of historic 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

- May confer additional 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 historic 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 free-standing 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 is 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 Act 167 historic district, but with less stringent requirements in retaining the authentic historic fabric. For example, if porches are a prolific visual element, 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, PA zoning ordinance. In the project area, the Tudor style rowhousing on High Street in Sharon Hill and the brick Cape Cods and Colonials in the Aldan-Wood section of Aldan could be candidates for designation as a conservation district.

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
- Complexity of 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 19<sup>th</sup> 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

The recently adopted (2003) Uniform Construction Code for PA municipalities includes the International **Existing** Building Code. This code addresses existing buildings and is intended to encourage the reuse of existing buildings while still requiring reasonable upgrades and improvements. In general, if there is no change in the use of an existing building, then only those portions to be altered must meet the requirements for new structures.

### 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 the 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, to serving as a formal review board for



historic overlays, archaeological assessment, or any other advisory function regarding the historical fabric of the community.

#### Façade 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 AND REVITALIZATION

The reuse of existing buildings can help to revitalize a community. Buildings that are intact can in most cases be rehabilitated less expensively 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 “Secretary of Interior 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 in 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 Grants (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.

## APPENDIX B

# Land Recycling Program Fact Sheet 1 Overview of the Land Recycling Program

Commonwealth of Pennsylvania • Department of Environmental Protection

### *The Need for Land Recycling*

Past Pennsylvania environmental policies have been disincentives for the private cleanup of old industrial sites. Since both state and federal cleanup laws can impose full responsibility for a site cleanup on new buyers, even though they may have had no involvement in contamination of the property, state policies that promoted never-ending liability discouraged private firms, lenders, and even public redevelopment authorities from getting involved.

The positive aspects of an old industrial site, such as its location or the availability of electric, water and sewer utilities, were frequently negated by the threat of huge, unknown cost and never-ending liability for an environmental cleanup of the site. Lenders were reluctant to invest in the purchase of such property if they became exposed to perpetual liability. Innocent buyers particularly shunned sites where those persons who were responsible for causing the contamination were bankrupt, insolvent or couldn't be identified. Too often, developers have chosen virgin properties as an alternative to old industrial sites with contamination problems.

The Land Recycling Program will encourage, not discourage, the recycling and redevelopment of old industrial sites. It sets standards, by law for the first time, that are protective of human health and the environment, but which consider future use. It provides potential developers with clear cleanup standards based on risk, not a moving target in a negotiated agreement, and provides an end to liability when that cleanup standard is accomplished.

These changes should make many old industrial sites more attractive to potential developers. As a result, many sites should be converted from vacant eyesores to productive

use, helping many of the Commonwealth's urban and rural municipalities to provide jobs through economic growth.

### Benefits of Land Recycling –

- Encourages private-sector cleanups and productive use of now vacant industrial sites;
- Stimulates economic growth, particularly in urban areas;
- Encourages local government partnerships with business and saves the Commonwealth millions of dollars in cleanup costs it would otherwise pay
- Reduces the pressure to develop prime farmland, open areas and forests.

### *Regulatory Basis*

The Land Recycling Program includes three bills - Acts 2, 3 and 4 - that Governor Tom Ridge signed into law May 19, 1995.

Act 2 of 1995 (previously Senate Bill 1) is the Land Recycling and Environmental Remediation Standards Act. This act is the primary law establishing the Land Recycling Program. It creates a realistic framework for setting cleanup standards, provides special incentives for developing abandoned sites, releases responsible parties from liability when cleanup standards are met, sets deadlines for Department actions and provides funding for environmental studies and cleanups.

Act 3 (previously Senate Bill 11) is the Economic Development Agency, Fiduciary and Lender Environmental Liability Protection Act. This act limits the environmental liability of those involved in redeveloping and financing a recycled industrial site.

Act 4 (previously Senate Bill 12) is the Industrial Sites Environmental Assessment Act. This act provides up to \$2 million for environmental assessments in certain communities and for cleanups in certain cities through the Department of Commerce.



## Basic Elements of Land Recycling

The four cornerstones of the land recycling program are uniform cleanup standards based on health and environmental risks, standardized review procedures, releases from liability, and financial assistance.

### Uniform cleanup standards

Act 2 establishes environmental remediation standards to provide a uniform framework for cleanups. The standards established under Act 2 will be used for most voluntary or mandatory cleanups conducted in Pennsylvania. The three types of cleanup standards are background, statewide health standards, and site-specific standards.

### Standardized review procedures

Act 2 describes the submission and review procedures to be used at sites using each of the three types of cleanup standard, thus providing a uniform process for all sites statewide. Uniformity will make it easier for companies and consultants to prepare submissions and follow through the steps necessary to remediate a site.

### Releases from liability

Act 2 provides releases from liability for owners or developers of a site that has been remediated according to the standards and procedures in the Act. Act 3 extends liability protection to financiers, such as economic development agencies, lenders, and fiduciaries. (Fiduciaries are those who act as a trustee, executor, or administrator for the benefit of another person.) These provisions are intended to reduce the liability concerns that may inhibit involvement with contaminated or abandoned sites.

### Financial assistance

Act 2 establishes the Industrial Sites Cleanup Fund that is designed to help innocent persons conduct voluntary cleanups. Grants or low-interest loans are provided to cover up to 75 percent of the cost of

completing an environmental study and implementing a cleanup plan. The Department of Commerce will administer this program.

Act 4 allows the Department of Commerce to make grants to municipalities, municipal or local authorities, nonprofit economic development agencies, and similar agencies. The grants are to conduct environmental assessments of industrial sites located in municipalities that the Department of Commerce has designated as distressed communities. Certain cities are eligible for grants to conduct environmental assessments and remediation activities.

### Relationship to Other State and Federal Programs

- The cleanup standards developed under Act 2 apply to all cleanups.
- State and local permits are not required for remediation activities conducted under Act 2 if they are undertaken entirely on the site unless the federal government requires that permits be issued in federally funded state programs.
- The cleanup standards developed under Act 2 will apply to Hazardous Sites Cleanup Act (HSCA) sites, although the HSCA procedures for remedy selection will continue for listed sites.

The Department of Agriculture will develop regulations providing for the reuse of soil and groundwater contaminated with agricultural chemicals resulting from cleanups.

#### Regional Contacts

Southeast Regional Office  
Lee Park, Suite 6010  
555 North Lane  
Conshohocken, PA 19428  
610-832-6213

Northeast Regional Office  
2 Public Square  
Wilkes-Barre, PA 18711-0790  
717-826-2511

Southcentral Regional Office  
One Ararat Boulevard  
Harrisburg, PA 17110  
717-657-4592

Northcentral Regional Office  
200 Pine Street  
Williamsport, PA 17701  
717-321-6525

Southwest Regional Office  
400 Waterfront Drive  
Pittsburgh, PA 15222-4745  
412-442-4000

Northwest Regional Office  
230 Chestnut Street  
Meadville, PA 16335-3481  
814-332-6648



# Land Recycling Program Fact Sheet 2

## Summary of Act 2 of 1995: The Land Recycling and Environmental Remediations Standards Act

Commonwealth of Pennsylvania • Department of Environmental Protection

### *General Provisions*

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 virgin sites. The strategy also helps to preserve prime farmland, forests and open areas from development.

Act 2 provides incentives to promote the voluntary development and implementation of cleanup plans. Clear, uniform cleanup standards and standardized review procedures promote the voluntary elimination of public health and environmental hazards. Cleanup plans will be based on the actual risk that contamination on a site may pose to public health and the environment.

Other general provisions:

- Act 2 establishes a 13-member Cleanup Standards Scientific Advisory Board to help 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 to be 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.
- Existing cleanup standards can continue to be used for up to three years.
- Certain standards and procedures provided in the Act are available on the effective date. Specifically, the background

standard and site-specific standards are immediately available. Also, certain existing standards, such as MCLs, are available for use under the statewide standard.

### *Remediation Standards and Review Procedures*

Anyone who 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:

- Background standard
- Statewide health standard
- Site-specific standard.

#### **Background Standard**

A person choosing to clean up a site to background must document that the concentrations of any contaminants remaining are at a level not related to any release of contaminants at the site.

#### **Statewide Health Standard**

Regulations will be developed to establish statewide health standards for contaminants for each environmental medium. Existing state and federal standards will be compiled and augmented by proposing new medium-specific concentrations within one year. A special 13-member Cleanup Standards Scientific Advisory Board will help set standards based on a range of excess cancer risk of between one in 10,000 to one in 1 million.

#### **Site Specific Health Standard**

Cleanup levels can be developed specifically for a site. This approach is a more detailed process that involves developing a risk assessment based on the conditions and



human exposures at the site. The surrounding community may be involved in each step of this cleanup process by request of the host municipality.

### Special Industrial Areas

Sites that are abandoned or are located in enterprise zones are eligible for special remediation requirements. Qualifying sites have limited requirements to perform a baseline environmental investigation and remediate any direct and imminent threats to public health or the environment, such as drummed waste.

### Public Involvement

For background and statewide health standard cleanups, notices must be submitted to DEP and the municipality 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 cleanups, a detailed public involvement program 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.

#### Regional Contacts

Southeast Regional Office  
Lee Park, Suite 6010  
555 North Lane  
Conshohocken, PA 19428  
610-832-6213

Northeast Regional Office  
2 Public Square  
Wilkes-Barre, PA 18711-0790  
717-826-2511

Southcentral Regional Office  
One Ararat Boulevard  
Harrisburg, PA 17110  
717-657-4592

Northcentral Regional Office  
200 Pine Street  
Williamsport, PA 17701  
717-321-6525

Southwest Regional Office  
400 Waterfront Drive  
Pittsburgh, PA 15222-4745  
412-442-4000

Northwest Regional Office  
230 Chestnut Street  
Meadville, PA 16335-3481  
814-332-6648

### Cleanup Liability Protection

The owner or developer of a site is relieved of liability for further cleanup of the site's contamination when the remediation standard is attained. The owner or developer of a special industrial area has limited liability and is only responsible for remediation of imminent threats. They are not responsible for remediation of any other contamination.

### Industrial Land Recycling Fund

The Industrial Land Recycling Fund includes general appropriations, fees, Federal Funds, and fines and penalties that are assessed under the act. Money in the fund can be used for the purposes of the act.

The Industrial Sites Cleanup Fund is designed to help "innocent" people conduct voluntary cleanups. Grants or low-interest loans are provided to cover up to 75 percent of the cost of completing an environmental study and implementing a cleanup plan. The Department of Commerce administers this program.

### Miscellaneous Provisions

- Submissions under the act must include a plain language description of the information in the submission. This requirement is to improve the opportunity for public involvement and understanding of the remediation process.
- State or local permits are not required for remediation activities undertaken on site under the requirements of this act although the federal government could require permits in federally funded state programs.
- Changing land use from nonresidential to residential may require further cleanup and Department concurrence that the site has been rendered safe for residential use.

**APPENDIX C**  
**HOUSING CONDITIONS SURVEY**  
**IDENTIFIED BLOCKS REQUIRING ATTENTION**

| <b>Municipality</b> | <b>Street</b>                   | <b>Blocks</b>                                  |
|---------------------|---------------------------------|--|
| Aldan               | Elm Avenue                      | Between Birchwood Road and Springfield Road    |
| Aldan               | Shisler Avenue                  | West of Woodlawn Avenue                        |
| Aldan               | Sylvan Way                      | Off of Sycamore Avenue                         |
| Aldan               | Aldan Avenue                    | Between Springfield Road and Clifton Avenue    |
| Aldan               | Walnut Avenue                   | Between Springfield Road and Clifton Avenue    |
| Aldan               | Magnolia Avenue                 | Between Elm and Clifton Avenues                |
| Aldan               | Woodlawn Avenue                 | Between Springfield and Providence Roads       |
| Aldan               | Clifton Avenue                  | Between Springfield Road and Rively Avenue     |
| Collingdale         | Pusey Avenue                    | Between Clifton and Hillside Avenues           |
| Collingdale         | Hillside Avenue                 | Between Pusey Avenue and MacDade Boulevard     |
| Collingdale         | Cherry Street                   | Between MacDade Boulevard and Chester Pike     |
| Collingdale         | Staley Avenue                   | Between MacDade Boulevard and Pusey Avenue     |
| Collingdale         | Rhodes Avenue                   | Between MacDade Boulevard and Pusey Avenue     |
| Collingdale         | Mildred Avenue                  | Between MacDade Boulevard and Pusey Avenue     |
| Collingdale         | Marshall Avenue                 | Between Beechwood Avenue and MacDade Boulevard |
| Collingdale         | Jackson Avenue                  | Between Beechwood Avenue and MacDade Boulevard |
| Collingdale         | Lincoln Avenue                  | Between Hibberd Avenue and MacDade Boulevard   |
| Collingdale         | Felton Avenue                   | Between Hibberd and Pusey Avenues              |
| Collingdale         | Upland Terrace                  | South of MacDade Boulevard                     |
| Collingdale         | Wayne Avenue                    | South of MacDade Boulevard                     |
| Collingdale         | Hansen Terrace and Hansen Place | South of MacDade Boulevard                     |
| Collingdale         | Lafayette Avenue                | Between Bartram Avenue and the rail line       |
| Collingdale         | Bedford Avenue                  | Between Clifton and Woodlawn Avenues           |
| Collingdale         | Blunston Avenue                 | Between Andrews Avenue and MacDade Boulevard   |
| Collingdale         | Andrews Avenue                  | Between Woodlawn and Lafayette Avenues         |
| Collingdale         | Beechwood Avenue                | Between Woodlawn and Collingdale Avenues       |
| Collingdale         | Hibberd Avenue                  | Between Collingdale and Lincoln Avenues        |
| Collingdale         | Clifton Avenue                  | Between North Street and Pusey Avenue          |
| Collingdale         | Broad Street                    | Between Woodlawn and Montgomery Avenues        |
| Collingdale         | Florence Avenue                 | Off Springfield Road                           |
| Collingdale         | MacDade Boulevard               | Between Chester Pike and Willows Avenue        |

|             |                 |   |
|-------------|-----------------|---|
| Colwyn      | 4th Street      | Between Main Street and Ellis Avenue          |
| Colwyn      | 5th Street      | Between Ellis and Colwyn Avenues              |
| Colwyn      | Colwyn Avenue   | Between 4th and 5th Streets                   |
| Colwyn      | 2nd Street      | Between Ellis Avenue and Pine Street          |
| Colwyn      | 3rd Street      | Between Ellis Avenue and Pine Street          |
| Colwyn      | 2nd Street      | Between Spruce and Main Streets               |
| Colwyn      | Front Street    | Between Walnut and Main Streets               |
| Colwyn      | Walnut Street   | Between Front and 4th Streets                 |
| Colwyn      | Chestnut Street | Between Front and 4th Streets                 |
| Colwyn      | Frances Street  | Between Front and 2nd Streets                 |
| Colwyn      | 3rd Street      | Between Spruce and Main Streets               |
| Colwyn      | Keystone Avenue | Between 6th and 7th Streets                   |
| Sharon Hill | High Street     | South of Chester Pike to Spring Street        |
| Sharon Hill | Felton Avenue   | Between Chester Pike and Woodland Avenue      |
| Sharon Hill | Kenny Avenue    | North of Chester Pike                         |
| Sharon Hill | Marshall Road   | Between Kenny and Barker Avenues              |
| Sharon Hill | Ridley Avenue   | North of Chester Pike                         |
| Sharon Hill | Barker Avenue   | North of Chester Pike                         |
| Sharon Hill | Woodland Avenue | Between Sharon Avenue and Barker Avenue       |
| Sharon Hill | Coates Street   | Between Clifton Avenue and Calcon Hook Road   |
| Sharon Hill | Sharon Avenue   | Between Chester Pike and Elmwood Avenue       |
| Sharon Hill | Bonsall Avenue  | Off of Calcon Hook Road                       |
| Sharon Hill | Elmwood Avenue  | Between Sharon Avenue and Calcon Hook Road    |
| Sharon Hill | Poplar Street   | Between Greenwood Road and Calcon Hook Road   |
| Sharon Hill | Greenwood Road  | Off of Poplar Street                          |
| Sharon Hill | Laurel Road     | Between Poplar Street and Chester Pike        |
| Sharon Hill | Bartlett Avenue | Between Poplar Street and Chester Pike        |
| Sharon Hill | Cherry Street   | Between Poplar Street and Chester Pike        |
| Sharon Hill | Reese Street    | Between Calcon Hook Road and Poplar Street    |
| Sharon Hill | Chester Pike    | Between Greenwood Road and Brainerd Boulevard |

Source: Housing Survey, DCPD/OHCD, Fall 2002



## **APPENDIX D**

### **HOW TO CREATE A COMMUNITY DEVELOPMENT CORPORATION (CDC)**

The steps in forming a CDC could be as follows:

1. Identify individuals that are interested, motivated, and committed to working as a Board member for the organization. Members could include a lawyer, accountant, business representative, fundraiser/grant writer, management executive, community activist, Borough official, etc. This commitment requires both time (5-6 hours per month minimum) and energy (ability to carry out tasks and assignments).
2. File Articles of Incorporation with the Commonwealth of Pennsylvania Department of State - Corporation Bureau. This is a fairly simple procedure that the lawyer on the Board can do. Two advertisements stating the creation of the organization must be published.
3. Functional by-laws must be developed to create the structure and procedures for running the organization. Structuring the Board to allow for designation as a Community Housing Development Organization (CHDO) should be considered, as this opens up more avenues for funding housing-related projects (contact OHCD for details on becoming a CHDO).
4. Solicitor/lawyer should file the IRS forms to create a 501(c)(3) nonprofit organization. This designation can take up to one year (without any political pressure/U.S. Representative support to move it through faster).
5. Assess the need for a part- or full-time Executive Director to manage operations and to pursue funding and activities for the organization. Identify a dependable funding source (e.g., Borough budget line item) to support this position. Conduct a search for the Executive Director.
6. File appropriate IRS forms for the organization to have employees. Board accountant (or possibly community accountants) should set up appropriate accounting systems for the organization and file necessary tax forms.
7. Develop a strategic plan for the organization – include realistic projects, programs, and activities that the organization wants to pursue, including steps and assignments that need to be accomplished. Need to identify organizations with whom to partner. Include scope of work and assignments for specific committees of the Board, e.g., Finance, Fundraising, etc.
8. Hold regularly scheduled meetings to keep activities moving and in order.

## APPENDIX E

### TRAFFIC COUNTS IN THE FOUR-BOROUGH AREA, 2003

| Municipality       | Road           | From           | To                     | Date       | AADT*  | Count Direction |
|--------------------|----------------|----------------|------------------------|------------|--------|-----------------|
| <b>Aldan</b>       | Clifton Ave    | Providence Rd  | Springfield Rd         | 8/27/2001  | 7,495  | Both            |
|                    | Oak La         | Providence Rd  | Central Ave            | 9/3/1997   | 15,772 | Both            |
|                    | Oak La         | Groce St       | Magnolia Ave           | 11/10/1998 | 13,795 | Both            |
|                    | Providence Rd  | Oak La         | Woodlawn Ave           | 11/10/1998 | 15,644 | Both            |
| <b>Collingdale</b> | Chester Pk     | Calcon Hook Rd | Pine St                | 10/23/2000 | 7,748  | South           |
|                    | Chester Pk     | Calcon Hook Rd | Pine St                | 10/23/2000 | 8,092  | North           |
|                    | Chester Pk     | Calcon Hook Rd | Pine St                | 10/23/2000 | 15,840 | Total           |
|                    | Clifton Ave    | Bartram Ave    | Rively Ave             | 10/6/1997  | 9,791  | Both            |
|                    | Clifton Ave    | Chester Pike   | MacDade Blvd           | 8/25/1999  | 11,785 | Both            |
|                    | MacDade Blvd   | Jackson Ave    | Rhodes Ave             | 8/25/1999  | 9,119  | Both            |
|                    | MacDade Blvd   | Springfield Rd | 9 <sup>th</sup> Street | 11/16/1998 | 7,444  | North           |
|                    | MacDade Blvd   | Springfield Rd | 9 <sup>th</sup> Street | 11/16/1998 | 8,048  | South           |
|                    | MacDade Blvd   | Springfield Rd | 9 <sup>th</sup> Street | 11/16/1998 | 15,492 | Total           |
|                    | MacDade Blvd   | Pershing Ave   | Upland Terr            | 8/25/1999  | 13,465 | Both            |
|                    | MacDade Blvd   | Pershing Ave   | Wayne Ave              | 6/23/1997  | 14,535 | Both            |
|                    | Oak La         | Chester Pike   | MacDade Blvd           | 8/27/2001  | 8,524  | Both            |
|                    | Springfield Rd | Ashburne Rd    | Westmont Dr            | 8/25/1999  | 8,228  | Both            |
| <b>Colwyn</b>      | 4th St         | Ellis Ave      | Main St                | 8/25/1999  | 2,595  | Both            |
| <b>Sharon Hill</b> | Calcon Hook Rd | Jackson St     | Chester Pike           | 11/11/1998 | 11,151 | Both            |
|                    | Chester Pk     | Burton La      | Clifton Ave            | 10/6/1997  | 7,755  | South           |
|                    | Chester Pk     | Burton La      | Clifton Ave            | 10/6/1997  | 8,223  | North           |
|                    | Chester Pk     | Burton La      | Clifton Ave            | 10/6/1997  | 15,978 | Total           |
|                    | Chester Pk     | Burton La      | High St                | 11/6/2000  | 8,019  | North           |
|                    | Chester Pk     | Burton La      | High St                | 11/6/2000  | 8,573  | South           |
|                    | Chester Pk     | Burton La      | High St                | 11/6/2000  | 16,592 | Total           |
|                    | Chester Pk     | Clifton Ave    | Sharon Ave             | 11/11/1998 | 9,263  | North           |
|                    | Chester Pk     | Clifton Ave    | Sharon Ave             | 11/11/1998 | 9,686  | South           |
|                    | Chester Pk     | Clifton Ave    | Sharon Ave             | 11/11/1998 | 18,949 | Total           |
|                    | Chester Pk     | Ridley Ave     | Kenny Ave              | 8/18/1999  | 7,957  | South           |
|                    | Chester Pk     | Ridley Ave     | Kenny Ave              | 8/18/1999  | 8,392  | North           |
|                    | Chester Pk     | Ridley Ave     | Kenny Ave              | 8/18/1999  | 16,349 | Total           |
|                    | Sharon Ave     | Jackson St     | Spring St              | 10/21/1997 | 7,420  | Both            |

\*AADT - Average Annual Daily Traffic

Source: DVRPC, 2003

## APPENDIX F

### TRAFFIC CALMING TECHNIQUES, 2002

| 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     |
| Stop Signs                 | Maybe             | No              | Increase            | 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/mi |
| Sidewalk                   | No                | No              | No change           | Maybe           | No                          | None                     | Yes         | \$20-\$30/ft   |
| 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         | \$5K-\$10K     |
| Raised Intersection        | Yes               | No              | Increase            | Yes             | None                        | Yes                      | Yes         | \$25K-\$50K    |
| Traffic Circle             | Yes               | Maybe           | No change           | Yes             | None                        | Some                     | Yes         | \$15K-\$25K    |
| Intersection Channelizing  | Yes               | Maybe           | No change           | Yes             | None                        | None                     | Maybe       | \$15K-\$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          | \$15K-\$20K    |
| One-way Streets            | No                | Yes             | No change           | None            | Yes                         | Yes                      | No          | \$5K           |
| Diagonal Diverter          | Yes               | Yes             | Decrease            | Maybe           | Yes                         | Maybe                    | No          | \$15K-\$35K    |
| Street Closure             | Yes               | Yes             | Decrease            | Yes             | Total                       | Yes                      | No          | \$20K-\$35K    |

Source: *Safe Routes to School*, National Highway Traffic Safety Administration, 2002

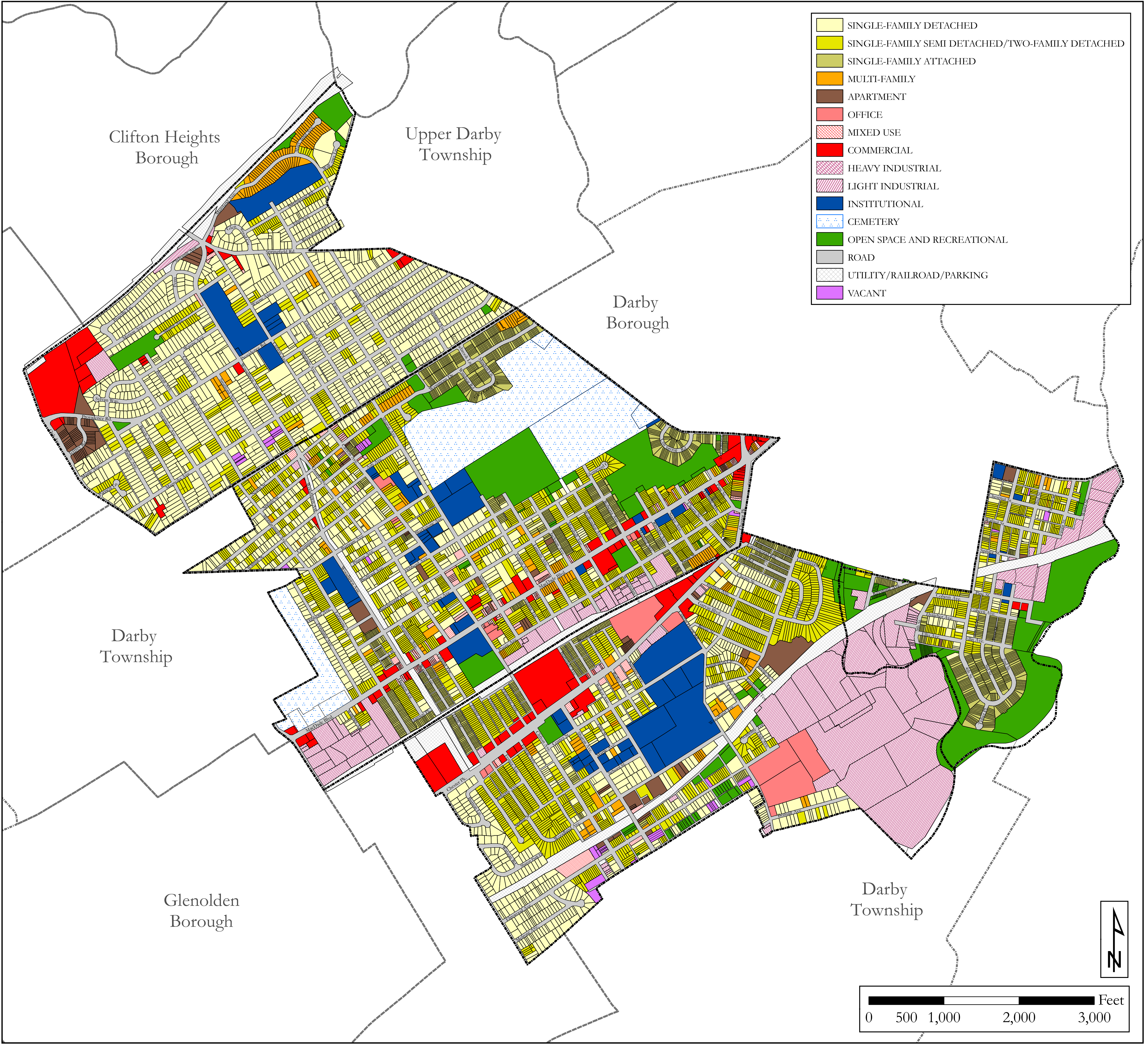
# APPENDIX G

## BICYCLE ACCIDENT DATA, 2003

| Date       | County   | Municipality | Location Main  | Intersection | Time  | Accident Location | Injuries | Crash Type | Traffic Control | Weather               |
|------------|----------|--------------|----------------|--------------|-------|-------------------|----------|------------|-----------------|-----------------------|
| 07/08/1996 | DELAWARE | Aldan        | Oak Lane       |              | 14:00 | Mid-block         | Minor    | Angle      | N/A             | No Adverse Conditions |
| 03/26/1999 | DELAWARE | Aldan        | Providence Rd  | Elm Ave      | 18:34 | Intersection      | Moderate | Angle      | Stop Sign       | No Adverse Conditions |
| 09/21/1997 | DELAWARE | Collingdale  | Clifton Ave    |              | 19:10 | Mid-block         | Minor    | Angle      | N/A             | No Adverse Conditions |
| 01/12/2000 | DELAWARE | Collingdale  | Springfield Rd | MacDade Blvd | 21:01 | Intersection      | Minor    | Angle      | Traffic Signal  | No Adverse Conditions |
| 07/12/1999 | DELAWARE | Collingdale  | MacDade Blvd   | Rhodes Ave   | 21:22 | Intersection      | Minor    | Angle      | Stop Sign       | No Adverse Conditions |
| 02/08/1998 | DELAWARE | Collingdale  | Woodlawn Ave   | Spruce St    | 14:01 | Intersection      | Minor    | Angle      | Stop Sign       | No Adverse Conditions |
| 09/15/1996 | DELAWARE | Collingdale  | Wayne Ave      |              | 13:13 | Mid-block         | Minor    | Angle      | N/A             | No Adverse Conditions |
| 06/17/1997 | DELAWARE | Collingdale  | Staley Ave     |              | 20:20 | Intersection      | Minor    | Angle      | N/A             | No Adverse Conditions |
| 06/07/2000 | DELAWARE | Collingdale  | Lincoln Ave    |              | 16:51 | Mid-block         | Major    | Angle      | N/A             | No Adverse Conditions |
| 06/08/1996 | DELAWARE | Colwyn       | Walnut St      | 3rd St       | 16:24 | Intersection      | Minor    | Angle      | Stop Sign       | No Adverse Conditions |
| 02/25/1996 | DELAWARE | Colwyn       | 3rd St         | Frances St   | 13:37 | Intersection      | Moderate | Angle      | Stop Sign       | No Adverse Conditions |
| 08/04/2000 | DELAWARE | Colwyn       | 4th St         | Colwyn Ave   | 14:57 | Intersection      | Minor    | Angle      | Stop Sign       | No Adverse Conditions |
| 06/21/2000 | DELAWARE | Colwyn       | 4th St         | Walnut St    | 14:36 | Intersection      | Moderate | Angle      | Stop Sign       | No Adverse Conditions |
| 06/12/1999 | DELAWARE | Colwyn       | Ellis Ave      |              | 13:48 | Intersection      | Unknown  | Angle      | Stop Sign       | No Adverse Conditions |
| 07/21/1999 | DELAWARE | Sharon Hill  | Sharon Ave     | Coates St    | 12:38 | Intersection      | Major    | Angle      | Stop Sign       | No Adverse Conditions |
| 03/13/1997 | DELAWARE | Sharon Hill  | Sharon Ave     | Spring St    | 14:50 | Intersection      | Minor    | Rear-end   | Stop Sign       | No Adverse Conditions |
| 10/03/1998 | DELAWARE | Sharon Hill  | Calcon Hook Rd |              | 21:24 | Mid-block         | Minor    | Sideswipe  | N/A             | Raining               |
| 11/17/2000 | DELAWARE | Sharon Hill  | Calcon Hook Rd | Poplar St    | 17:54 | Intersection      | Major    | Angle      | Traffic Signal  | No Adverse Conditions |
| 5/03/1998  | DELAWARE | Sharon Hill  | Unnamed        |              | 13:40 | Mid-block         | Minor    | Angle      | Unknown         | No Adverse Conditions |
| 07/23/1997 | DELAWARE | Sharon Hill  | Barker Ave     |              | 20:30 | Intersection      | Moderate | Angle      | N/A             | Raining               |

Source: Pennsylvania Department of Transportation obtained through the Bicycle Coalition of Philadelphia, 2003





Aldan, Colwyn,  
Collingdale and Sharon Hill  
Boroughs

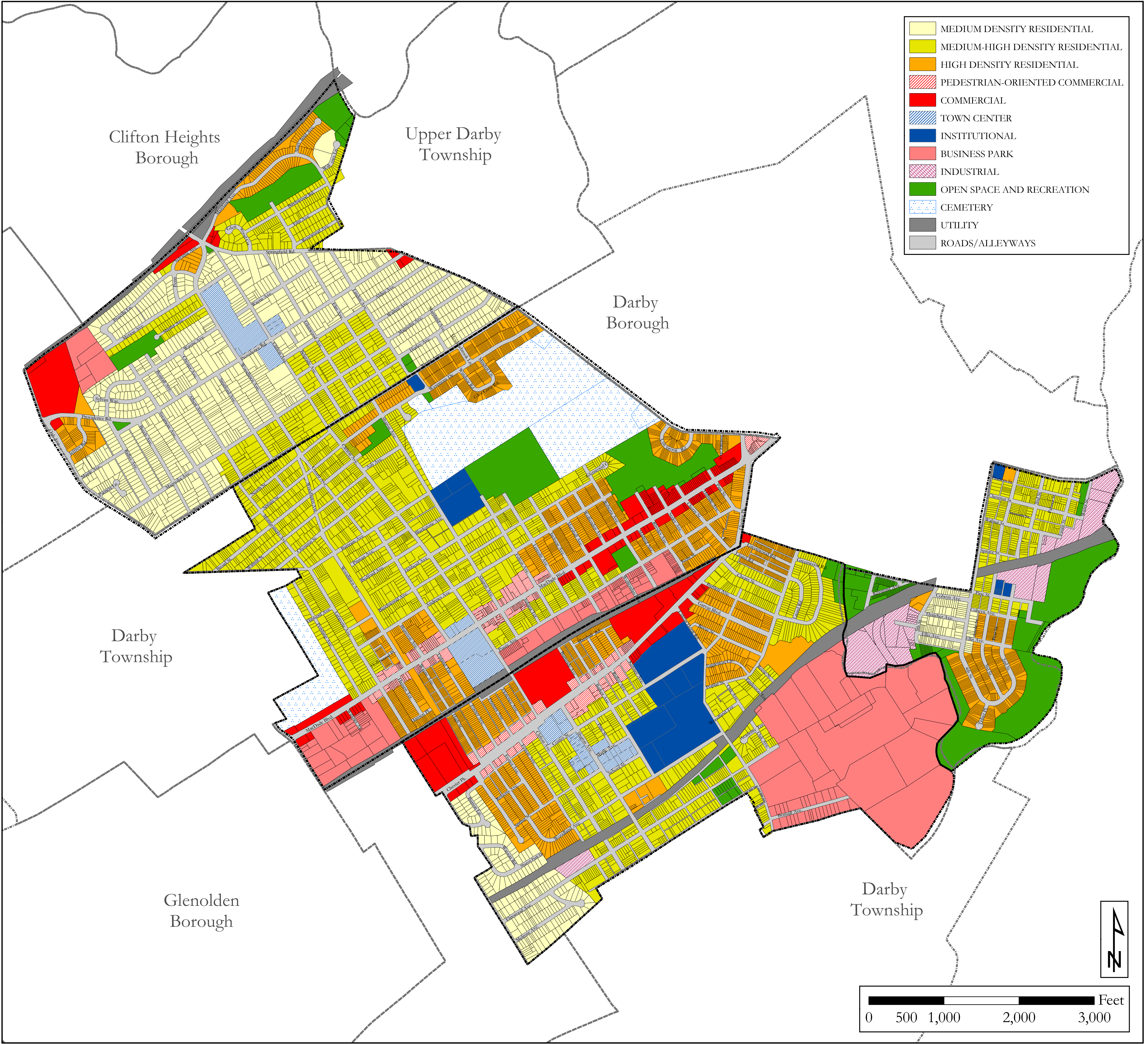
Existing Land Use  
Four-Borough Comprehensive Plan

- NOTES:
1. Delaware County Board of Assessments - Parcels and Roads
  2. Delaware County Planning Department - Existing Land Use
  3. USGS - Municipal Boundaries

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  
November 2004





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Collingdale and Sharon Hill  
Boroughs

Future Land Use  
Four-Borough Comprehensive Plan

- NOTES:
1. Delaware County Board of Assessments - Parcels and Roads
  2. Delaware County Planning Department - Future Land Use
  3. USGS - Municipal Boundaries

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