

# **GLENOLDEN & PROSPECT PARK**



## **MULTI-MUNICIPAL COMPREHENSIVE PLAN**

# **2012**

DELAWARE COUNTY PLANNING DEPARTMENT

**MULTI-MUNICIPAL COMPREHENSIVE PLAN  
FOR THE  
BOROUGHES OF GLENOLDEN AND PROSPECT PARK**

**2012**

**Prepared for the Citizens of the Boroughs of  
Glenolden and Prospect Park**

**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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**GLENOLDEN BOROUGH**  
36 Boon Avenue  
Glenolden, Delaware County, PA. 19036

**Resolution – No. 07-12**

WHEREAS Glenolden Borough agreed with Prospect Park Borough to prepare a joint Comprehensive Plan; and

WHEREAS a Task Force was formed comprising a range of representatives and citizens of the Boroughs; and

WHEREAS after a multi-year process of development said Task Force, with the assistance of the Delaware County Planning Department prepared and recommended for adoption said joint Comprehensive Plan; and

WHEREAS the Planning Commissions of the Boroughs at a joint public meeting held at the Prospect Park Municipal Building on December 1, 2011 recommended adoption of said joint Comprehensive Plan; and

WHEREAS the Borough Councils at a joint public hearing held at the Glenolden Borough Municipal Building on May 15, 2012 likewise recommended adoption of said Plan; and

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

WHEREAS, the Glenolden Borough Council recognizes that said joint Comprehensive Plan will be a valuable tool in aiding decision making in the Boroughs as they continue to develop and change.


BE IT THEREFORE RESOLVED, this 19 Day of June, 2012 that the Glenolden Borough Council hereby adopts and approves the joint Comprehensive Plan for Glenolden and Prospect Park.

Duly adopted this 19 day of June, 2012

**ATTEST:**

  
Borough Manager

**GLENOLDEN BOROUGH**

  
President, Borough Council

## **Prospect Park Borough**

**Resolution – No. 1801**

WHEREAS Prospect Park Borough agreed with Glenolden Borough to prepare a joint Comprehensive Plan; and

WHEREAS a Task Force was formed comprising a range of representatives and citizens of the Boroughs; and

WHEREAS after a multi-year process of development said Task Force, with the assistance of the Delaware County Planning Department prepared and recommended for adoption said joint Comprehensive Plan; and

WHEREAS the Planning Commissions of the Boroughs at a joint public meeting held at the Prospect Park Municipal Building on December 1, 2011 recommended adoption of said joint Comprehensive Plan; and

WHEREAS the Borough Councils at a joint public hearing held at the Glenolden Borough Municipal Building on May 15, 2012 likewise recommended adoption of said Plan; and

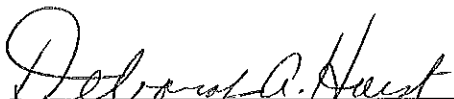
WHEREAS, in accordance with the Pennsylvania Municipalities Planning Code, the adjacent municipalities, the School District, and the County of Delaware were given forty-five (45) days to review and, if desired, comment on said proposed Plan; and

WHEREAS, the Prospect Park Borough Council recognizes that said joint Comprehensive Plan will be a valuable tool in aiding decision making in the Boroughs as they continue to develop and change.

BE IT THEREFORE RESOLVED, this 12th of June, 2012 that the Prospect Park Borough Council hereby adopts and approves the joint Comprehensive Plan for Glenolden and Prospect Park.

Duly adopted this 12<sup>th</sup> of June, 2012

**ATTEST:**

  
**Borough Secretary**

**PROSPECT PARK BOROUGH**

  
**President, Borough Council**

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# **CHAPTER 1**

## **INTRODUCTION**

# **CHAPTER 1**

## **INTRODUCTION**

### **THE COMPREHENSIVE PLAN**

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The comprehensive plan is a long-range planning tool used by municipalities to guide future growth and development through an identified vision and series of goals and objectives. Implicit in this definition are fundamental areas of emphasis such as land use, transportation, housing, community facilities and services, the environment, and historic preservation among others. Through examination of these individual plan elements the future of a community is carefully outlined and planned. A multi-municipal comprehensive plan combines two or more municipalities that share similar attributes and amenities, and who wish to envision their future from a collaborative perspective. The participants in a multi-municipal plan look to share resources in the pursuit of common goals while still maintaining their individual character and identity. This plan pairs the Boroughs of Glenolden and Prospect Park in a multi-municipal format.

As times change, so too does the framework within which communities view themselves and their needs for future development and redevelopment. New planning and land development concepts emerge that previously were not considered in a community's future and it is therefore important that comprehensive plans stay up-to-date with the latest tools and techniques of the planning field. It was determined that the goals and policies that guided the previous plans of 1972 (Prospect Park) and 1997 (Glenolden) were either outdated or in need of substantial revision in order to guide the Boroughs into the second decade of the twenty-first century.

### **COMPREHENSIVE PLANNING IN PENNSYLVANIA**

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Comprehensive planning in Pennsylvania is regulated by the Pennsylvania Municipalities Planning Code (MPC) Act 247 as amended. The Act requires plans to include a statement of a community's development goals and objectives, and plans for land use, transportation, the environment, housing, community facilities, and historic preservation. Comprehensive plans in Pennsylvania are also required to include a statement about the interrelationships among the various plan components, and discussions of short and long-range plan implementation strategies. In addition to these required plan elements this plan contains chapters and sections about the Glenolden and Prospect Park's regional history, demographics, and their degree of "livability," a concept that will be discussed further in the Land Use Chapter.

In June 2000, Pennsylvania adopted what could be termed "smart growth" legislation uniquely tailored to the traditions, law and politics of Pennsylvania. Act 67 (House Bill 14) and Act 68 (Senate Bill 300) both amended the Municipalities Planning Code (MPC).

These reforms were designed to encourage and enable counties and municipalities to plan together for future development and to implement such plans through cooperative agreements and consistent ordinances and actions. The amendments enable the following:

**Addressing of area-wide issues** by enabling municipalities to identify and work together to solve problems that are regional in nature, such as sewer and water provision, police, fire and emergency medical services, transportation infrastructure and land developments of regional scope and impact. Planning for these issues together can eliminate the duplication of efforts, encourage communication among municipalities and create opportunities for more efficient use of resources.

**Retention of local control** by allowing municipalities to act individually in implementing various aspects of a comprehensive plan so long as the actions remain generally consistent with the proposals and recommendations of the plan.

**Incorporation of local plans in state decision-making** by requiring Pennsylvania state agencies to consider and rely upon multi-municipal plans in permitting decisions, and authorizing agencies to provide funding priority under state programs for multi-municipal planning and implementation.

**Protect against curative amendment lawsuits** by no longer requiring that each municipality within a multi-municipal planning area provide for every land use. The law now directs the court in a zoning challenge to look at the availability of uses under the zoning ordinances being challenged where all municipalities have adopted and are implementing a multi-municipal plan.

**Allow revenue sharing** of local tax income and municipal fees by cooperative agreement of the municipalities participating in the joint plan.

## **THE PLANNING PROCESS IN GLENOLDEN AND PROSPECT PARK**

The process of preparing a new multi-municipal plan for Glenolden and Prospect Park began in February of 2008. Glenolden had previously completed a plan in 1997 and Prospect Park in 1972. Project initiation began with the Delaware County Planning Department arranging the acquisition of grants to fund the preparation of the plan and the Boroughs entering into contracts with the County Planning Department for preparation of the plan. A comprehensive plan task force was then formed that included members of from the Borough councils, planning commissions, and municipal staffs as well as local residents and business persons. The planning process kicked-off with a series of “issue-gathering” meetings to identify and define the major issues the Boroughs were facing and to consider some of the potential solutions. At this early stage the task force also developed a community vision and guiding principles to provide the basic framework of the plan. This vision and the guiding principals are outlined later in this chapter.

Next, the plan was formulated and developed in which each of the sections and individual chapters were prepared. The task force reviewed each of the various chapter drafts as they were developed. It was during this time the Borough-hall style public meeting was held to solicit the input of residents and other interested parties regarding the specific types of issues and strategies that were identified by the task force working sessions as well as the overall content and approach Borough citizens thought the plan should contain.

The first official draft of the plan, prepared in April of 2011, was a compilation of the individual section drafts that were reviewed by the task force and whose overall direction was commented upon by the local public at the Borough-hall style meeting. After the review and editing of this draft by the plan task force, a second draft was prepared and was reviewed and commented upon at a joint public meeting of the Borough planning commissions in the Fall of 2011. This final draft will be reviewed at a joint public hearing of the Borough Councils in the spring of 2012. After this the final step will be the adoption of the plan by each Borough Council.

Once the plan has been adopted the Boroughs will move into an implementation phase where the various recommendations and proposals of the plan can begin to be carried out. The Delaware County Planning Department (DCPD) will be available help the Boroughs to jump-start the process of implementation by working with the Two-year Action Plan, which is part of this document. The Action Plan contains the set of priorities that were identified by the task force as high priority objectives. Although DCPD will help the municipalities for a period with the implementation of the plan, it will ultimately be up to the Boroughs to utilize the plan after DCPD has completed the terms of its service.

## **VISION AND GUIDING PRINCIPLES**

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Visioning is a commonly used tool in developing the goals and objectives of a comprehensive plan. A vision statement describes in general terms an ideal end-state or future that a community or communities would like realize and helps to clarify long-range goals. The following statement was developed as a joint vision for the two boroughs:

**GLENOLDEN AND PROSPECT PARK DESIRE TO BE ECONOMICALLY AND SOCIALLY VIBRANT COMMUNITIES THAT ENCOURAGE ONGOING GROWTH AND REDEVELOPMENT, EFFICIENTLY UTILIZE PUBLIC RESOURCES AND VALUE THEIR UNIQUE, LOCAL HERITAGE.**

While the vision is the broad scope and general terms of what the Boroughs would like to achieve, guiding principles provide an elaboration and portrayal of the vision. The guiding principles can be used as a tool to guide the vision towards implementation. In order to achieve their stated vision, Glenolden and Prospect Park are striving to be communities that:



- Furnish compact ‘hometown’ settings that encourage people to locate, remain, or return to the Boroughs because they offer safe and attractive environments for individuals and families in which to live and local economies that provide jobs and a mix of goods and services for residents and visitors to the area.
- Encourage a diversity of land uses, development projects, and housing types that benefit the area both economically and socially.
- Maintain and encourage stable, blight-free residential neighborhoods where property owners can invest with reasonable assurance that their homes and buildings are secure.
- Provide transportation mobility for all residents, employees, and visitors in a manner that provides for a choice of travel modes, increases safety, reduces pollution, and enhances the overall accessibility and livability of the Boroughs.;
- Offer a range of community-oriented facilities, programs and events that meet the needs and desires of all the various age and demographic groups residing in the Boroughs and which engender a sense of local identification and pride.
- Promote the conservation of their remaining open spaces and natural areas and the ongoing provision and improvement of parks, public recreational facilities, and designed public spaces such as plazas, squares and public gateways.
- Preserve their cultural resources by supporting the rehabilitation, preservation, and adaptive reuse of historically or architecturally significant structures and sites.

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

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The term *goal* as used in this plan is a general expression of a desired state of affairs or end-point in time that Glenolden and Prospect Park are striving to achieve. For each chapter of this plan – *preservation, environmental, housing, community facilities, transportation, land use, economic development, parks and open space* – an overall goal has been formulated that is related to and complements this plan’s overall vision and guiding principals as outlined above. They are an outgrowth and logical extension of the vision and guiding principles. The goals can usually be found within the first page of their respective chapters contained within a text box.

*Objectives* on the other hand are more specific and measurable actions that are necessary to achieve the more general goals. Objectives can be found throughout the various chapters of this plan that relate to the overall chapter goal. Often several objectives must be achieved or nearly achieved before a particular goal is reached.

*Recommendations* are specific steps that are suggested for accomplishing a series of objectives and by extension the goals they related to. Each chapter contains a series of sequentially numbered recommendations that are designed to achieve the specific

objectives of the chapter in which they are found as well as the overall chapter goal. Additionally, after each recommendation is a list of potential funding and technical assistance sources to help implement the recommendations. The recommendations are in many ways the crux of the plan as they provide a ‘road map’ for the Boroughs to achieve their goals and objectives and their overall vision of the future.

## **FUNDING SOURCES**

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On behalf of the municipalities, the Delaware County Planning Department secured a Land Use Planning and Technical Assistance Program (LUPTAP) state grant in the amount of \$35,600 (50%) and a Community Development Block Grant (CDBG) in the amount of \$27,520 (40%) with the remaining 10% (\$3,440 per Borough) of the project cost provided by the municipalities. The state grant was obtained through the Pennsylvania Department of Community and Economic Development, the block grant was obtained through the Delaware County Community Development Block Grant (CDBG) program and the local match was divided between the Boroughs.

## **HOW TO USE THIS PLAN**

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This plan is organized into eleven chapters, which provide Glenolden and Prospect Park with flexibility in making future plan revisions as conditions warrant in addition to allowing the municipalities to incrementally update the plan one section at a time. Each chapter has been prepared to support and enhance the other chapters but is not dependent on them. This allows the chapters to act independently, as well as cooperatively with one another to meet the overall vision of the Boroughs.

This plan has been written in a consistent and straightforward manner, intended to be read either from cover to cover or consulted as needed for reference. The reader can flip to any chapter, read the existing conditions for the topic discussed, and continue to the recommendations designed to alleviate any deficiencies or shortcomings. Funding Programs and/or Technical Assistance sources, as noted above follow the recommendations at the end of the chapters where applicable.

Members of Glenolden and Prospect Park’s governing bodies 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 subject areas such as land use, transportation, housing, and others.

Similarly, when the Borough councils, planning commissioners or other local board members 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 the Delaware County Planning Department. In many cases, municipalities ignore their own comprehensive plans, which contain valuable information on how to approach and make

decisions on the very topics with which they may be having difficulty. Therefore, the plan should be used as a reference in providing guidance on a wide variety of issues, problems and challenges facing the municipalities.

References to the Delaware County Revitalization Program appear in numerous chapters within this municipal plan. The County Revitalization Program was established "...with the goal of revitalizing the County's first-generation municipalities by making them more attractive, livable, safe, and economically viable." Older "first-generation" suburban communities in the southeastern portion of the County were grouped into five "Revitalization Planning Areas." A five-year strategy plan for revitalization for each of the areas was developed in 2003 with an accompanying list of potential projects to be implemented to help the municipalities in each area progress towards sustainable economic development.

While the program has not been funded in recent years, the original plans underwent a process of updating in 2009 through the work of locally appointed task forces. These updates identified priorities and desired projects in the five Revitalization areas and as such provide some good direction for Glenolden and Prospect Park – both part of Revitalization Area 4 of the Program – in terms of the types and timing of community improvement projects. This comprehensive plan is designed to work in conjunction with Planning Area 4 proposed initiatives and although specific funding through the County Revitalization Program is presently not being allocated, funding through the County CDBG and other programs could help realize the proposals.

# **CHAPTER 2**

## **AREA PROFILE**

## **CHAPTER 2**

### **AREA PROFILE**

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

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Glenolden and Prospect Park Boroughs are located in the southeastern portion of Delaware County, northwest of the Philadelphia International Airport and east of Interstate 476 (the Blue Route). The Boroughs are bordered by Ridley Township to the west, Darby Township to the north and east, Tinicum Township to the south, and Norwood Borough situated between them. Map 2-1 highlights the location of the Boroughs in relation to the remainder of the County.

Glenolden covers approximately 0.9 square miles and Prospect Park 0.8 square miles for a combined land area of 1.7 square miles. The Boroughs are approximately 15 miles from Center City Philadelphia, 20 miles from Wilmington, Delaware, and 7 miles from Philadelphia International Airport.

Major thoroughfares passing through the Boroughs or in the vicinity provide them with excellent access to other parts of the County and region. Pennsylvania Route 420 bisects Prospect Park in a north/south direction and Route 13, Chester Pike, runs through both municipalities in an east/west direction. The interchange of Interstate 95 and PA Route 420 is approximately 3/4 miles from Prospect Park and slightly less than two miles from Glenolden. The interchange of Interstates 95 and 476 is approximately 2 miles from Prospect Park and 4 miles from Glenolden.

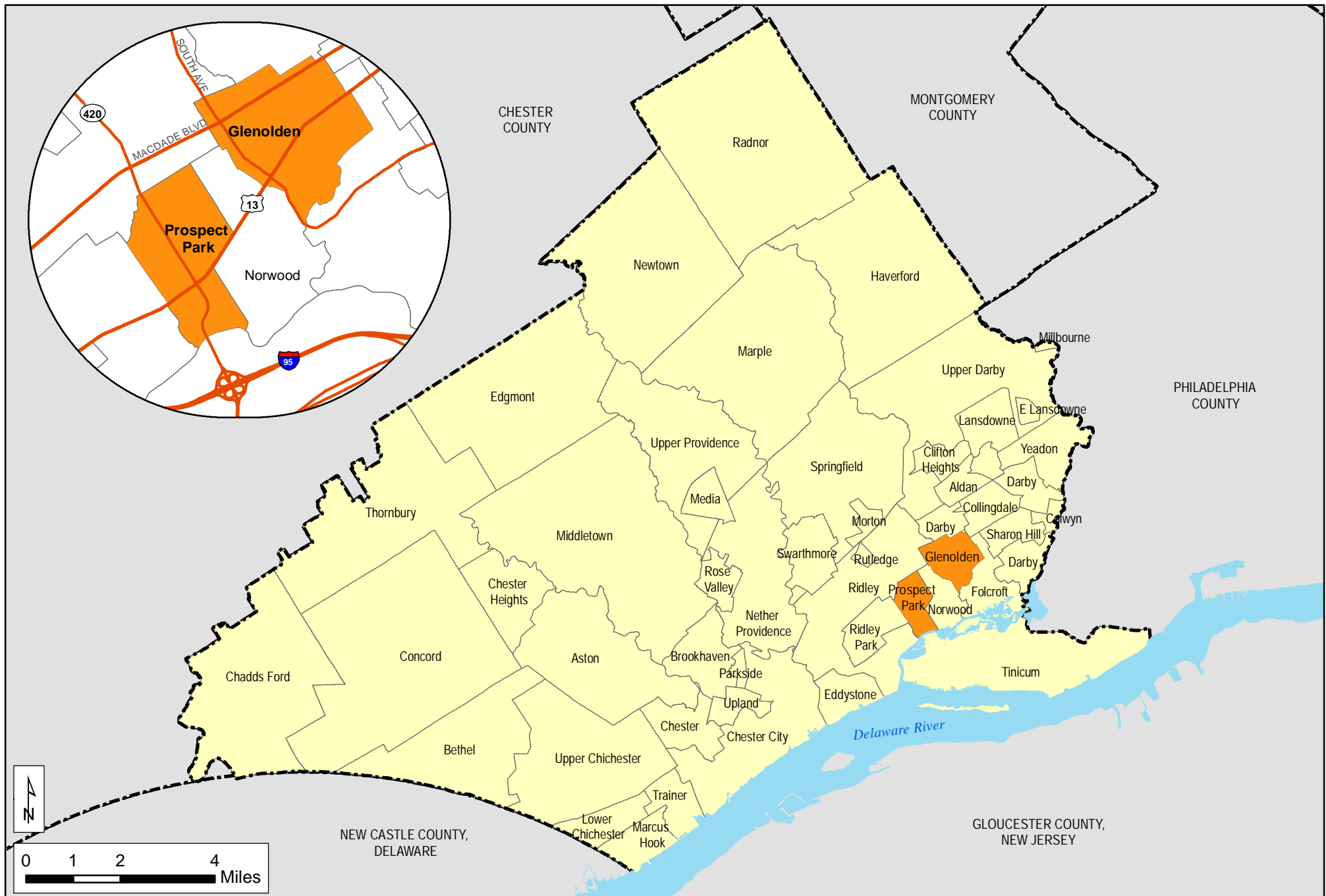
The major arterial in the area is U.S. Route 13, Chester Pike. Chester Pike passes through Prospect Park, where it crosses Pennsylvania Route 420. It heads eastward, passing through the borough of Norwood and then through Glenolden. Following Glenolden, the road passes through Folcroft and Sharon Hill boroughs and enters the borough of Collingdale, where it merges into MacDade Boulevard. MacDade Blvd. is a major arterial that bisects the northern portion of Glenolden and serves as a corridor for commercial and residential development. Route 420 travels north from state Route 291 and is known locally as Lincoln Avenue as it passes through Prospect Park. Shortly after the PA 291 intersection, Route 420 features a cloverleaf interchange with Interstate 95. The route then crosses the Darby Creek into the borough of Prospect Park, where it becomes Lincoln Avenue. Route 420 also intersects with Chester Pike in Prospect Park.

#### **HISTORICAL BACKGROUND**

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##### **Early History**

Glenolden and Prospect Park are located in the lower Delaware River region, which was initially explored by the Dutch in the early 17<sup>th</sup> Century. The Lenni Lenape tribe of



## Glenolden and Prospect Park Boroughs

## Map 2-1 Regional Setting

### Notes:

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

### Disclaimer

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



Prepared by  
Delaware County  
Planning Department  
2009

Native Americans inhabited the area then. In 1638, Swedish merchants sailed up the river to the present-day site of Wilmington, Delaware, and in 1643 established the first settlement of “New Sweden” on Tinicum Island. Swedish merchants officially claimed the Delaware River for the Swedish Crown. However, the Dutch, who had reestablished their presence in the area, eventually overran New Sweden. The Dutch controlled the region until 1664 when the English who also claimed the area, defeated them. On March 14, 1681, King Charles II of England granted the Province of Pennsylvania to William Penn as repayment for a debt owed to his father by the English Crown.

The original land grants given by Penn were subdivided and sold to individual farmers. John Knowles’ family would eventually acquire much of the property in present-day Glenolden, owning most of the Borough by the 1770s. The large Knowles estate was divided throughout the years for inheritance or sold off as smaller farms. Development also included mills along the creeks in the late 1700s, including the Glenolden Mill.

In Prospect Park, two influential families received large land patents, those of Morton Mortonson and Andres Johnson. The Mortonson land remained in the family until the 1780s or 90s. One parcel was inherited by Mary Archer-Morton, whose son John Morton signed the Declaration of Independence. Johnson’s land patent was conveyed to his brother John Archer, whose heirs sold the land, creating smaller farms throughout the Borough.

### **Early Suburbanization – Railway and Trolley**

With industrialization occurring in the late 1800s, conditions of city living were worsening while new perspectives on rural living became widespread. In 1872, the first rail lines by the Philadelphia, Wilmington, and Baltimore Railway Company (PWB) traversed both Boroughs, effectively opening these heretofore distant suburbs of Philadelphia. In 1885, the Baltimore and Ohio Railroad Company (B&O) established a route through the Boroughs. A decade later, the Prospect Park Railway Company created another transportation route with a trolley line on Chester Pike, known as the “Annie Moore” or “Essy Moore.”



(Moore Railroad Station, c. 1893)  
Courtesy of Keith Lockhart

Land speculation followed in the wake of the railroads. The Glenolden Land Association, one of the first land speculators in Glenolden, began developing portions of the area in the 1870s. In 1903, a Philadelphia realtor began developing what is known as Glenolden Manor in the southwestern portion of the Borough. Henry J. Scott purchased a portion of the Knowles Estate in 1886 and laid out Scott and Llanwellyn Avenues and called the development “Llanwellyn.” Scott continued to sell property in Llanwellyn until his death in 1932, when the remaining undeveloped property was given to the Borough, in lieu of back taxes, becoming the basis for Glenolden Park.

In Prospect Park, a portion of John Archer's land, including the well-known White Horse Tavern, changed possessions many times before James L. Moore purchased the property in 1867. He owned the property when the railroad company laid the tracks, naming the station after him. This area on the east side of Lincoln Avenue became identified as its own town, called Moore after the family. The Moore family continued to develop the area until the 1920s, by which time it had become almost entirely developed. The west side of Lincoln Avenue was developed by John Cochran, the real estate developer who established Norwood. He platted the tract and named it Prospect Park, derived from the name originally used for this area, Prospect Hill.

The growth spurred by the railroad created a sense of community in the developing areas that differed from that of the larger townships, leading the residents of the present-day Boroughs to seek incorporation by the early 1890s. Glenolden formed from land located in Darby and Ridley Townships, being granted a charter on November 14, 1894. Prospect Park faced opposition towards separation and was in court for over a year before eventually being granted a charter on May 7, 1894.

### **Early Auto Development, Commerce and Industry**



(Glen-Nor High School: Rapid growth led to increasing development in the area)  
Courtesy of Keith Lockhart

A second period of rapid growth in the Boroughs was due to the industrial and commercial development in Delaware County. H.K. Mulford Company, a major company in the production of smallpox and diphtheria toxins and serums, moved into Glenolden in 1898, purchasing a former estate and the lands of the Glenolden Mills. A portion of the Moore estate was sold to a greenhouse operation, the Robert Craig Company, in 1910. In the 1920s, the DuPont Auto Company and the Alloy Metal Wire Company moved into Prospect Park.

Population increase led to the creation of additional subdivisions on former farms, including Glenolden Terrace in the 1920s, and areas that were plotted earlier had homes constructed on them in the 1920s through the 1940s.

### **Post-World War II History**

Paralleling national trends, World War II brought wartime development to the area. The Federal government expropriated the Glendale golf course in Glenolden in 1941 for government wartime housing, called Glendale Heights. Following the War, the remaining undeveloped areas of both Boroughs were developed with subdivisions containing houses of similar design with single homes infilling the remaining lots.

Today, both Glenolden and Prospect Park contain dense and diverse land uses, including residential housing, commercial businesses, and industry.

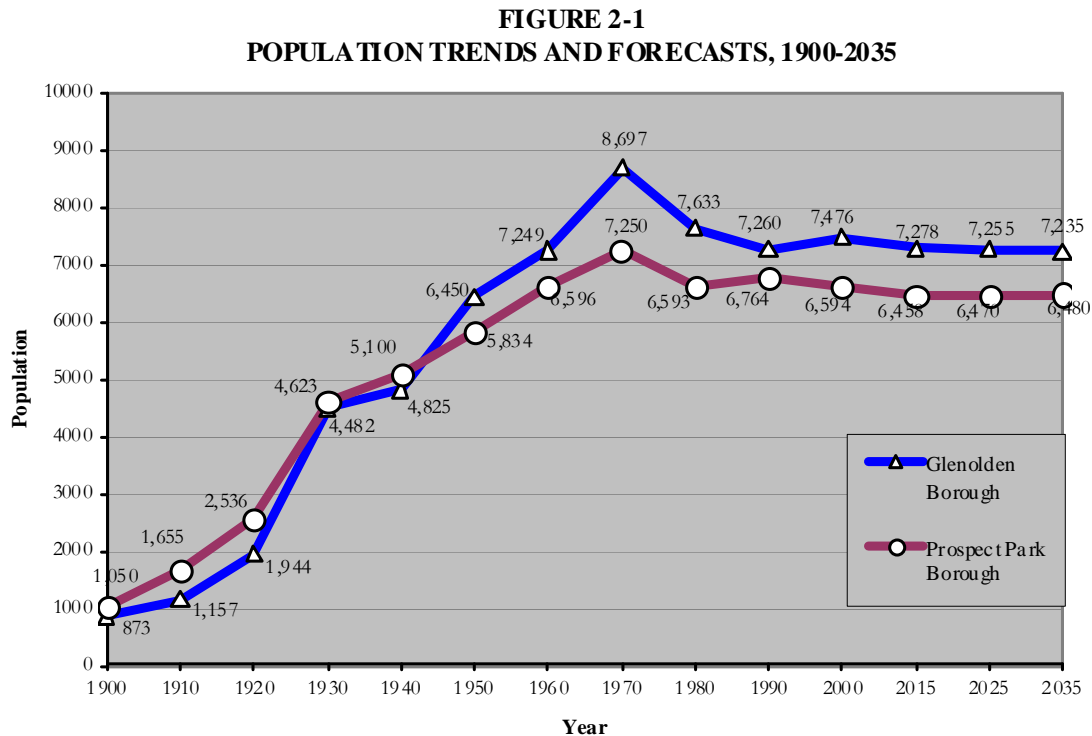


## DEMOGRAPHIC ANALYSIS

In order to develop an understanding of the possible future directions of the Boroughs, a variety of population and demographic data and trends can be useful to analyze and consider. Figures illustrating population trends and forecasts, age distribution, and income help create a better understanding of the potential needs and concerns of the community. Examining the Boroughs' demographic profile helps to estimate the amount and types of services that might be desired and required, and will help provide a context for Glenolden and Prospect Park's future positions within the County. The demographic data that follow are from the U.S. Department of Commerce, U.S. Census Bureau. Population forecasts for the years 2005-2035 are provided by the Delaware Valley Regional Planning Commission (DVRPC) in their 2007 publication; *Year 2035 County & Municipal Population & Employment Forecasts*.

### Population Trends and Forecasts

Figure 2-1 shows the population trends for Glenolden and Prospect Park from 1900 to 2000 and forecasts for the future up to the year 2035.



Source: U.S. Department of Commerce, Bureau of the Census, 1990 and 2000; and Delaware Valley Regional Planning Commission

Glenolden Borough had a population of 873 in 1900, which increased steadily through 1920. Population then doubled from 1,944 in 1920 to 4,482 in 1930 and continued to increase over the ensuing decades to a peak of 8,697 in 1970. Population thereafter declined through the year 2000 dropping to 7,260 persons in 2000. According to DVRPC

forecasts, the population of Glenolden will remain relatively level, declining to 7,235 in the year 2035.

In 1900, Prospect Park Borough had a population of 1,050, which increased significantly to 4,623 by 1930. The population continued to increase steadily until peaking in 1970 at 7,250, and then decreasing 6,953 in 1980. Following a moderate increase in 1990 the population again declined again to 6,954 in the year 2000. DVRPC forecasts suggest that a slight downward trend will continue after 2015 to 6,480 persons by the year 2035.

Table 2-1 shows the population trends and forecasts for the combined Glenolden and Prospect Park plan area as compared to Delaware County as a whole from 1900-2035. From 1910 to 1930, the Boroughs experienced rapid growth that exceeded the County's average growth rate. By 1970 to 2000, the Boroughs' population trends aligned more closely with those of the County as a whole. DVRPC forecasts show that the Boroughs' populations will decline 2.5% by 2035, which is in contrast to the 1.4% increase forecast for the County.

**TABLE 2-1**  
**POPULATION TRENDS AND FORECASTS 1900-2035**

<b>Year</b>	<b>Two Boroughs</b>	<b>% Change</b>	<b>County</b>	<b>% Change</b>
1900	1,923	N/A	94,762	N/A
1910	2,812	46.2%	117,906	24.4%
1920	4,480	59.3%	173,069	46.8%
1930	9,105	104.2%	280,264	61.9%
1940	9,925	9.0%	310,756	10.9%
1950	12,284	23.8%	414,234	33.3%
1960	13,845	12.7%	553,154	33.5%
1970	15,947	15.2%	603,461	9.1%
1980	14,226	-10.8%	555,007	-8.0%
1990	14,024	-1.4%	547,323	-1.4%
2000	14,070	0.3%	551,974	0.8%
2015	13,736	-2.3%	556,979	0.9%
2025	13,725	-0.0%	558,563	0.2%
2035	13,715	-0.0%	559,956	0.2%

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

### **Age Distribution**

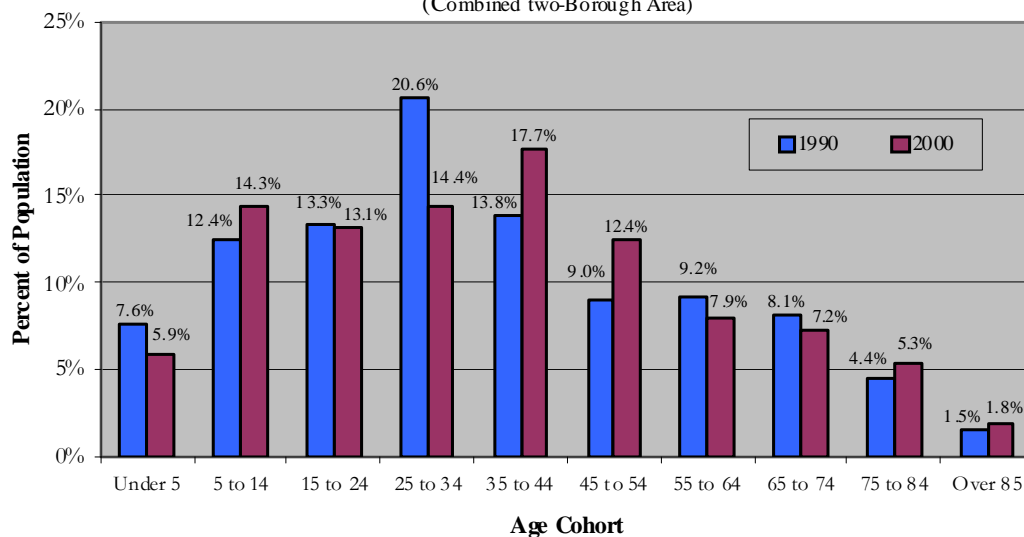
Age distribution provides insight into the character of a community and can suggest the types and levels of services and infrastructure that might be necessary to meet the needs of its various residents. Figure 2-2 compares the percentage of the total two-borough population that each age group or cohort comprised for 1990 and 2000. The overall trend indicated the aging of the Boroughs' populations with a corresponding decrease in most,

if not all, younger age groups. These trends mirror those of the County where the middle-aged and elderly populations are increasing.

From 1990 to 2000, the Under 5 age group declined from 7.6% of the Boroughs' average total population to 5.9%, decreasing from 1,068 residents to 836. This could be attributable to the fact that the prime childbearing age group (25-34) decreased by 858 residents dropping from 20.6% of the Boroughs' 1990 population to 14.4% of the population in 2000. Possible reasons for a loss of residents in this latter group could include employment-related relocations, pursuit of alternative housing options, or perceptions related to the quality of the school system or overall character and quality of life in the Boroughs. One of the younger age groups that did increase in the Boroughs was the 5-14 year cohort, which went from 12.4% to 14.3% from 1990 to 2000.

The 35-44 and 45-54 year cohorts both grew, increasing their shares of the Boroughs' overall population from 13.8% to 17.7% and 9.0% to 12.4% respectively. This suggests that a certain percentage of the 25-to-34 year age group remained in the Boroughs as they approached middle age but also that new residents to the Boroughs are likely to be individuals in their 40s and 50s or family households with more middle-aged parents. The drops in the respective percentages of the 55-64 and 65-74 age groups suggest some of the residents in these cohorts might be relocating to municipalities where more planned living communities are located.

**FIGURE 2-2,  
AGE DISTRIBUTION, 1990 and 2000**  
(Combined two-Borough Area)



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

### **Racial and Ethnic Composition**

Table 2-2, provides an overview of the racial and ethnic composition of the Boroughs and Delaware County. The County population shows somewhat more diversity than the Boroughs with correspondingly lower percentage of Caucasians and greater percentages

of African-Americans, Asian and Pacific Islanders, and “Other” racial and ethnic classifications. However, similar to the County, the trends show the Boroughs becoming more racially and ethnically diverse communities.

**TABLE 2-2**  
**RACE AND ETHNICITY, 1990-2000**

Race/Ethnicity	Two-Borough Area				Delaware County			
	1990	Percent	2000	Percent	1990	Percent	2000	Percent
<b>Caucasian</b>	13,694	97.6	13,096	93.1	473,741	86.6	442,216	80.1
<b>African-American</b>	175	1.2	426	3.0	61,394	11.2	79,260	14.4
<b>Asian and Pacific Islander</b>	119	0.9	285	2.0	10,002	1.8	18,387	3.4
<b>Other*</b>	36	0.3	47	0.3	2,514	0.4	3,588	0.7
<b>Multi-Racial</b>	N/A	N/A	216	1.6	N/A	N/A	7,413	1.4

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

\* The category ‘Other’ includes Native Americans, Alaska Natives and Aleuts.

The Caucasian population is the clear majority in the combined two-borough area; however its population declined by close to 600 individuals from 1990 to 2000. During the same period the African-American population increased by over 200, the Asian and Pacific Islander population by over 150 and the “Other” category by 11. These trends can be found occurring in the County where although the numbers are greater the percentage of Caucasians dropped from 86.8% to 80.1% and the percentages from African-Americans and Asian and Pacific Islanders increased from 11.2% to 14.4% and 1.8% to 3.4%, respectively.

### **Family Income**

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

Table 2-3 shows median family income and the percentage of individuals below the poverty level for each of the two Boroughs and for Delaware County. Since 1989, the median family income increased in both Boroughs: in Glenolden by 26.7% and in Prospect Park by 35.3%. However, median incomes for both Boroughs remained below that of the County as a whole, where the percentage increase of 39.0% exceeded those of the respective Boroughs.

**TABLE 2-3**  
**MEDIAN FAMILY INCOME, 1989 AND 1999**

Municipality	Median Family Income			Individuals Below the Poverty Line		
	1989	1999	Percent Change	1989	1999	Percent Change
<b>Glenolden</b>	\$38,409	\$48,648	26.7%	343	371	8.2%
<b>Prospect Park</b>	\$38,409	\$51,966	35.3%	417	277	-33.6%
<b>Delaware County</b>	\$44,323	\$61,590	39.0%	37,171	42,411	14.1%

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

In Glenolden, the number of individuals below the poverty line increased by 8.2%, from 343 persons to 371, which was still almost less than half the corresponding percentage increase in the County as a whole. Strikingly in Prospect Park there was an overall decline in family households below the poverty line, a substantial 33.6% decrease. For 2009, the U.S. Census Bureau defined the poverty threshold for a family of four at approximately a \$22,000 annual income. The actual percentage of individuals below the poverty line in each borough was 5.0% in Glenolden and 4.2% percent in Prospect Park, both below the overall County percentage of 7.6%.

### **Housing Occupancy**

A useful indicator of neighborhood and community stability is the percentage of homeowners compared to that of renters in a given neighborhood or municipality. The supply of affordable rental housing is an important resource for most communities, though homeowners generally tend to place a higher priority on maintaining and improving their homes and take greater stock in their neighborhoods than landlords that rent homes or apartments to tenants. Table 2-4 shows the number and percentage of owner-occupied, renter-occupied and vacant housing units in the both Glenolden and Prospect Park and in the County as a whole for 1990 and 2000. The percentage of homeowners in the combined two-borough area increased by less than 1% during this period while there was an increase of 4.3% in renter-occupied units. Although the small increase in the percentage of owner-occupied units does not constitute an alarming trend, the Boroughs should continue to monitor the owner-to-renter ratio and try to implement programs to assist and encourage home ownership in the Boroughs. (See Chapter 6, Housing).

Since 1990, the total number of vacant housing units decreased in Glenolden and increased in Prospect Park. The County as a whole increased in vacant housing slightly, which is mirrored in Prospect Park but not in Glenolden Borough. Also, the total percentage of occupied housing units in the Boroughs remained constant over the decade at 95.8%. A major indication of the ability of a housing market to meet demand is the vacancy rate. An acceptable range for this rate is usually considered between 3% and 5%, and the combined two-borough area's 4.2% rate falls within this range and suggests that the supply of available rental housing is adequate.

**TABLE 2-4  
GLENOLDEN AND PROSPECT PARK HOUSING OCCUPANCY, 1990-2000**

Housing Occupancy	Combined Two- Borough Area					Delaware County				
	1990	Pct	2000	Pct	Pct. Change	1990	Pct	2000	Pct	Pct. Change
<b>Total Housing Units</b>	5,767	100.0%	5881	100.0%	2.0%	211,024	100.0%	216,978	100.0%	2.8%
<b>Vacant Housing Units</b>	243	4.2%	246	4.2%	1.2%	9,650	4.6%	10,658	4.9%	10.4%
<b>Total Occupied Units</b>	5,524	95.8%	5635	95.8%	2.0%	201,374	95.4%	206,320	95.1%	2.5%
<b>Owner Occupied</b>	3,530	61.2%	3555	60.4%	0.7%	146,281	72.6%	148,384	71.9%	1.4%
<b>Renter Occupied</b>	1,994	34.6%	2080	35.4%	4.3%	55,093	27.4%	57,936	28.1%	5.2%

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

### **Conclusions**

The overall trends reflected in the demographic data indicate the Boroughs are middle-income communities with flat or slightly declining populations presently and projected for the future. Additionally, both Boroughs show trends of growing middle-aged and elderly populations with an out-migration of some residents in their twenties and thirties. Both Boroughs also show a modest increase in their ethnic and racial diversity, although not as great as in the County as a whole.

Both Boroughs are largely built-out with little room for additional new housing, with the present housing stock almost completely occupied. This is a major factor limiting future growth however issues related to the types of available housing as well more general perceptions related to the overall character and quality of life in the Boroughs might also be a factor influencing the present direction of some of demographic trends noted above.

An important emphasis of this plan in the upcoming chapters is on the identification of areas where the appearance, character and overall quality of life in the Boroughs is strong and should be maintained, and some areas where it might be improved.

**CHAPTER 3**

**HISTORIC PRESERVATION**

## CHAPTER 3

### HISTORIC PRESERVATION

Historic preservation is the act of safeguarding significant cultural resources that are fifty years or older for the future because those resources are important to members of a community, the community as a whole and possibly to the nation. Cultural resources can encompass all of a community's past including its built environment, natural features such as parks, gardens, and other landscapes and public works of art such as monuments and sculptures and archaeological resources or artifacts from the past that are found underground. Glenolden and Prospect Park Boroughs both have many tangible physical reminders of their past. Traveling along many of the residential streets in the Boroughs, one can see architectural styles dating from the mid-to-late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Portions of the Boroughs' commercial districts reflect building materials and styles used in the early-to-mid 20<sup>th</sup> century.

Many communities in the County and across Pennsylvania and the country are recognizing that their heritage can play an important role in helping them to thrive in the future. The many benefits of preserving historic buildings, entire neighborhoods, public works, parks, and other cultural resources can contribute to revitalizing a community. By embracing its past, a sense of place and pride can be fostered and other benefits can potentially accrue to a community in the form of increasing property values and new economic development opportunities. This can be achieved by conserving the character and architecture of existing neighborhoods and commercial districts, providing a framework for guiding new development, and making appropriate revitalization choices. Glenolden and Prospect Park both contain significant historic and cultural resources that should be protected and preserved. This chapter will provide a brief overview of the historic development of the Boroughs, identify the significant historic resources present in the Boroughs, discuss the legal status of preservation at the various levels of government, and then provide recommendations for techniques and the funding and technical assistance sources that can be used to preserve the Boroughs' heritage.

<b>GOAL:</b>	IDENTIFY, EVALUATE, AND PROTECT THE HISTORIC CULTURAL RESOURCES OF GLENOLDEN AND PROSPECT PARK BOROUGHES.
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#### THE BENEFITS OF HISTORIC PRESERVATION

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Glenolden and Prospect Park Boroughs' historic cultural resources are an important component to defining the unique character of each of these communities. These resources, if lost, might leave a somewhat generic "anywhere" setting for its residents, without the context of their local heritage. Historic preservation protects these existing features to sustain and enhance the community. Preservation is not just about grand architecture or famous people, but also about everyday historic resources – commercial



building façade, unadorned homes, and factory buildings – that give each community its particular character. Preserving community character through the maintenance of historic resources can help achieve economic growth, enhance quality of life, and increase employment and public revenues.

### **Values and Community Pride**

Historic resources allow future generations to better understand where they have come from, and can generate a feeling of community pride by recognizing the history and character of a town. The initial idea of historic preservation often comes from a shared set of values in a municipality concerning the state of its historic and cultural resources. The driving force may be affection for certain buildings, landscapes, or historic settings; it can also be a pride in the lives and accomplishments of its citizens, past and present.



Morton Homestead  
(Photo from PHMC)

It is documented that successful communities express a sense of pride and a common vision of the future of their community. It is often helpful to have a symbol around which to rally. In Glenolden, it may be the historic Glenolden Library, and in Prospect Park the Morton Homestead. The continued preservation of these uses, the former eligible for and the latter listed on the National Register of Historic Places, might act as a catalyst for a more comprehensive approach to the preservation of these and the Boroughs' other significant historic resources.



Glenolden Library, 1949  
(Courtesy of Keith Lockhart)

### **Economic Development**

Economic benefits can sometimes be realized by rehabilitating older sections of a community. Research has shown that property values often rise in historic neighborhoods. One such example in Pennsylvania is the Borough of Hollidaysburg, PA, which commissioned Penn State University and several other institutions to study *The Effects of an Historic District on Property Values* in 1997. The study found that property values within the district before designation declined between 1984 and 1989, but from 1989 to 1994, after, designation, “the percent change in [the] sales price of houses in the historic district quadrupled, whereas the same figure for the rest of the Borough declined.” Donald Rypkema, a prominent downtown preservation and revitalization advocate has noted “Historic Preservation generally has a positive impact on property values and historic designation is associated with average property value increases ranging between 5 percent and 30 percent of the



Picture 3.3 Prospect Park's main street,  
Lincoln Avenue

total property value” (*The Economics of Historic Preservation*, 2004). Nationally, communities that use the National Trust for Historic Preservation's Main Street program approach to revitalization gain approximately \$35 for every dollar invested in operating the program.

### **Energy Efficiency and Sustainability**

As noted in the Environmental chapter of this plan, municipalities nationwide are exploring means to be more energy efficient for a variety of different reasons. Preservation can play a role in promoting energy efficiency and sustainability in a number of ways. Historic buildings and other structures have often been developed in traditional neighborhood patterns of compact layouts that utilize less land area than new larger subdivision style development. Historic commercial districts have often developed around public transportation lines and stops and their continued use at these locations can lessen the need for the use of modern automobile transport. Compact development patterns and the use of public transportation are two important principles of sustainable development and smart growth that can be achieved through the preservation and continued use of historic resources. Additionally, historic buildings and structures can be retrofitted with new energy efficient and 'green' building technologies such as solar panels, roof gardens, and the latest efficient lighting and heating and air conditioning technologies.

## **IDENTIFYING AND EVALUATING HISTORIC RESOURCES**

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### **Development Patterns**

Glenolden and Prospect Park each evolved to their present-day characters as result of a series of developments over many years which resulted in their current land use patterns. Though Glenolden and Prospect Park Boroughs are not contiguous, they both are located in a region of the County that experienced similar patterns of development. Development patterns can be traced back to broad social trends that have inspired the way people built houses, and influenced the evolution of public infrastructure, roads, and services that make up a modern-day municipality.

### **Early Development (pre-1875)**

Prior to European settlers, the Lenni-Lenape Native Americans inhabited the area that is now Glenolden and Prospect Park. Many place-names still resonate with their legacy, like Secane and Muckinipates. In the late 17th century, English Quakers arrived, and the original land grants from William Penn were subdivided and sold to individual farmers.

Prospect Park was once a portion of Ridley Township, and in the first half of the 19th century the area that would become the Borough had a few roads and a handful of farmsteads. There were also three small crossroads developments, including one near the Delaware River waterfront which included the Morton Homestead, another near what would become Chester Pike and Lincoln Avenue, and a third near the White Horse

Tavern on Chester Pike at the Norwood Borough line. The Borough remained sparsely settled until the late 19th century.

Glenolden was once part of Darby Township and Ridley Township. The major road through Glenolden, today's Chester Pike, was called the Queen's Highway, and was laid out in 1705. By the mid-1800's, Glenolden was comprised primarily of large farmsteads, including the Knowles Estate, the Doctor Boon Estate, the Cooke tract, and the Bethel Custer tract. An 1848 atlas shows only thirteen structures within the present-day boundaries.

### **Early Suburbanization - Railway and Trolley (1875 –1910s)**

Prospect Park and Glenolden both experienced the same suburban development pattern as other communities along the newly created commuter railway lines throughout Delaware County. As industrialization increased in the mid-19th century, city living became congested, and to many unhealthy, and the advent of the railway system allowed people to live in previously rural areas, and commute to work. Hence, the first generation commuter suburbs were created.



(Prospect Park Train Station)

In 1872, a rail line was laid between Philadelphia and Chester, by the Philadelphia, Wilmington, and Baltimore Railway Company. It ran through Prospect Park and Glenolden on its way into Philadelphia. As a result, in Prospect Park new large-scale residential neighborhoods were developed on the Pearson tract west of Lincoln Avenue and near the new rail station known then as Moore's Station, east of Lincoln Avenue. By 1888, additional new residential developments occurred, and in 1894, Prospect Park incorporated. The neighborhoods that developed around this time exhibited many of the desirable design features of early suburban, transit-oriented development – houses on small lots oriented to the street, pedestrian-oriented circulation with sidewalks, and street trees that created connectivity and encouraged social interaction. The population of the Borough around this time first exceeded 1,000 residents.

Glenolden Borough at this time was a part of Darby and Ridley Townships, although there was a small village area known as Glen Olden. The area was primarily rural with some farmsteads eventually becoming upper-class estates. In 1886, Henry J. Scott bought 50 acres of the Knowles Estate, north of present-day Chester Pike, and laid out a development called Llanwellyn. As was the pattern in the following years many additional tracts that were purchased, subdivided, and platted, though would not see new residential development for several years. In 1894, Glenolden incorporated and by 1900 the new Borough contained around 900 residents.

### **Early Auto/ Suburban Development (1920s – 1945)**

Automobile transportation altered the form of Glenolden and Prospect Park, enabling people to move into previously undeveloped areas, thereby increasing the population and

allowing more businesses to relocate to areas without relying on public transit for their workers or production.

Though most of Prospect Park's parcels were laid out by 1909, many neighborhoods did not develop until later. The James L. Moore Estate, located east of Lincoln Avenue, was developed into new homes in the 1910s to the 1920s, while other new developments continued to appear in the 1920s and 1930s. In the southwest quadrant of Prospect Park, in the areas along 5th Avenue and Lafayette Avenue, new housing was developed in the 1910s and 1920s, and increased in the 1940s and 1950s. By 1940, the population of the Borough had reached over five thousand residents.

In Glenolden, the Glendale Heights neighborhood was developed by the Federal government in 1941 as wartime housing, and previously undeveloped parts of the Borough continued to see new residential and commercial construction. Population in Glenolden grew more than five times from 1900 to 1940, approaching five thousand residents. Glenolden was almost “built out” by WWII, though continued to grow in population, reaching over eight thousand by 1970.



Glendale Heights, circa 1940s,  
(Courtesy of Keith Lockhart)

### **Modern Suburban Context (Post WWII - 1970s)**

After World War II, American suburban housing tastes were beginning to change. No longer was the grid plan of streets thought of as a predominant way to design roadways. Local residential streets were designed with curving loops and cul-de-sacs, and housing subdivisions were more bureaucratically planned and regulated than in the past. Due to the new FHA mortgage requirements, larger scale corporate builders became common as developers. Sometimes template designs were used for whole tracts versus individual variations of styles, to make the building process move along more quickly. Houses were designed and built in large quantities and with remarkable efficiency. In addition, housing developments were now created to relate to the automobile – garages on the front façades of homes became common, streets became wider, and walkable commercial districts began to disappear from neighborhoods.

The population in the Boroughs continued to rise after WWII with Prospect Park reaching a peak of over seven thousand people in the 1970s. Many homes on some streets previously platted and laid out were not actually built until after WWII. For instance, many homes in the Charles Leedom neighborhood, located in the southwest portion of Prospect Park, were built in the 1940s and 1950s, and some on Lafayette Avenue south of Chester Pike were not built until the 1970s. The W.H. Landreth Development saw homes built in phases starting in the 1930s and 1940s and running through the 1950s, 1960s, and 1970s.

Glenolden still had undeveloped land in the 1940s; however, after the war, in the 1950s and 1960s numerous large-scale housing and infill developments were built and few

large-scale developable tracts remained. By the beginning of the 1970s the population of the Borough had exceeded 8,500 residents.

### **Preservation Planning Methods**

Preservation planning involves three basic steps for each community:

Identification: The first step is to identify the historic resources. This can be done by an historic resource inventory similar to the one included in this Comprehensive Plan, and then a more comprehensive, official historic resource survey.

Evaluation: Next, a municipality must evaluate which resources are most valuable, and if preserved will help accomplish or be complimentary to other community goals. This might include choosing a given neighborhood to address as a first priority, or focusing on the economic development of a commercial center, using its historic character to guide development and design.

Protection: The last step is to choose the most applicable preservation tool or action to accomplish protecting the given resource or resources. Sometimes creating a historic ordinance is the most appropriate goal, or pursuing a Main Street designation and the accompanying funding may be more effective.

### **Development Pattern Windshield Survey**

The historical contexts of Glenolden and Prospect Park and the surrounding area provide a foundation to better identify and evaluate the various resources in order to incorporate them into future planning efforts. As part of the preparation of this chapter, the Preservation section of DCPD conducted a windshield survey of the Boroughs' development patterns to better understand the architectural styles and other historic features of Glenolden and Prospect Park. Some of the predominant styles of residential architecture found in the Boroughs are Second Empire (1880s-1900s), Queen Anne and Late Queen Anne (1890s-1920s), Victorian Vernacular (1890s-1920s), Gothic Revival (1900s-1930s), Colonial Revival (1900s-1950s), Dutch Colonial Revival (1910s-1930s), Bungalows (1920s-1940s) and Prairie American Foursquare (1920s-1940s). Some of the more recent styles of homes found in the Boroughs include the Neo-Colonial and Cape Cod. The resources identified in Tables and Maps 3-1 and 3-2 from the windshield survey should be used as a starting point in conducting a more complete formal historic resource survey.



## **Historic and Cultural Resources of Prospect Park and Glenolden Boroughs**



Masonic Lodge, Prospect Park  
(Courtesy of Keith Lockhart)

Part of the overall preservation goal of any given community is to identify and preserve the historic places that have contributed to its development, and to encourage subsequent development to be compatible. As noted earlier the cultural resources from a municipality's past can come in many different forms - single buildings, whole neighborhoods and streets, as well as assets other than buildings, such as historic parks or gardens, cemeteries, bridges, monuments, and underground archaeological artifacts.

The historic character of Glenolden and Prospect Park Boroughs, as described in the preceding development pattern, is evident throughout the municipalities. Glenolden and Prospect Park share their original commercial corridor along Chester Pike, with a number of early businesses remaining. Many of these appear to be of local historic significance, if not potential National Register-eligible. Both municipalities contain many potential individual historic resources, including religious buildings, libraries, schools, and parks. Each Borough encompasses housing stock that varies by style, age, and type. Entire streets are filled with excellent architectural resources, with homes dating as far back as the Boroughs' incorporations. The proliferation of sound Victorian homes, just one example of a group of historic styles still existing today, characterize how much both Boroughs have retained a solid sense of historical identity. The majority of these and other older homes appear to have maintained their architectural integrity.



1909 Mueller Atlas image of Prospect Park

### **Historic Resources**

An historic resource *Inventory* is a preliminary identification of the historic resources of a locale(s) such as the windshield survey of the Boroughs that DCPD conducted for this plan. The results of the survey, which indicate which resources should be considered for preservation, are shown in Tables 3-1 and 3-2 and Maps 3-1 and 3-2. Many of these resources are listed for their local significance, such as enhancing the character of an intact neighborhood or the overall identity of the community. Others resources may meet the criteria for listing on the National Register of Historic Places.

The DCPD survey involved drive-by site visits, as well as atlas research, informal interviews, and secondary historic research. The survey is meant to be an introduction to the significant resources in the Boroughs and can be used as a basis for a more comprehensive historic resource survey for each Borough. This more complete historic

resource survey would contain detailed information on the significance of each resource, and serve as an official documentation of the historic development of the Boroughs as well as providing the basis for future protection through local controls and ordinances. The Delaware County Planning Department can act in an advisory capacity if the Boroughs should wish to continue their historic resource identification with a more comprehensive survey.



1909 Mueller Atlas image of Glenolden

The following sites as listed in Tables 3-1 and 3-2 and shown on Maps 3-1 and 3-2 are examples of a particular style found in Glenolden or Prospect Park and may not even be the most appropriate or notable example. The listing is not a final or comprehensive designation of resources in the Boroughs and is meant to be a guide in identifying important types of resources and a starting point for completing an official historic resources survey as discussed above.

**TABLE 3-1  
GLENOLDEN BOROUGH HISTORIC RESOURCES**

Map #	Name/Location	Description
1	Glendale Heights District	Built by the Federal Government for wartime housing in the 1940s. The area was laid out in curvilinear streets with cul-de-sacs and a central recreational area. The district consists of sided buildings containing four, two-story units with one-story attached wings. Scattered throughout those are one-story twins.
2	Llanwellyn Plan-Scott Avenue District	The area was platted and called the Llanwellyn Plan in 1909 with development occurring only along South Avenue in the 1890s and later development, c. 1920s/1930s, occurring along S. Scott and S. Llanwellyn. The district contains the Queen Anne style on corner lots and other Victorian and Late Queen Anne along Scott. The later housing includes Colonial, Dutch Colonial, and some Bungalows.
3	Glenolden Park District	Henry J. Scott's undeveloped land, portions of which were part of his Llanwellyn Plan that was never developed, was given to the Borough in 1934 in lieu of back taxes and became the park.
4	Glenolden Manor	These streets were platted by 1909. The area appears to have developed in two phases with c. 1920s houses featuring Queen Anne and Foursquare characteristics and then later c. 1940s Bungalows and smaller houses.
5	Glenolden Avenue	Consists of c. 1890s Queen Anne, Second Empire, and Victorian vernacular houses with later c. 1910s Colonial Revival and Foursquare houses. The Victorian houses feature hip or mansard roofs, wrap-around porches, fish scale shingles, and a turret. The Colonial houses contain open porches and classical detailing.
6	S. Chester Pike	These houses are some of the few remaining Victorian houses along Chester Pike from its earlier development. They are large Queen Anne houses featuring hip roofs, wrap-around porches, bay windows, and some second-story bays and turrets.

7	211 S. Llanwellyn Ave. Glenolden Library	Determined eligible for the National Register in 1990. Building is stone Colonial Revival building constructed in 1939.
8	W. Glenolden Avenue Fran Dor Apartments	Three, 2-story brick apartment buildings in a “U-shape” plan with flat roofs and a raised pediment at the corners. Appears to date c. 1930s.
9	1 W. Glenolden Avenue Mirelca	High style Queen Anne house featuring hip roof with multiple cross-gables, wrap-around porch, some fish scale shingles, and a turret. Constructed c. 1890s.
10	229-235 S. Chester Pike Turner Apartments	Large brick building with commercial space on the first story. Constructed c. 1930s featuring a decorative course with brackets above the second story, decorative tiles, and a battlement parapet.
11	135 S. Chester Pike Meissner Auto Sales	Modern resource. One of the few examples of Art Moderne style in Glenolden and features large commercial windows and curved corners with windows that turn the corner. Dates c. 1940s.
12	29 E. Logan Avenue Glenolden Public School	Large 2 ½-story irregular, coarsed stone building with Italianate characteristics, including wide eaves, brackets, and tall, arched openings, and a slightly protruding jerkinhead dormer with decorative detailing. Built in two phases, 1895 & 1912.
13	36 Boon Avenue District Court	Built in 1927 to accommodate the overflow of students in the Public School on Logan Avenue with an addition constructed in 1936, which now houses the Police Department.
14	21 S. Chester Pike Precious Metals Garage	A 1-story brick industrial building dating c. 1930s. An old wall lines the southeastern portion of the site along Stuart Avenue.
15	2 S. Chester Pike Glenolden Presbyterian Church	Gothic Revival church constructed 1901 and designed by Carl Berger, a Philadelphia architect. Church features pointed arched windows, large windows with tracery, and tower with battlements.
16	111 N. Chester Pike	Large 2½-story Colonial Revival house, constructed c. 1819 and is believed to be the oldest house in Glenolden.
17	Pumping Station near Lamont Avenue	Located along the railroad tracks across from Lamont Avenue. Constructed c. 1900s. Served as an old water tank. A rough coursed stone building with a hip roof and large, rounded arch windows.
18	500-502 S. MacDade Blvd. Philadelphia Electric Co. Sub-Station	Flemish bond brick building built c. 1931 with classical features, including pilasters and a molded cornice.
19	Bell telephone/Verizon Building	Built in 1947 as an office for the Bell Telephone Company. A 1-story brick building with a concrete cornice and a brick parapet above capped by concrete. Almost full height, wide bands of concrete span the façade.

Source: Delaware County Planning Department



## Potential Historic Districts/ Multiple Listings

- 1 Glendale Heights District
- 2 Llanwellyn Plan - Scott Avenue District
- 3 Glenolden Park District
- 4 Glenolden Manor Multiple Listings
- 5 Glenolden Avenue Multiple Listing
- 6 S. Chester Pike Multiple Listings

## Historic Resources

- |                            |  |
|----------------------------|--|
| 7 Glenolden Library        | 13 District Court                        |
| 8 Fran Dor Apartments      | 14 Precious Metals Garage                |
| 9 Mirelca                  | 15 Glenolden Presbyterian Church         |
| 10 Turner Apartments       | 16 111 N. Chester Pike                   |
| 11 Meissner Auto Sales     | 17 Pumping Station                       |
| 12 Glenolden Public School | 18 Philadelphia Electric Co. Sub-Station |

- Historic District/Multiple Listing
- Historic Resource



Glenolden  
Borough

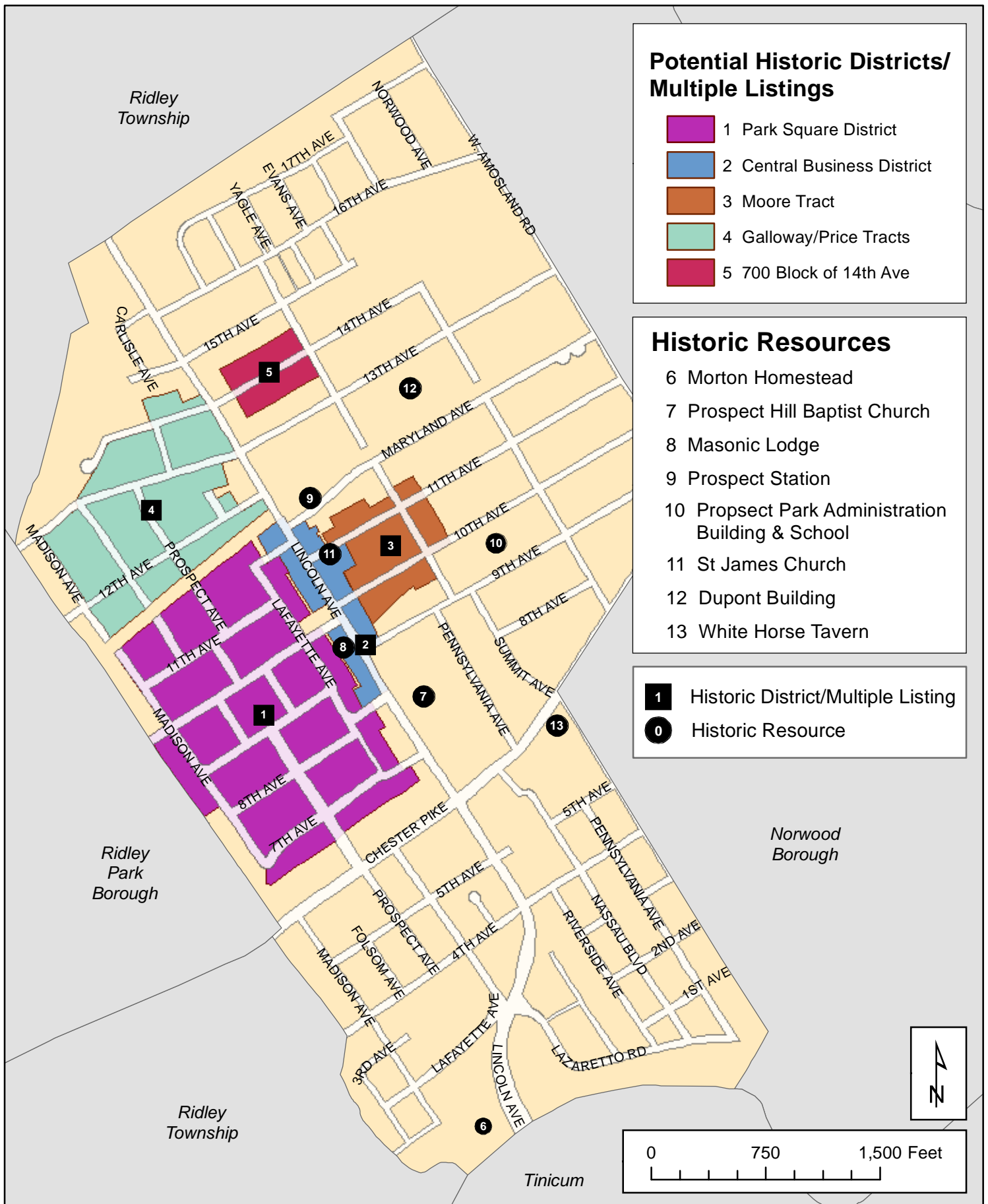
Map 3-1  
Historic Resources

NOTES:  
1. Delaware County Planning Department -  
Historic Resources

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



Prepared by  
Delaware County  
Planning Department  
April 2009



**TABLE 3-2**  
**PROSPECT PARK BOROUGH HISTORIC RESOURCES**

Map #	Name/Location	Description
1	Park Square District	The neighborhood was laid out as early as 1870s. Homes were mostly built between 1880 and 1909 with some in the 1910s. This neighborhood is developed around a block-sized park with a gazebo. Most are single homes situated along blocks set on a grid, with sidewalks. Homes are street facing and are in various styles, including Victorian Vernacular, Gothic Revival, Dutch Colonial Revival, and Tudor Revival.
2	Central Business District	Center of Prospect Park commercial, civic, transit, and residential activity, most of the buildings date c.1910s -1920s. Surrounding residential neighborhoods developed in the same period. Notable architectural patterns include 2-story, mixed use, commercial buildings with multiple units, storefront display windows, and some pedimented roof parapets, and decorative masonry detailing.
3	Moore Tract	A two-block tract, known in 1909 as the Moore Tract, was developed by the Moore family, who owned at one time portions east of Lincoln Avenue (called the town of Moore). The tract contains mostly single homes, with hipped roofs, masonry first stories, clapboard or shingle upper stories, and 1-story porches, in Victorian or Queen Ann styles, dating turn-of-the-20th century.
4	Galloway/Price Tracts	Similar to other neighborhoods surrounding the CBD District, this is a combination of the John Galloway Tract and the J.L. Price Tract, laid out by 1909. This neighborhood of Victorian vernacular homes with stone first stories, and clapboard upper stories has open, 1-story, front porches.
5	700 block of 14 <sup>th</sup> Avenue	Block of similar Victorian vernacular, single-family, c. turn-of-the-20 <sup>th</sup> century homes with hipped roofs, dormers, stone first stories, shingle or clapboard upper stories, and 1-story front porches, developed by the Moore family, near the CBD District.
6	Morton Homestead	Home of Morton Mortonson, Swedish settler and owner of an original 1654 Penn Land Grant. The north half of the present home was built around 1654, the southern portion was built c. 1698, and the center portion built circa 1803. It is purported to have been the birthplace of John Morton, but no documentation has been found to support that claim.
7	7 Lincoln Avenue Prospect Hill Baptist Church	Constructed 1895. Large Gothic Revival, coarsed stone church with many pointed-arched windows and transoms, a steeply pitched gable roof, a bell tower, and stained glass windows.
8	822 Lincoln Avenue Masonic Lodge	Prospect Park Masonic Lodge #578, founded in 1889, built Lodge Hall in 1890. Brick and stucco façade, Gothic-arched front doorway, some Tudor Revival details, and a stained glass window.
9	Maryland Avenue Prospect Park Station	Constructed 1911 and known as the Moore Station. One story, coursed stone building with prominent, steeply-pitched overhanging hipped roof, attached to a covered waiting area. Original details include bracketed posts supporting roofed waiting area, windows and brick chimney.
10	10 <sup>th</sup> & Pennsylvania Avenues, Prospect Park Administration Building & School	Administration building, originally an elementary school, located near Washington Ave., built c. 1910-1920. Flemish bond brick, 2-story with original masonry detailing including quoined door and window surrounds. Present school building near Pennsylvania Ave. built 1948, with later additions in vernacular Art Moderne style.

11	732-736 11 <sup>th</sup> Avenue St James Church	Constructed c. 1909. Coarsed stone, Gothic Revival church, with many pointed arched windows, transoms over doorways, and buttresses. There are some 1-story wings with parapet roofs, and a tall bell tower.
12	13 <sup>th</sup> & Pennsylvania Avenues Dupont Building	Dupont Auto Company, created by the DuPont family, manufactured cars until 1924. It's a 3-story brick industrial building with decorative brick and tile details, shaped parapet, and pilasters on the front façade.
13	702 Chester Pike White Horse Tavern	Built in two parts. The core is a 2 ½-story, now stucco over brick, c.1729, Colonial home and tavern built by the Archer family, operating as a site of Revolutionary War action and serving as a tavern into the early 20 <sup>th</sup> century. Second half, built c.1902, is a 3-story wood frame portion with slate, polychromatic Mansard roof.

Source: Delaware County Planning Department

### Additional Cultural Resources

Prospect Park and Glenolden each contain some archaeological resources as part of their historical context. In addition to their intrinsic value, the protection of these resources may also conserve open space and preserve the traditional landscape of the Boroughs. In 1990, DCPD contracted with Cultural Heritage Research Services, Inc. (CHRS) to complete the Delaware County Archaeological Resource Inventory and Management Plan. Within the plan is an archaeological analysis of each municipality in Delaware County, based upon known resources and predictive archaeological models. Existing documentation is the key to identifying known resources, whereas the predictive model relies heavily on the identification and location of particular soils, water sources, and slopes.

The predictive model used by CHRS indicated that in Glenolden Borough, over half of the municipality has a low potential for underground archaeological resources. Roughly one quarter of the central portion of the Borough has a moderate potential for these archeological resources associated with suburban park development dating from 1880 to 1910. There are two groupings of areas with a high potential for archeological artifacts associated with prehistoric and Native American sites. These are both located along the Muckinipates Creek.

The CHRS predictive model indicates that in Prospect Park, the eastern half of the Borough has a low potential for underground archeological resources. Most of the western half has a moderate potential for artifacts associated with suburban park development, c. 1880-1910. There is a small area in the southwest that has a high potential for archeological artifacts associated with prehistoric period and/or 17th century Swedish settlers.

## **RECOMMENDATIONS FOR IDENTIFYING AND EVALUATING HISTORIC RESOURCES**

### **GLENOLDEN AND PROSPECT PARK SHOULD:**

- 3-1 Perform official historic resources surveys to identify significant individual resources and districts that characterize the Boroughs. The windshield survey conducted for this plan as reflected in Maps and Tables 3-1 and 3-2 should serve as a basis for this more detailed historic resource surveys.

Funding Programs: Community Development Block Grant Program (CDBG)  
Delaware County Revitalization Program  
PHMC – Historic Preservation Project Grants  
The Heritage Conservancy  
The Historic Preservation Fund Grant Program

Technical Assistance: DCPD – Preservation Section  
Pennsylvania Historic Museum Commission

- 3-2 Pursue nominations to the National Register of Historic Places for those resources that might potentially meet the National Register Standards. For Glenolden, these include the Glendale Heights District, the Turner Apartments at 229-235 S. Chester Pike, the Mirelca Building at 1 W. Glenolden Avenue, and the Glenolden Public School at 29 E. Logan Avenue. Prospect Park resources include the Park Square District, the Masonic Lodge, the Prospect Hill Baptist Church, and the area known as the Moore Tract.

Funding Programs: The Heritage Conservancy  
The Historic Preservation Fund Grant Program  
PHMC – Historic Preservation Project Grants  
Preservation Pennsylvania

Technical Assistance: DCPD – Preservation Section  
PHMC

## **PROTECTING HISTORIC RESOURCES**

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### **Critical Threats to Historic Resources**

Due to the “built-out” state of each Borough, most of their historic resources are not threatened by the pressures of major new development. However, the potential for new smaller scale infill development could potentially jeopardize some of the identified historic resources if demolition or insensitive rehabilitation is chosen. In particular the historic homes, some still actively residential and others formerly so, along the major commercial strips of MacDade Boulevard and Chester Pike could be at risk if new

commercial redevelopment were to occur. Alternatively, adapting these historic buildings and giving them a new use could simultaneously help retain the existing character of the two Boroughs while providing space for future needs.



Then: Chester Pike at Gardner  
(Courtesy of Keith Lockhart)



Today: Chester Pike at Gardner Avenue

Many of the other historic large, single-family and twin homes in the Boroughs do not meet the needs of modern families. The average family size has become smaller since the late 1800s and early 1900s when these larger homes were built. These historic resources might be threatened either by demolition, often for the construction of more than one home, or by insensitive alterations done when converting the house into apartments. The insensitive conversion of these homes to apartments can also cause issues for the Boroughs due to code violations and overcrowding. New ordinances and codes can be implemented that address these concerns, while still retaining the historic character of the towns through sensitive design. One option the Boroughs might consider would be zoning ordinance amendments that would allow these large, grand homes to be converted into multi-family condominiums, thus preserving home ownership while retaining the historic character and development pattern of the neighborhoods.

### **Governmental Preservation Efforts**

Following the identification of Glenolden and Prospect Park Boroughs' cultural resources, the challenge becomes how to preserve them. Historic preservation can be mandated or encouraged at all levels of the government. No longer relegated to the few historically minded members of a community, preservation activities entered the realm of governmental actions with the enactment of the National Preservation Act of 1966. In Pennsylvania, preservation planning is most effective at the local government level, since the municipality is the only governmental entity legally allowed to mandate preservation regulations. The county, state, and federal governments may play advisory roles in helping protect historic resources, but it is only a local municipality who has the legal authority, through state enabling legislation and local zoning, to require or incentivize the preservation of historic resources. Not taking full advantage of these legal opportunities may result in Prospect Park and Glenolden losing their distinct community character. It is important to evaluate the current preservation efforts of both Boroughs and consider which preservation tools would be best applicable.



## **Federal Involvement**

The most basic level of historic protection is offered through the federal government's National Register of Historic Places, which uses standard criteria to evaluate the historical significance of a potential resource. This federal listing is considered objective and is a popular method of recognizing the historic resources of a community that have contributed to local, state, or national history. Across the nation, 80,000 properties have been listed on the National Register, 81 of which are located within Delaware County.

Of the County's 49 municipalities, 25 have at least one property listed on the National Register. The first stage of getting listed in the National Register is being deemed National Register-eligible. An additional 14 municipalities in the County have a property that has been deemed eligible but has not been listed. To date in the Boroughs the Glenolden Library is eligible for the National Register, while in Prospect Park the Morton Homestead is listed on the National Register.



Glenolden Library

There are however, additional properties in the Boroughs, some of which are included in Table 3-1 and 3-2 and noted in the chapter recommendations that might be deemed eligible for nomination to the National Register. Listing on the Register confers the following benefits:

- Recognition of a historic resource's importance in contributing to the nation's built heritage and in telling a story about local history;
- The possibility of professional consultation and support if an historic resource could be affected by a federally funded or assisted project;
- An opportunity to apply for federal Rehabilitation Investment tax credits, available for income-producing historic properties;
- An opportunity to qualify for state or federal preservation funding;

In addition to individual resources, clusters of historic buildings or resources (such as an industrial complex, residential development, or archaeological findings) may also be placed on the National Register as a district. Under such consideration, each building that contributes to the broader historical significance is entitled to the same benefits enjoyed by an individual structure on the National Register. In similar fashion, many of the same benefits provided to National Register properties are also extended to National Register-eligible cluster of resources.

The National Register is the primary federal historic preservation program, but though it offers the status of recognition, it places no restrictions or obligations on a property owner, who is free to alter the property's historic fabric and character without prior consultation with preservation specialists, the federal government, or the municipality. The consequence for a resource whose historical integrity has been altered, or even

destroyed, is removal of its National Register designation and loss of related benefits, although an owner can even modify a building to fit changing needs and still retain a house or structure's integrity and hence its National Register designation or eligibility.

### **State Involvement**

Under the Pennsylvania History Code and the National Historic Preservation Act, the Pennsylvania Historical and Museum Commission (PHMC), the Commonwealth's official history agency, is designated to administer the state's historic preservation program, including serving as the State Historic Preservation Office (SHPO). The Commission's Bureau for Historic Preservation (BHP) administers all official state historic preservation programs and activities for local municipalities. These include:

1. Maintaining the Commonwealth's cultural resource inventory
2. Preparing the state preservation plan
3. Nominating properties to the National Register of Historic Places
4. Reviewing federal undertakings for effects on cultural resources
5. Reviewing state undertakings for effects on cultural resources and ensuring their compliance with the Pennsylvania History Code
6. Assisting in certifying historic building rehabilitation projects seeking federal tax incentives
7. Conducting archaeological investigations
8. Overseeing the designation of historic districts under municipal ordinances
9. Advising local governments on preservation issues
10. Providing grants to restore historic buildings
11. Conducting cultural resource surveys
12. Assisting Certified Local Governments with local historic preservation programs

The Pennsylvania Municipal Planning Code (MPC) - The Pennsylvania Municipal Planning Code (MPC) is the legal framework that enables local municipalities to legislate zoning and regulate the use of land. This includes local government's authority to "provide for protection of natural and historic features and resources." The results include municipalities passing ordinances that regulate historic properties. A historic preservation overlay zone can serve as a supplement to an underlying zoning provision in a historic area, and help retain historic resources by being more restrictive or offering incentives beyond the underlying regulations. Currently, hundreds of Pennsylvania municipalities have taken advantage of the MPC's jurisdiction to preserve their heritage. This legislation allows local governments to practice historic preservation, but it remains the obligation of the municipality to become an active participant in this process.

Pennsylvania Historic District Act – Act 167 - Where historic districts are concerned, Pennsylvania Act 167 (1961 PL 282) is the most important legislative tool. A historic district does not need to be listed on the National Register to be eligible for protection at the municipal level. In Pennsylvania, Act 167 authorizes a local government to:

- Delineate an historic district defined by architectural and historical similarities
- Authorize additional regulations in which proposed architectural changes – demolition, additions, new construction, and alterations – to resources within the district are locally reviewed for consistency with guidelines



- Establish a Historical Architectural Review Board (HARB), which will initiate a review process to review exterior architectural changes, leading to recommendations to local officials who will grant or deny a Certificate of Appropriateness for changes within the district

The windshield survey conducted by DCPD's Preservation section identified possible areas that the Boroughs may want to consider for historic district designation under Act 167, including the Llanwellyn Plan Area in Glenolden and Park Square in Prospect Park. Again, this Act merely permits a local government to take regulatory steps. The state has enabled local governments to legally protect historic districts, but it lies with the municipality to initiate the process.

## **Municipal Involvement**

In order to accomplish the previously mentioned three-part preservation planning strategy – identify, evaluate, protect – local communities can utilize one or more of the following actions, besides enacting an Act 167 Local Historic District.

Historical Commissions – Many communities choose to create a Historical Commission to oversee any activity that may involve their historic resources. Glenolden had created a Borough historic commission by ordinance, which although inactive in recent years, has recently begun meeting again. Prospect Park Borough does not presently have an historical commission.

Historic Protection Ordinances – Local governments have the ability to protect historic resources through ordinances, however many communities are wary of historic ordinances, as they feel they will limit homeowners' personal control over their property. Historic ordinances can be created to reflect the characteristics that the neighborhood values the most, and can be as rigid or flexible as the Borough decides. An ordinance can influence rehabilitation, demolition, new development, and offer financial incentives for preserving historic resources.

Some of the types of ordinances that could be adopted include:

1. Zoning Overlay Ordinances – Some ordinances are overlays to zoning, an additional layer on top of the “by right” zoning to achieve certain ends. Preservation overlays can be enacted that authorize a local government to:
  - Delineate an historic district or an overlay for scattered historic resources;
  - Establish a group to oversee activities, an Historic Commission or the existing Planning Commission;
  - Determine design guidelines to retain overall development patterns like lot size or configuration, or architectural features or buffering and visual protection;
2. Demolition Ordinances – Another protection for historic resources is a Demolition Ordinance containing provisions to control or delay the demolition of properties designated in the ordinance. One of these provisions can include specific requirements for the filing of a demolition permit application by the designated resources. The application could then be reviewed by an advisory

body, such as an historical commission, which would provide a recommendation to the governing body for approval or denial of the permit. The ordinance could also require a “stay of demolition,” which would provide time for the advisory body to seek alternative uses and/or buyers for the property in question or offer guidance to the owner as to options for adaptive re-use or partial demolition.

3. Local Landmark Designation Ordinances – Where an important structure is deemed to have special significance to a municipality, a specific ordinance can be enacted for its protection. This ordinance would generally have two parts. The first would state the significance of the structure, and the second would establish what actions would not be permitted (such as the removal of an architectural detail) and/or other limitations placed on the structure.
4. Subdivision and Land Development Ordinance Amendments – Although the Boroughs use the County’s subdivision and land development ordinance (SALDO), a historic preservation section could be adopted as an amendment. For example, a developer of a property containing an historic building can be offered incentives to retain the building and reuse it, such as providing density and parking bonuses. The historic integrity of entire properties, such as retaining appropriate buffering distances and historic landscapes or outbuildings is important in preserving community character. “Lot averaging” can be incorporated, to allow more than “by right” in lieu of retaining a historic resource.

Neither Glenolden Borough nor Prospect Park Borough have presently adopted any type of historic ordinance or zoning provisions and this leaves them vulnerable to potentially losing valued historic resources.

## **RECOMMENDATIONS FOR PROTECTING HISTORIC RESOURCES**

Both Glenolden and Prospect Park contain potentially significant resources that are worthy of preservation. Some of these resources are identified above in Tables and Maps 3-1 and 3-2 above.

### **GLENOLDEN AND PROSPECT PARK SHOULD:**

- 3-3 Consider adopting Demolition Ordinances to protect scattered sites of historic merit in the Boroughs from demolition.

Technical Assistance: DCPD – Preservation Section  
PHMC

- 3-4 Consider establishing Historic Overlay Ordinances in the current Boroughs’ zoning that go beyond Demolition Ordinances to include reviewing other activities, such as additions and new construction.

Technical Assistance: DCPD – Preservation Section  
PHMC

- 3-5 Consider applying for Certified Local Government (CLG) designation upon adoption of an overlay or other protective preservation ordinance. CLG status will make funds available for a variety of preservation related projects and programs.

Funding Programs: PHMC – Historic Preservation Project Grants  
PHMC – Certified Local Government Grant  
Program

Technical Assistance: DCPD – Preservation Section  
PHMC

- 3-6 Identify potential historic districts in the Boroughs and consider enacting an Act 167 Local Historic District Ordinance. In Glenolden, potential districts to consider are the Llanwellyn Plan district and the Glenolden Manor district and in Prospect Park, the Park Square District, the central business district along Lincoln Avenue, and Moore Tract are all worthy of consideration.

Technical Assistance: DCPD – Preservation Section  
PHMC

- 3-7 Review their zoning ordinances to ensure they facilitate the rehabilitation and reuse of historic buildings. Specifically, ordinances could be amended to include special exception uses and conditional uses that are predicated on the rehabilitation and maintenance of historic structures.

Technical Assistance: DPCD – Preservation and Community Assistance  
Sections

- 3-8 Provide financial incentives for home rehabilitation in historically significant neighborhoods, such as revolving loan funds or credits towards local property taxes.

Technical Assistance: DCPD – Preservation Section  
PHMC

- 3-9 Create voluntary design guidelines for developers and homeowners who submit development or building permit applications. The guidelines would encourage the maintenance of the existing neighborhood architecture in order to preserve the historic character of the housing stock.

Funding Programs: The Historic Preservation Fund Grant Program  
National Trust for Historic Preservation Programs  
PHMC – Historic Preservation Project Grants

Technical Assistance: DCPD – Preservation Section  
PHMC

- 3-10 Consider potential new locations for local or state historical markers to publicly recognize unmarked sites in the Boroughs.

Funding Programs: Delaware County Revitalization Program  
Technical Assistance: DCPD – Preservation Section  
PHMC – Historical Marker

- 3-11 Offer community activities or events, such as a Borough Pride Day festival or historic walking tours to raise residents' awareness of the Boroughs' local histories. These activities could focus on regional themes and involve multi-municipal cooperation with surrounding townships and boroughs.

Funding Programs: The Heritage Conservancy  
The Historic Preservation Fund Grant Program  
PHMC – Historic Preservation Project Grants  
Pennsylvania Humanities Council  
Preservation Pennsylvania  
Technical Assistance: DCPD – Preservation Section

- 3-12 Both communities should consider Preserve America Community designation. Each of these designations incorporates community preservation into larger revitalization strategies and could enhance the livability of the Boroughs.

Funding Programs: Preserve America Grants  
Technical Assistance: DCPD – Preservation Section  
Preserve America

**PROSPECT PARK SHOULD:**

- 3-13 Prospect Park should consider creating an official historic preservation advisory board, such as a Historical Commission to advise the governing body on historic preservation matters.

Technical Assistance: DCPD – Preservation Section  
PHMC

- 3-14 Prospect Park should consider applying for Main Street designation for Lincoln Avenue.

Funding Programs: Main Street Grant Program  
Technical Assistance: DCPD – Preservation Section  
Pennsylvania Downtown Center

**CHAPTER 4**

**ENVIRONMENT AND  
NATURAL RESOURCES**

## CHAPTER 4

### ENVIRONMENT AND NATURAL RESOURCES

Glenolden and Prospect Park, like many of their Delaware County neighbors, must account for a variety of environmental issues. Recent mandates require an increasing level of focus on flood prevention and water quality. The Boroughs' position toward the bottom of the Darby Creek watershed along with the Stony and Muckinipates Creeks in the Project Area, make flooding issues of particular concern for insuring the protection of public health and property. This geographical location also presents considerable water quality issues from non-point source pollution from upstream. The National Pollutants Discharge Elimination System (NPDES) Phase II Program and the likelihood of the establishment by state-regulating agencies of total maximum daily loads (TDMLs) for certain pollutants have made communities evaluate the quality of their local streams and come up with plans for cleaning local waterways.

Energy efficiency is another area that continues to gain attention from the public sector and presents substantial opportunities for the Boroughs. Municipalities nationwide have found that embracing new policies and technologies can help to reduce energy usage and expenses while also reducing human impacts on the environment. Creating an environmental advisory council (EAC) can provide a body for specifically keeping local officials informed about issues and possible solutions for addressing emerging areas of interest, such as energy efficiency. They can also serve as valuable resources for public education and community service projects, particularly concerning water quality issues. Similarly, reaching out to local watershed groups and other similar initiatives can provide useful information regarding ongoing projects in the local area and various grant funding opportunities potentially available to address environmental issues.

<b>GOAL:</b>	TO ENCOURAGE SUSTAINABLE DEVELOPMENT AND REDEVELOPMENT PRACTICES THAT PROTECT THE EXISTING NATURAL RESOURCES AND ENVIRONMENTAL ATTRIBUTES OF THE BOROUGH
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#### NATURAL FEATURES

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<b>OBJECTIVE:</b>	TO MANAGE NATURAL FEATURES SUCH AS SOILS, STEEP SLOPES, WOODLANDS AND WETLANDS IN A MANNER THAT PRESERVES THEIR FUNCTION AND PRODUCTIVITY AND PROVIDES FOR THEIR CONTINUED VIABILITY.
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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. Future policy and development decisions in Glenolden Borough and Prospect Park should account for issues such as soils, topography, wetlands, floodplains, stormwater runoff and

management, and water quality. Although the Boroughs are heavily developed, there remain some limited areas of natural features and open space that should be protected and maintained and should be addressed in the comprehensive planning process.

### **Soils and Topography**

According to the *Soil Survey of Chester and Delaware Counties, Pennsylvania* (May 1963), most of the soils within the Study Area belong to a soil group known as “Made Land.” This category refers to a type of soil mixture, such as fill, that no longer has its natural properties. The amount of Made Land actually present within the Study Area is likely greater than the Soil Survey shows due to development that has occurred during recent decades. The soils within the stream valleys are predominantly hydric, or soils with hydric inclusions, indicating that the water table is at or near the surface (a possible wetland). Map 4-1 and 4-2 show the distribution of soil classifications within the Boroughs.

Topography is analyzed by examining the nature and severity of slopes in a given area. The Boroughs are generally flat, although steep slopes exist in some locations along the Muckinipates Creek. Prospect Park’s only steep slopes occur along the eastern edge of Moore’s Lake Field. Because of their sensitivity to change, the use of steep slopes for development should be restricted. Development on steep slopes removes stabilizing vegetation and leads to erosion. Where slopes occur along creek valleys, as is the case in the Municipalities, erosion can add to the amount of sediment in the creek. The lack of vegetation increases stormwater runoff and contributes to downstream flooding. Construction on steep slopes can also negatively impact their visual character.

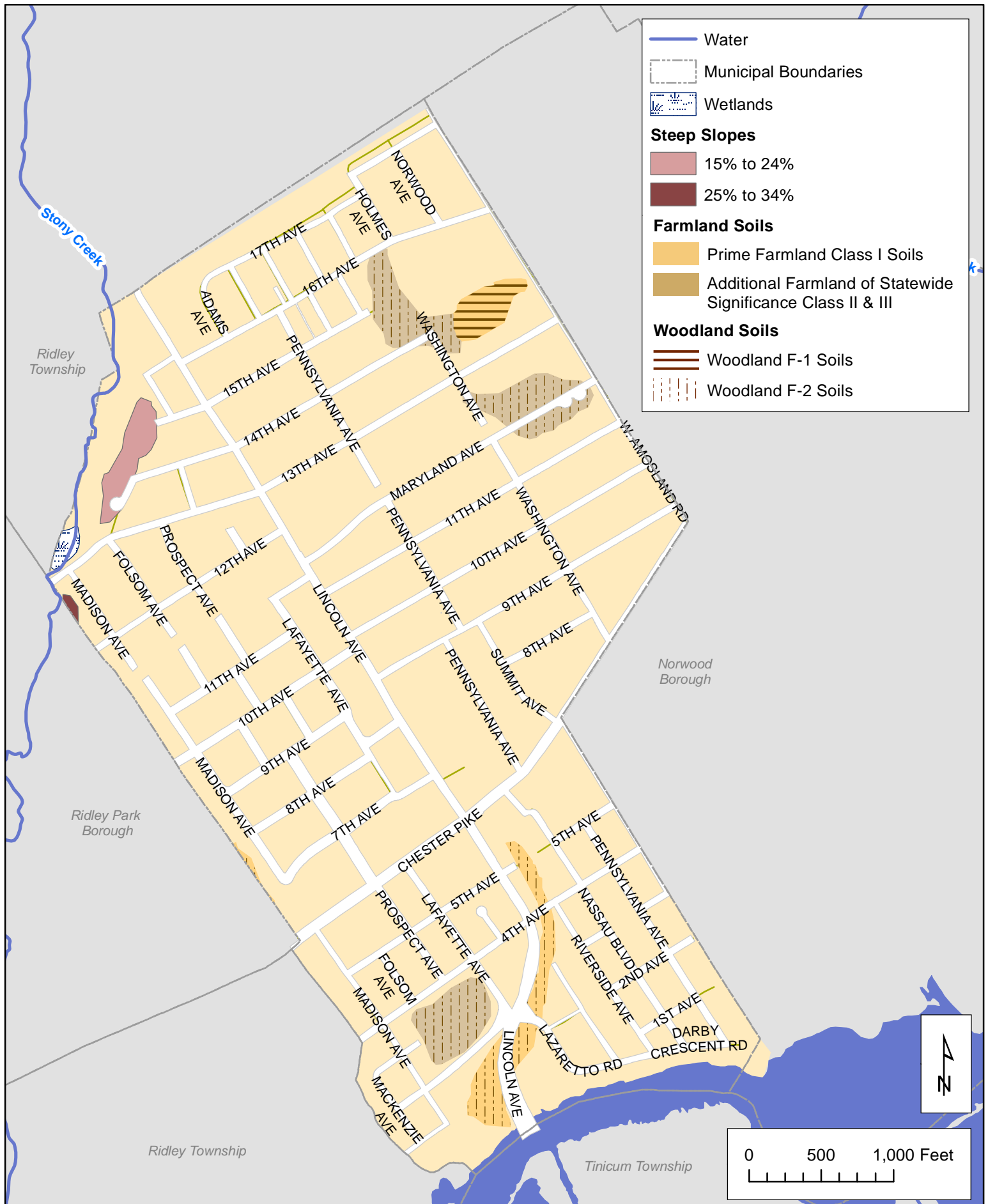
### **Woodlands and Agriculture**

Due to the high degree of development in the Municipalities there are no agricultural areas and few areas of woodlands. Glenolden has some remaining farmland soils and woodlands along Shipley Run and Muckinipates Creek, particularly in Glenolden Park and the South Avenue Football Complex. Prospect Park’s remaining woodlands occur in pockets around the Municipality near Interboro High School’s athletic fields and along forested areas of Stony Creek. There may be some remaining farmland soils near Witmer Field and the high school.

Preserving remaining woodlands is particularly important because their functions within the natural environment. Vegetation found within woodlands serves as a source of food and habitat for birds, mammals, and other wildlife. When located along stream valleys, the tree canopy shades the water from the sun. Maintaining cooler water temperatures is important for the survival of many aquatic species. Woodlands also offer recreational opportunities to nearby residents. Furthermore, they enhance the visual character of urban landscapes. Due to the variety of functions provided by woodlands, every step should be taken to preserve their integrity. Section 603(f) of the Pennsylvania Municipalities Planning Code (MPC) states that municipal zoning may not unreasonably restrict forestry activities and that a zoning ordinance must be designed to “...preserve







prime agriculture and farmland considering topography, soil type and classification, and present use.” One of the main themes of the MPC is the requirement that zoning ordinances be generally consistent with the comprehensive plan. While neither agriculture nor forestry is currently conducted in the Plan Area, consideration could be given to preserving these soil types when planning for future land use and open space preservation.

### **Wetlands**

Wetlands play a crucial role in the function of natural systems, including the ability to reduce flooding, 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 a limited number of wetlands identified in the National Wetlands Inventory (NWI – 1991), mostly located in low-lying lands adjacent to exposed streams or areas with hydric soils. The only existing NWI wetlands in the Project Area occur along Stony Creek near Moore's Lake Field in Prospect Park. Maps 4-3 and 4-4 show the locations of wetlands and other water features in the Municipalities.

### **Natural Areas**

The 1992 Delaware County Natural Areas Inventory does not list any rare, threatened, endangered plant and animal species within the Boroughs. However given the close proximity to the John Heinz National Wildlife Refuge at Tinicum and the migratory nature of some of these animal species there is a high probability that some rare or endangered species may present in the Boroughs at certain times during the year. A new natural resource inventory is currently being conducted in Delaware County. Future land-use decisions concerning rare and endangered species should refer to this inventory when it has been completed.

## **RECOMMENDATIONS FOR NATURAL FEATURES**

Many of the features discussed in this section provide important ecological functions and also serve as valuable amenities so protecting these limited resources to the greatest extent possible is important. If development occurs in a sensitive area, such as a wetland or on a steep slope, these areas may no longer function properly. The consequences of developing in such locations could include reduced water quality and flooding. Furthermore, building in such areas places the resulting development at greater risk to damage. Measures such as wetland management through the use of stream buffers, limitations upon intense development, and preservation of forested areas can help natural resources serve as community assets. The preservation of these features will provide amenities help make the Boroughs healthy and attractive communities while promoting resource conservation.

**THE BOROUGHES SHOULD:**

- 4-1 Preserve the integrity of existing natural features such as soils, woodlands, steep slopes and wetlands through minimal disturbance and preservation practices, land acquisition or easements and new or protective zoning provisions.

<u>Funding Programs:</u>	Community Development Block Grant (CDBG) Program Community Conservation Partnership Program (CCP) Growing Greener Watershed Program (DEP)
<u>Technical Assistance:</u>	Delaware County Planning Department (DCPD) Delaware County Conservation District (DCCD)

- 4-2 When considering open space protection, attempt to preserve the remaining areas with agricultural and woodland soils.

<u>Technical Assistance:</u>	DCCD DCPD
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## **WATER AND HYDROLOGIC ISSUES**

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**OBJECTIVE:** TO PROTECT WATERSHED RESOURCES AND INTRODUCE MEASURES THAT WILL MINIMIZE FLOODING AND WATER POLLUTION IN THE BOROUGHES.

The Project Area is located within the Darby Creek watershed. Shipley Run and Muckinipates Creek pass through Glenolden, while Stony Creek and Darby Creek border Prospect Park. The cumulative effects of stormwater in areas upstream from the Municipalities compound as these creeks flow towards the Delaware River. The high volume of stormwater runoff often results in flooding and property damage, and water quality problems. As a result, several initiatives look to mitigate stormwater impacts and promote water quality.

### **Floodplains**

When rainstorms or snowmelt generate more runoff than watercourses can accommodate, streams spill over their banks and drain to adjacent low-lying areas. This condition is known as flooding. As 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 store runoff from floodwaters, provide wildlife habitat, and support vegetation. Any alteration of a floodplain, such as damming, stream diversion, or development, will disrupt natural flow and drainage patterns. Such disturbances are 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. Congress passed the National Flood Insurance Act in 1968, 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, which required flood-prone communities to regulate uses and activities in the floodplain through local ordinances meant to prevent loss of life and property.



(Stony Creek Flood Plain at Moore's Lake Field)

Each of the Boroughs hosts a prominent water body. Shipley Run flows into Muckinipates Creek, which then runs through Glenolden. Stony Creek passes along Prospect Park's northwestern edge and Darby Creek serves as its southern boundary. Maps 4-3 and 4-4 show the locations of water features, including floodplains.

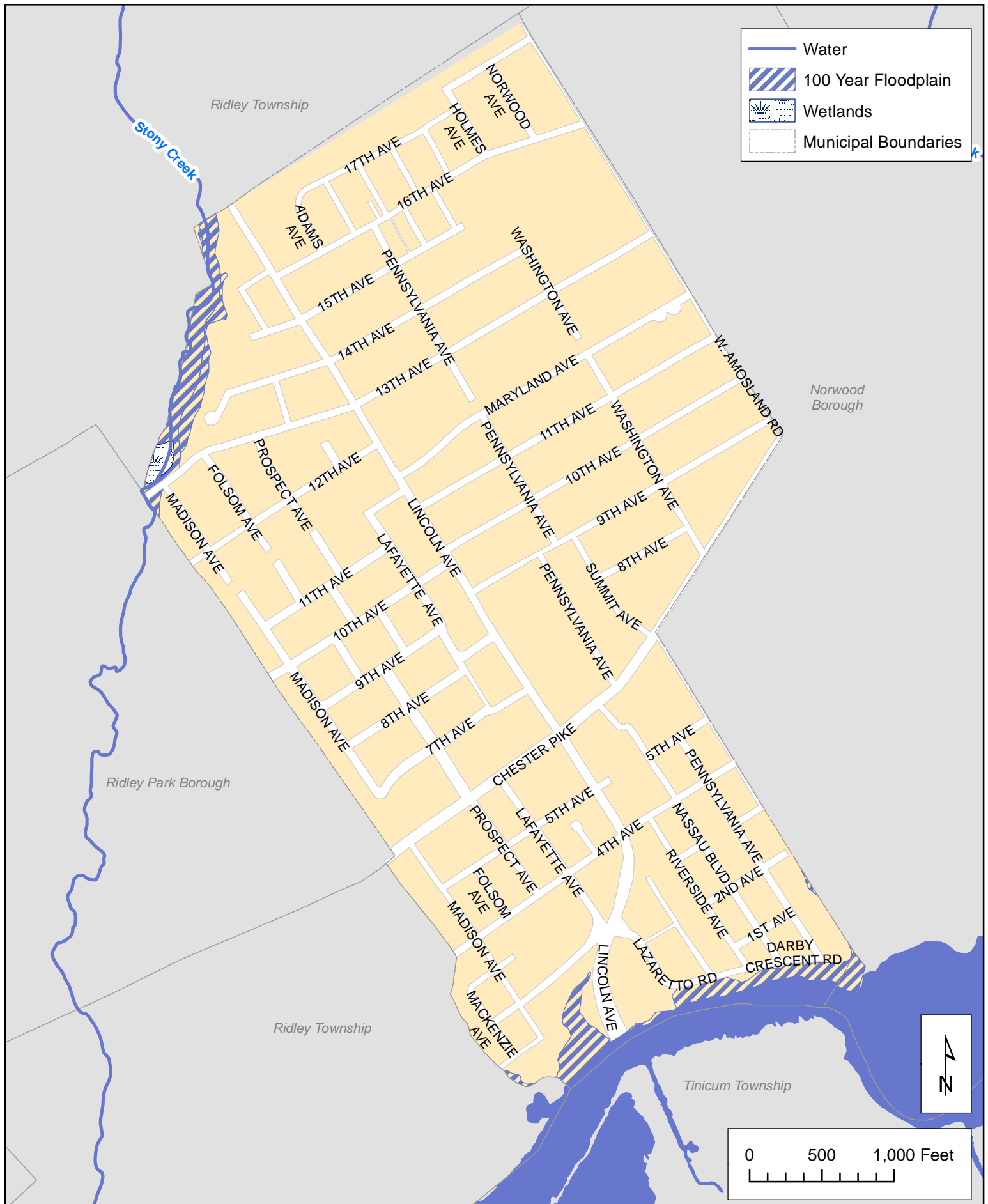
Floodplain development in the Project Area is regulated through individual municipal ordinances. Both Boroughs have freestanding floodplain management ordinances that comply with state and federal requirements, qualifying them for the National Flood Insurance Program (NFIP). NFIP allows property owners in the floodplain to purchase federally backed flood insurance.

The Comprehensive Plan Task Force (CPTF) identified several areas within the Municipalities that frequently experience flooding. Glenolden reported flooding problems along Muckinipates Creek, specifically citing the Glendale Heights neighborhood. Flooding also occurs at the Penn Labs property near South Avenue and in the area from Railroad Avenue to Elmwood Avenue. In Prospect Park, flooding areas are located at Moore's Lake Park and beneath the SEPTA tracks crossing at the intersection of Lincoln Avenue (Route 420) and Maryland Avenue.

### **Act 167 Stormwater Management**

Stormwater, as defined by the Stormwater Management Act of 1978 (PA Act 167), is "drainage runoff from the surface of the land resulting from precipitation, including snow or ice melt." Although stormwater runoff occurs naturally, its quality, quantity, and velocity 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, road salts, and other chemicals from streets and lawns, is a primary source of 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. Guidance from the Pennsylvania Department of Environmental Protection (DEP) requires stormwater management plans to specifically address the issues of streambank erosion, groundwater recharge and water quality through the use of best management practices (BMPs), in addition to overbank flooding, and extreme event management.

Act 167 mandates Pennsylvania's counties prepare stormwater management plans for each state-designated watershed within its boundaries; municipalities in these watersheds must then adopt stormwater management regulations consistent with the plan. In 2005, both Municipalities adopted the Darby and Cobbs Creeks Watershed Act 167 Stormwater Management Plan.

### **Water Quality**

Due to its importance for maintaining the health of humans, animals, and plants, water quality is a key indicator for quality of life. 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 municipal and industrial sewage treatment plants and factories. Non-point sources are generally diffuse and unconfined, resulting when rain washes oil, litter, fertilizers, or animal wastes from streets, parking lots, lawns, and farmlands into streams and rivers. Recent federal and state permitting programs now regulate some non-point storm sewer discharges as point sources (see section on NPDES II requirements).



(Muckinipates Creek in Glenolden Park)

DEP's 2006 303(d) Water Quality Assessment List indicates that sections of Darby, Muckinipates, and Stony Creeks are impaired relative to their warm water fishery designations. The primary source of pollution for these creeks comes from urban runoff and storm sewers. Given the documented impairment of streams within the Project Area, DEP will be developing total maximum daily load (TMDL) limits to improve water quality. The TMDLs will determine how much of a certain pollutant

can enter the creek from point and non-point sources and still allow streams to meet their designations. The TMDLs will be developed over the course of the next decade.

Clean streams can serve as valuable community assets if they are unpolluted and properly maintained. Since storm sewer outlets are known contributors of non-point source pollution, they are now regulated as point discharges. This is recognition that the streams' water quality is most greatly impacted by the land uses within its watershed. The activities of one municipality impact the water quality of others downstream. Therefore,

the most effective way to manage water quality is through a watershed-based approach in which municipalities work together to promote the health of their streams.

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

The Clean Water Act's Water Pollution Control Program requires small, urbanized municipalities, such as Glenolden and Prospect Park, to obtain a permit for their municipal separate storm sewer systems (MS4s). This is a mandate of EPA's National Pollutant Discharge Elimination System (NPDES) Phase II guidelines for storm sewer systems. DEP operates the permitting program, which requires municipalities to implement six minimum control measures (MCMs) designed to reduce pollutants transported through the system. These include:

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

As mandated by Act 167, Glenolden and Prospect Park have enacted regulations based on a model ordinance that address how stormwater quantity and quality from new construction and redevelopment is managed. The required water quality provisions included in the model ordinance also helps to satisfy the construction and post-construction stormwater requirements under the NPDES II program.

### **Watershed Protection and Coordination**

Several watershed-based programs and initiatives currently affect the Glenolden-Prospect Park Area. These include stormwater management programs, the implementation of a recently completed Rivers Conservation plan, and other programs sponsored by volunteer groups such as the Darby Creek Valley Association (DCVA) and the Darby-Cobbs Watershed Partnership (DCWP). All efforts support the enjoyment, restoration, protection, and conservation management of the Darby Creek respective watershed. Combined, these organizations and their programs serve as great resources for sharing information and coordinating efforts to promote stream water quality.

### **RECOMMENDATIONS FOR WATER AND HYDROLOGIC ISSUES**

Mitigating flood impacts, promoting water quality, and controlling non-point source pollution from stormwater runoff are important for the health, safety, and welfare of the Boroughs. In addition to floodplain management, there are also federal and state programs that require municipalities to address other environmental issues in their communities, particularly as they relate to water quality.

Federal and state regulatory programs now emphasize improvement and maintenance of water quality through the control of nonpoint source pollution from stormwater. Both Act



167 and NPDES II address the importance of regulating water quantity and quality through their respective programs.

**THE BOROUGHSHOULD:**

- 4-3 Limit new development and redevelopment in floodplains through strict enforcement of local floodplain ordinances. Enact any amendments necessary as new Flood Insurance Rate Maps become available or regulations change.

Funding Program: Floodplain Land Use Assistance Program (FLUA)  
Technical Assistance: DCPD  
DCC  
FLUA Program

- 4-4 Partner with neighboring municipalities to implement the recently completed Darby Creek Rivers Conservation Plan (RCP). Consider protection for streamside parcels for stormwater management and/or public open space use through municipal acquisition or easement.

Funding Programs: CDBG Program  
Community Conservation Partnership Program  
Technical Assistance: Darby Creek Valley Association (DCVA)  
DCCD  
DCPD  
Darby-Cobbs Watershed Partnership (DCWP)

- 4-5 Consider amending the Boroughs' stormwater ordinance to increase required streamside buffers up to a minimum of fifty (50) feet to protect riparian areas in the floodplains along the Muckinipates, Stony and Darby Creeks.

Technical Assistance: DCPD  
DCCD  
Borough Engineer

- 4-6 Coordinate NPDES II permitting activities with DEP and adjoining municipalities to implement minimum control measures of the program, as noted above.

Technical Assistance: DCPD  
DCCD  
DCVA  
Department of Environmental Protection (DEP)

- 4-7 Promote water quality by establishing regular maintenance and clean-out programs for all streams and any illegal dumping locations, particularly in any channelized areas. Develop workshops or programs, possibly in coordination with an environmental advisory council (EAC) or watershed organization to educate

residents about non-point pollution sources from stormwater runoff and to promote stewardship of local streams and creeks.

<u>Funding Program:</u>	Growing Greener Watershed Program
<u>Technical Assistance:</u>	DCCD
	DCVA
	DCWP
	DCPD
	Pennsylvania Environmental Council (PEC)

## **ENVIRONMENTAL PROGRAMS AND INITIATIVES**

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**OBJECTIVE:** TO PROACTIVELY ADDRESS CONCERNS SUCH AS BROWNFIELD REDEVELOPMENT AND ENERGY EFFICIENCY AND TO FORM OR JOIN AN ENVIRONMENTAL ADVISORY COUNCIL TO ASSIST THE BOROUGHES WITH TECHNICAL ASSISTANCE AND RESOURCES AS NEEDED.

In addition to the flooding and stormwater initiatives mentioned in the previous section, a variety of programs are available for the Boroughs to work alongside other municipalities facing similar environmental issues. Blighted or poorly maintained properties can have negative impacts on the quality of life in Glenolden and Prospect Park. Brownfield restoration can provide opportunities for redevelopment through cleanup of contaminated and neglected sites. Energy efficiency is an increasingly critical issue for municipalities looking to save money while promoting environmental stewardship. A municipal EAC can provide a great deal of assistance for researching and addressing energy efficiency, or other areas of concern deemed appropriate by the Glenolden and Prospect Park Councils.

Prospect Park has an opportunity to work with the Delaware County Coastal Zone Task Force (DCCZTF) to share information and learn about relevant matters affecting communities in the Delaware River coastal zone, such as redevelopment efforts and the East Coast Greenway (ECG) alignment. Local watershed groups can provide support for dealing with problems including stream cleanups, restoration, and education regarding stormwater management issues.

### **Brownfields**

In 1980, Congress passed the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as “Superfund.” The primary purpose of this program was to facilitate cleanup 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 cleanup. Because of this liability, developers and banks are typically hesitant to purchase these sites for development or redevelopment. Although at times a lengthy process, the identification of contaminated sites, getting them placed on the National Priority Listing (NPL), identifying the PRPs, and then actually getting them cleaned

ultimately clears contaminated land of existing liabilities and often frees up capital for its redevelopment.

In addition to these severely contaminated properties, there are many sites nationally and throughout Delaware County that presently or in the past manufactured or processed materials that could be considered hazardous by today's standards. As such, the possibility exists that through past disposal practices, storage methods, or accidents, certain areas may have become polluted. Such sites, which are or believed to be contaminated, are most commonly known as brownfields. These properties are often former commercial and industrial areas where redevelopment or reuse may be complicated by the presence or perceived presence of contamination. Historically, these sites were left abandoned in favor of building on undeveloped land. Cleaning and improving these properties lessens pressure on undeveloped areas. In many instances it is more cost effective to develop brownfields because necessary infrastructure such as streets, sewers, and utilities are already present.

In May of 1995, Pennsylvania Governor Tom Ridge signed into law three bills (Acts 2, 3, and 4), which constitute the state's Land Recycling Program. Referred to as Act 2, the Land Recycling and Environmental Remediation Standards Act, is the primary piece of legislation that constitutes the Land Recycling Program. The program's major goal is to foster voluntary reuse and redevelopment of brownfield sites. The four major components of the Act include uniform cleanup standards, standardized review and time limits, financial assistance, and liability relief. An Act 2 cleanup effort generally involves a private sector initiative to utilize the site for a profit-making venture.

Glenolden has a number of identified brownfields, including the former DuPont site at South Avenue, which is now the Penn Labs property. Glendale Heights is located at the former site of the Sharpe and Dohm Chemical Company (later a Merck facility). An additional site exists at the previous Exxon property at the intersection of MacDade Boulevard and Ashland Avenue. Prospect Park has brownfield properties at HK Porter/Savoy building (another former DuPont property) at 13th and Pennsylvania Avenues and at Frankie's Marina at Darby Crescent Road. Both Boroughs also reported a number of vacant gas stations, which contain underground storage tanks and could potentially be contaminated.

It is important for the Municipalities to maintain reasonable expectations as to the future use of a brownfield site, keeping in mind the potential to attract redevelopment. While it may be desirable to plan and zone for land uses that require the lowest level of cleanup, this is not always the best option. Despite the negative connotation, brownfield sites remain valuable commodities and each community should maintain a vision for the "highest and best use" of these properties.

## **Energy Efficiency**

Municipalities nationwide are exploring means to cut energy usage and focus on renewable sources. Reasons behind such initiatives include concerns about rising energy costs, greenhouse gas emissions and climate change, and public pressure to become more environmentally friendly. Innovative solutions available for communities seeking to achieve cost savings and reduce their environmental footprints include, but are not limited to, constructing green buildings, adding hybrid vehicles to municipal fleets, and purchasing products that conserve energy.

Each municipality should explore its options to best achieve energy efficiency. Conducting an energy audit can uncover opportunities for areas in which cost savings may be incurred by decreasing energy usage. Using Energy Star's Portfolio Manager offers a free online resource for municipalities to track energy consumption, demand, and costs over time. It also provides benchmarks to compare data against a national sample of similar buildings. This basis for measurement helps to set priorities for future energy-related decisions. Other resources for measuring energy efficiency are available from the National Data Center Energy Efficiency Information Program, a partnership between the Environmental Protection Agency and the Department of Energy.

There are a number of policies and practices available that serve the dual purposes of conserving energy and protecting the quality of the natural environment. Regulating temperature in municipal facilities with programmable thermostats, replacing expired light bulbs with compact fluorescent (CFL) bulbs, and installing occupancy sensors can make sizable reductions in energy usage. The Boroughs can build off of efforts to conserve energy by installing additional light-emitting diode (LED) traffic lights to conserve energy like those that have been put in along Chester Pike and MacDade Boulevard. A workable strategy for municipalities to become more energy efficient and limiting environmental impacts is green purchasing. This involves buying products and services that conserve energy (like Energy Star appliances) and other natural resources. It also places emphasis on recycling and product life cycles, seeking to plan for the responsible disposal of materials when they are done being used.

Increasing the average fuel efficiency of municipal fleet vehicles represents another prospect for municipal cost savings. Upgrading the fleet over time provides a variety of options that will continue to change in coming years. The gasoline-fueled internal combustion engine with a battery-powered electric motor is currently the most popular hybrid option. Other emergent technologies include but are not limited to vehicles using electric, fuel cells and biofuels. Fuel usage and emissions can be decreased by limiting unnecessary idling from municipal vehicles and school buses when they are not in use, as well as timing street lights to promote traffic flow.

Alternative choices for electricity are becoming much more accessible to municipal governments and residents alike. Although there is little capacity for the Boroughs to construct wind farms, they can still invest in wind projects or purchase wind energy credits. Rooftop solar panels are developing a greater capacity to generate energy at a

lower cost for buildings of all sizes. If either Municipality decides to pursue solar power in the future, it should consider preserving solar access for existing buildings and design new developments in a manner that avoids solar conflicts.

Many of these aforementioned practices are part of the growing trend of green building. This innovative type of development allows organizations to conserve natural resources while minimizing impacts on the environment. The U.S. Green Building Council established the Leadership in Energy and Environmental Design (LEED) standards for environmentally sustainable building and development practices. Similar standards exist for redevelopment projects, as well. Municipalities can choose to offer incentives, such as reduced fees and expedited building permits, or local tax credits to promote green development.



(Cusano Environmental Center at the Heinz National Wildlife Refuge)

The John Heinz National Wildlife Refuge at Tinicum serves as a leading example of how development can be environmentally friendly and aesthetically pleasing. The Cusano Environmental Education Center uses geothermal heating and cooling with deep wells that pump groundwater into the building. The 55-degree water then needs to be heated 15 degrees to heat or cool the building year-round. The walls use cellulose insulation made from recycled newspaper. Rooftop solar panels generate electricity, while strategic

site location and the placement of windows help to utilize passive solar energy for heating. Other green building practices include the reuse of salvaged timbers for structural supports and composite recycled plastic and waste wood in the building's decks.

While the green building movement has steadily gained momentum in recent years, the preservation and rehabilitation of historic buildings should not be overlooked. Traditional design was inherently energy efficient out of necessity. Furthermore both demolition and construction activities use a considerable amount of energy and resources. Encouraging efforts to preserve and reuse both buildings and material takes advantage of the existing energy that went into construction, while decreasing additional resource consumption.

The Municipalities also have opportunities to focus on transit-oriented development (TOD). Concentrating higher density, mixed-use development and promoting infill and building reuse near transportation stops will promote alternatives to using cars as a primary means of transportation. Greater access to mass transit cuts energy usage, while people will benefit from living in pedestrian friendly communities with less pollution. Potential locations for such development exist at the Glenolden and Prospect Park

SEPTA Wilmington-Newark Regional Rail stops, as well as bus route 114 stops along Chester Pike. Glenolden has additional TOD options along the bus route 113 line on MacDade Boulevard.

Evaluating greenhouse gas emissions and reviewing municipal operations will help identify strategic opportunities to set improvement goals and create an action plan. This plan can help guide municipal decisions for future investment in energy savings while also setting a precedent of environmental stewardship, and thus the Project Area should focus on long-term results. While some of these practices have higher initial set-up costs, they pay for themselves quickly and provide long-term cost savings.

### **Coastal Zone Management Program and Task Force**

The Coastal Zone Management Act (P.L. 92-583, passed by Congress in 1972) establishes a national policy to preserve, protect, develop, and restore coastal natural resources and to encourage states to develop appropriate coastal management programs. Pennsylvania's Coastal Zone Management (CZM) Program is coordinated by DEP, with technical assistance from the Delaware Valley Regional Planning Commission (DVRPC). Competitive funding is available for projects within or directly affecting the coastal zone.

Thirteen of Delaware County's municipalities, including the southern edge of Prospect Park abutting the Darby Creek, are located within a federally designated coastal zone as shown on Map 4-5. This unique location offers the opportunity to apply for funding that would help pay for land acquisition, park master planning, or ordinance changes to promote public waterfront access. State permits for activities in this area are reviewed by DEP for consistency with Pennsylvania's CZM plan.

The location at the land/water interface makes possible a range of uses which otherwise would not be possible inland. The riverfront is a scarce public resource of unique environmental, cultural, economic, historic, and social value. This area forms a common link among Delaware County municipalities as well as those throughout the region. In order to help the communities make the best use of this limited asset and plan for the coastal zone's future land use, DCPD formed the Delaware County Coastal Zone Task Force (DCCZTF).

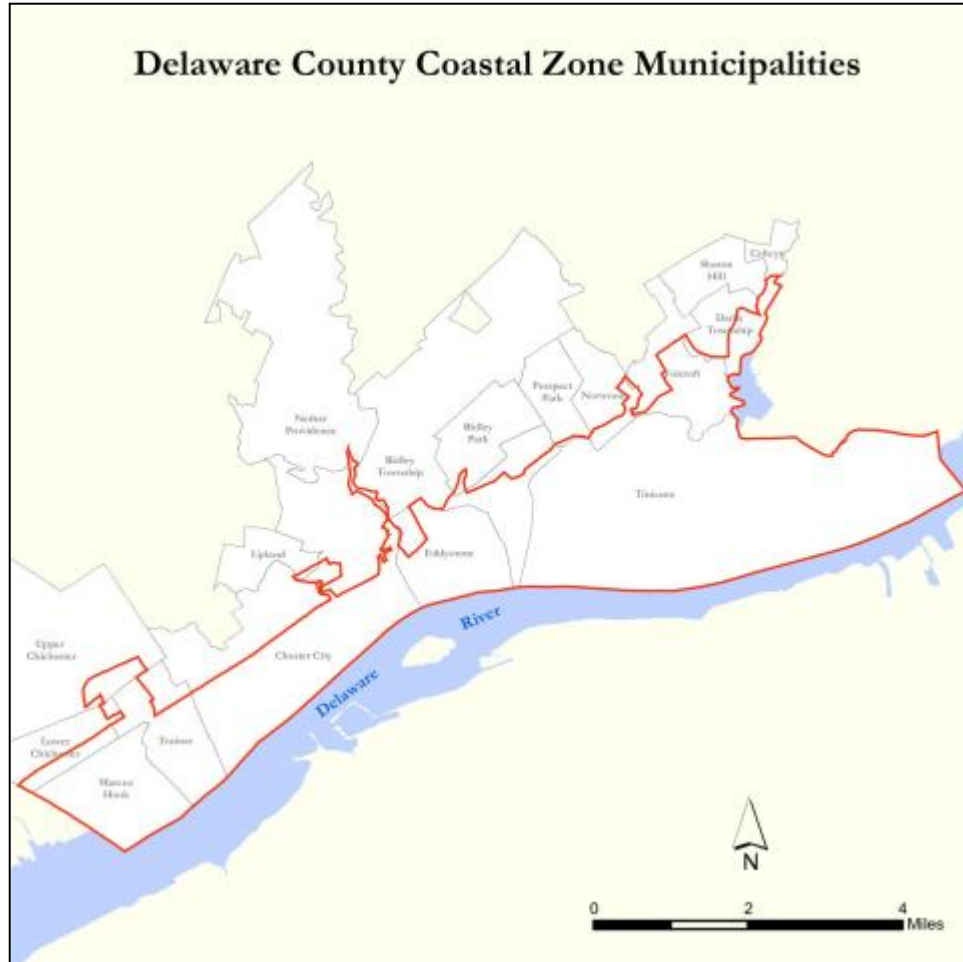
*The mission statement of this advisory body is:*

To heighten awareness of the coastal zone's importance by informing and educating the stakeholders about their connection to the Delaware River and to facilitate the redevelopment of the waterfront with a regional perspective by fostering cooperation and coordination among coastal zone communities.

Membership of the Task Force includes representatives from the CZM municipalities, various branches of Delaware County government, as well as business, industrial, environmental, transportation, and citizen bodies. The group meets five times each year

and plays an active role in guiding Delaware riverfront redevelopment activities with the goals ranging from economic development, a cleaner environment, and providing additional waterfront access in the Plan Area.

**MAP 4-5**



### **Environmental Advisory Councils**

A municipal EAC can be an important vehicle for implementing initiatives and recommendations made in this Plan pertaining to water quality, energy efficiency, natural features preservation and parks and recreation. Typically, the purpose of an EAC is to advise the local planning commission, park and recreation board, and elected officials on relevant environmental issues. An EAC is also an ideal body to help educate residents about things they can do to improve the environment in their communities. Additionally, it may choose to focus on the conservation, management, promotion, and use of natural resources within a municipality's boundaries.

Neither Glenolden nor Prospect Park presently have or belong to an EAC or similar forum for discussing environmental topics. Under Pennsylvania law, an EAC is given a

framework rather than a list of specific programs to undertake. This offers an EAC the flexibility to serve a number of important functions ranging from developing inventories of valuable natural resources to citizen outreach programs. Glenolden and Prospect Park can take advantage of this opportunity perhaps working together jointly or with a neighboring municipality, to adapt an EAC to local issues and provide stakeholders with information to make future decisions significant to their communities. Prospect Park, which does not have a park and recreation board, could potentially use its EAC to also address issues related to parks and open space.

## **RECOMMENDATIONS FOR ENVIRONMENTAL PROGRAMS AND INITIATIVES**

Many environmental issues, particularly those concerning streams and other natural resources, do not follow municipal boundaries. Therefore, it is important that the Boroughs participate in joint programs and initiatives to address regional or watershed-based environmental concerns. By doing so, it is possible to avoid duplication of efforts, achieve better results, and be more cost effective.

While many environmental programs concentrate on the prevention and protection from pollution, the Land Recycling Program is different in that it focuses on the cleanup and reuse of contaminated land. The Boroughs should consider land use regulations and local policies that support both approaches to the management of the environment in their communities.

### **THE BOROUGHS SHOULD:**

- 4-8 Pursue both economic and institutional opportunities for site assessment and redevelopment of known or potentially contaminated sites. Remain apprised of legislation concerning brownfields redevelopment and the status of known sites within the Boroughs<sup>1</sup>.

Funding Programs: Environmental Protection Agency (EPA)  
CDBG

Technical Assistance: Land Recycling Program (DEP)  
Brownfield Action Team (DEP)  
Delaware County Commerce Center

- 4-9 Conduct an energy audit of municipal facilities to seek out alternatives that will provide greater energy efficiency and cost savings.

Technical Assistance: DCPD  
Department of Energy (DOE)

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<sup>1</sup> The status of brownfield sites throughout PA can be found on the state Department of Environmental Protection web site at following link:  
[http://www.dep.state.pa.us/wm\\_apps/lrpdata/default.asp?QueryID=2&SortBy=County](http://www.dep.state.pa.us/wm_apps/lrpdata/default.asp?QueryID=2&SortBy=County)



- 4-10 Review municipal codes for opportunities to incorporate provisions incentivizing or requiring environmentally sound practices.

Technical Assistance: DCPD

- 4-11 Explore opportunities, such as grant programs and tax incentives, to introduce green building projects. Consult LEED guidelines and green building practices to better understand how these development types might be accommodated in the Boroughs.

Funding Programs: Pennsylvania Energy Harvest Program (DEP)  
Pennsylvania Alternative Fuels Incentive Grant Program (AFIG)

Technical Assistance: DCCD  
PEC  
U.S. Green Building Council  
DCPD  
Environmental Protection Agency (EPA)

- 4-12 Consider forming an EAC with neighboring municipalities. Collaboration between the Boroughs and surrounding localities could provide an effective forum for addressing environmental issues in the area, particularly in regard to watershed management and public education.

Technical Assistance: PEC

**PROSPECT PARK SHOULD:**

- 4-13 Reconnect with local and regional CZM Program activities to promote additional public access and/or development along the Darby Creek.

Technical Assistance: Delaware County Coastal Zone Task Force  
DCPD

## **CHAPTER 5**

### **HOUSING**

## CHAPTER 5

### HOUSING

Strong residential neighborhoods are essential to creating and maintaining healthy and stable communities. Important indicators of the health of residential neighborhoods are the physical conditions of their dwellings and the appearance and maintenance of the accompanying properties. Another factor in the stability and long term health of a community can be the extent to which neighborhoods are comprised of residents who own their homes versus renting properties from owners who live off-site, outside of the community. It has been shown that homeowners often take more stock in the condition and appearance of their homes and neighborhoods than tenants in rental properties that can often there for a more temporary period of time than a homeowner.

Both Glenolden and Prospect Park are comprised of mature residential neighborhoods with a good deal of the housing built prior to the 1960s. The Boroughs are nearly fully developed and have a walkable, pedestrian-accessible scale. Chester Pike, a major commercial corridor bisects both Boroughs, and MacDade Boulevard runs through Glenolden. Both Boroughs also accommodate stations along the SEPTA Wilmington-Newark commuter rail line (formerly the R2) along with a network of buses to accommodate public transit riders. The convenient access to commercial goods and services and the availability of a number of public transportation options are features of the Boroughs that complement their existing older neighborhoods.

This chapter serves as a framework to organize the efforts of the two Boroughs to preserve and build upon the character and strengths of their residential neighborhoods and housing stock, while addressing issues that presently exist.

<b>GOAL:</b>	TO SUPPORT AND MAINTAIN THE MATURE RESIDENTIAL CHARACTER OF GLENOLDEN AND PROSPECT PARK WHILE ENCOURAGING NEWER, CONTEMPORARY TYPES AND STYLES OF RESIDENTIAL DEVELOPMENT WHERE APPROPRIATE AND FEASIBLE.
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### HOUSING CONDITIONS

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<b>OBJECTIVE:</b>	TO IDENTIFY AND ADDRESS ANY AREAS IN THE BOROUGHS WITH HOMES REQUIRING SIGNIFICANT PHYSICAL IMPROVEMENTS AND REHABILITATION OR IMPROVED MAINTENANCE AND APPEARANCES.
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#### Types of Housing

The Boroughs contain all the major housing types – single-family detached, semi-detached (twins), attached (row homes), and multi-family dwellings. Table 5-1 shows the percentage of each housing type in the two-Borough area. Glenolden has the higher

percentage of semi-detached and row housing, while Prospect Park has higher percentages of single-family and multi-family units. Both boroughs have higher percentages of multi-family units than the County as a whole, and lower percentages of single-family detached units. These somewhat higher percentages are typical for more mature inner ring suburban communities where somewhat higher densities and more urban styles of development can be found than in further removed suburban locales.

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

	Housing Type		
	Single-Family Detached	Twins and Rowhomes	Multi-Family
<b>Glenolden</b>	31.2%	40.0%	28.8%
<b>Prospect Park</b>	34.1%	33.8%	32.1%
<b>Delaware County</b>	44.2%	36.4%	19.4%

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

### **Age of Housing**

The boroughs have a rich history that is reflected in the housing stock. However, an aging housing stock has implications for its condition. Table 5-2 shows that the vast majority of the housing in Glenolden and Prospect Park was built before 1960, and that very little has been constructed after the 1970s.

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

	Built Prior to 1960	Built 1960 to 1969	Built 1970 to 1979	Built 1980 to 1989	Built 1990 to 1999
<b>Glenolden</b>	67.7%	16.1%	12.7%	1.6%	1.9%
<b>Prospect Park</b>	74.0%	8.9%	12.2%	3.5%	1.4%

Source: U.S. Department of Commerce, Bureau of the Census, 1960-2000

### **Field Surveys**

In the winter of 2009, the Delaware County Office of Housing and Community Development (OHCD) and the Delaware County Planning Department (DCPD) performed a drive-by assessment of the housing stock throughout Glenolden and Prospect Park Boroughs. The survey evaluated the condition of the housing stock based on the five criteria identified below.

**Housing Conditions Survey Criteria** (Source: DCPD/OHCD, 2009).

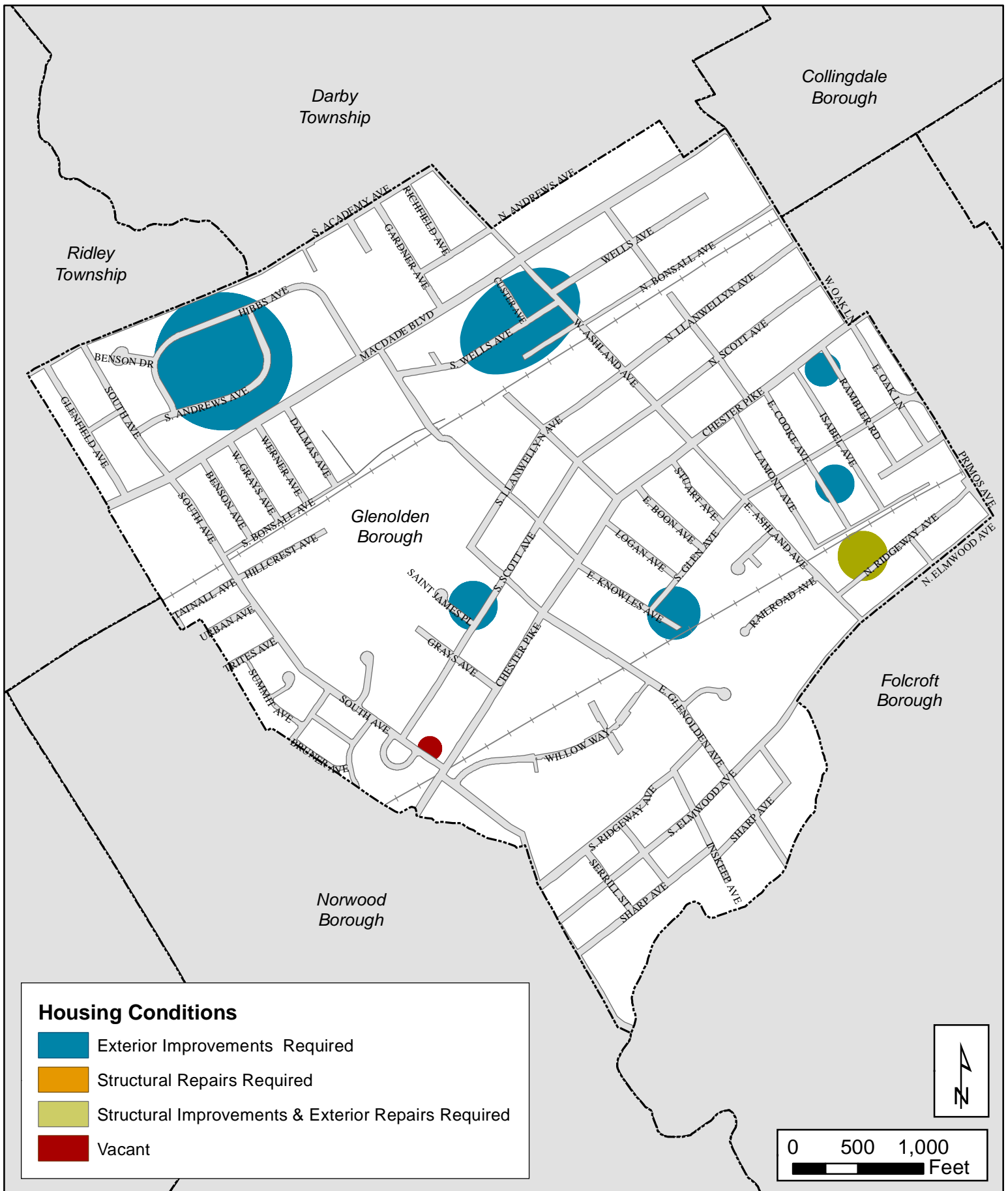
<b>Foundation/ Structural</b>	<ul style="list-style-type: none"><li>~ No cracks or signs of stress</li><li>~ Some cracks, holes, etc.</li><li>~ Severe cracks, holes, etc.</li></ul>
<b>Exterior</b>	<ul style="list-style-type: none"><li>~ No peeling or cracking of paint/stucco, siding/capping in good condition, fascia boards in good condition.</li><li>~ Some cracking/peeling in paint/stucco, missing siding and/or capping, worn fascia boards</li><li>~ Severe peeling/cracking in paint/stucco, missing siding and/or capping, and/or paint/stucco, missing rotting fascia boards</li></ul>
<b>Roof</b>	<ul style="list-style-type: none"><li>~ Appears in good condition, no sagging, and no missing or deteriorated shingles</li><li>~ Some sagging and/or deteriorating shingles</li><li>~ Severely deteriorating holes, missing shingles, etc.</li></ul>
<b>Windows</b>	<ul style="list-style-type: none"><li>~ No broken or boarded windows</li><li>~ Some broken or boarded windowpanes</li><li>~ Extensive broken windows or boarded up windows</li></ul>
<b>Yards/ Sidewalks</b>	<ul style="list-style-type: none"><li>~ No or minimal cracks in sidewalks, well maintained yards and common areas, no trash</li><li>~ Some cracks in sidewalks, some trash, some yards in need of maintenance</li><li>~ Extensive cracks in sidewalks, steps, trash, overgrown yards</li></ul>

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

**Housing Improvements**

Overall, a substantial portion of the housing stock in the Boroughs is in good condition and well maintained. However, the field survey noted a number of blocks, listed in Table 5-3 and shown on Maps 5-1 and 5-2, where some units need exterior repairs and maintenance and a few instances where more substantial structural repairs might be required. One fully vacant unit was found in Glenolden and three connected vacant row homes in Prospect Park, although the latter are scheduled for rehabilitation and renewed occupancy. It should be noted that the survey did not cover the interior conditions of homes.

It is recommended that the general areas listed in Table 5-3 and highlighted in Maps 5-1 and 5-2 be the focus of any efforts on the part of the Boroughs to initiate and encourage home improvements. Making the improvement of these particular areas a priority would help stabilize housing in the vicinity and prevent further deterioration, thereby helping to maintain property values and improving the overall look and feel of the neighborhoods in question. In some instances improvements to some of the identified areas might also help the appearance and functionality of adjacent commercial areas.



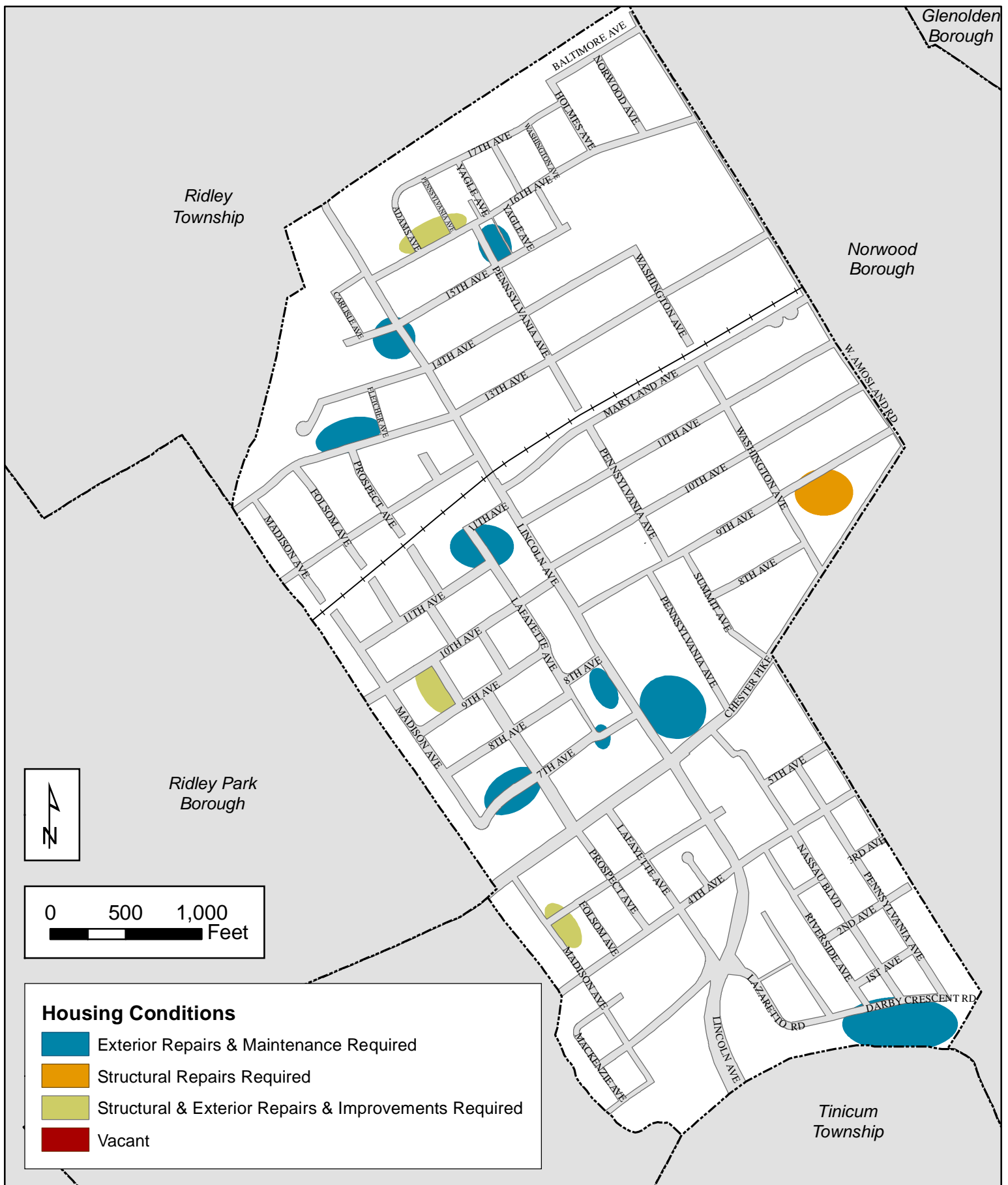
Glenolden  
Borough

Map 5 - 1  
Housing Conditions

NOTES:

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  
May 2009



**TABLE 5-3  
BLOCKS WITH HOMES REQUIRING REPAIRS AND MAINTENANCE OR  
REHABILITATION (2009)**

<b>Borough</b>	<b>Street</b>	<b>Blocks</b>
<b>Glenolden</b>	Glendale Heights	Between MacDade Boulevard and South Academy Avenue
<b>Glenolden</b>	South Wells Avenue	Knowles to Ashland Avenues
<b>Glenolden</b>	West Ashland Avenue	Between MacDade Boulevard and CSX rail freight tracks
<b>Glenolden</b>	Custer Avenue	Between MacDade Boulevard and South Wells Avenue
<b>Glenolden</b>	Ridgeway Avenue	Between East Ashland and Charmont Avenues
<b>Glenolden</b>	Cooke Avenue	Between Glen and Thomas Avenue
<b>Glenolden</b>	Rambler Road	Between Glen Avenue and Chester Pike
<b>Glenolden</b>	South Avenue	Corner of South Avenue and Chester Pike
<b>Prospect Park</b>	16th Avenue	Between Lincoln and Yagle Avenues
<b>Prospect Park</b>	Lincoln Avenue	Between 13 <sup>th</sup> and 15 <sup>th</sup> Avenues
<b>Prospect Park</b>	Pennsylvania Avenue	Between 15 <sup>th</sup> and 16 <sup>th</sup> Avenues
<b>Prospect Park</b>	13 <sup>th</sup> Avenue	Between Fletcher and 14 <sup>th</sup> Avenues
<b>Prospect Park</b>	11 <sup>th</sup> Avenue	Between Lincoln and Lafayette Avenues
<b>Prospect Park</b>	West Park Square	Between 9th Ave and 10th Ave
<b>Prospect Park</b>	9th Avenue	Between Madison Avenue and East Park Square
<b>Prospect Park</b>	9 <sup>th</sup> Avenue	Between Washington Avenue and Amosland Road
<b>Prospect Park</b>	Lincoln Avenue	Between 7 <sup>th</sup> and 8 <sup>th</sup> Avenues
<b>Prospect Park</b>	7th Avenue	Between Madison and Prospect Avenues
<b>Prospect Park</b>	7 <sup>th</sup> Avenue	Between Lafayette and Lincoln Avenues
<b>Prospect Park</b>	Chester Pike	Between Summit and Pennsylvania Avenues
<b>Prospect Park</b>	Madison Avenue	Vicinity of 4 <sup>th</sup> and 5 <sup>th</sup> Avenues
<b>Prospect Park</b>	Darby Crescent Road	Ward Avenue to municipal boundary line

Source: DCPD/OHCD Housing Conditions Survey, 2009.

### **Building Maintenance Code Enforcement**

In addition to encouraging and incentivizing improvements to properties noted in the areas in Table 5-3, Glenolden and Prospect Park should both have established administrative procedures and systems for the monitoring and enforcement of compliance with their respective building, property maintenance, and zoning codes. This typically involves the employment of building inspection and code enforcement officers. Presently Glenolden employs a full time code enforcement officer while Prospect Park has recently hired a part time officer.

One important reason for the importance of codes administration and enforcement is the advanced age of the majority of the dwellings in the Boroughs. For this reason, maintenance of these structures should be a critical, ongoing concern. It is noteworthy that although the generally small lots and compact development patterns in Glenolden and Prospect Park are positive characteristics of livable communities these same features intensify the need for diligent maintenance and vigorous code enforcement. Where buildings are located close together in the Boroughs, any deteriorating conditions are more visible and tend to spread more rapidly to other properties in the neighborhood.



## RECOMMENDATIONS FOR HOUSING CONDITIONS

Due to the age of Glenolden and Prospect Park's housing stock and accompanying infrastructure, the ongoing upkeep and maintenance of Borough homes will be an important aspect of ensuring the continued health and vitality of the Boroughs' neighborhoods. The Boroughs would benefit from the active promotion and use of a variety of housing improvement programs offered through Delaware County and the State of Pennsylvania designed to assist homeowners in the repair and rehabilitation of aging homes and to help maintain the overall condition and appearance of neighborhoods. Housing improvements under these programs would also help to ensure the Boroughs' housing stock remains attractive to prospective homeowners and consistent with market demand.

There are a number of different assistance programs available having different goals and targeted to different types of potential users depending on where the funding is coming from. Some programs target low-to-moderate families that do not exceed a specified percentage of an area's median income while others provide funds for more middle-income applicants whose incomes do not exceed a specified percentage *above* the median income. The forms of the assistance can also differ with some programs offering low, no-interest or forgivable loans, and others offering grants, sometimes requiring a match or a percentage of the grant amount. The increasing number of elderly households in the Boroughs indicates there will be more Borough residents who, because of their limited, fixed income or physical limitations are significantly restricted in their ability to afford the high costs of maintaining and/or upgrading their properties or do the repairs themselves.

Along with financial assistance, improving the maintenance of housing by upgrading inspections and code enforcement procedures, revising codes and ordinances that cause or contribute to undesirable building conditions and land use patterns and establishing a vigorous and on-going rehabilitation program are all critical components in the maintaining a safe and livable quality of life in both Boroughs.

### **GLENOLDEN AND PROSPECT PARK SHOULD:**

- 5-1 Publicize and promote existing loan programs of public and private institutions and governmental agencies to assist interested and qualifying individuals with the purchase of new or existing homes.

<u>Funding Source:</u>	Local banks and other private lending institutions Pennsylvania Housing Finance Agency (PHFA) Delaware County Homeownership First Program Habitat for Humanity of Delaware County
<u>Technical Assistance:</u>	OHCD DCPD Community Action Agency of Delaware County

- 5-2 Publicize and promote the grant and lending programs of a variety of public agencies and private foundations to assist interested and qualifying property owners in the repair and rehabilitation of aged and physically declining homes.

Funding Programs: Delaware County Housing Rehabilitation Program  
Delaware County Minor Repairs Program  
Technical Assistance: OHCD  
DCPD  
Community Action Agency of Delaware County

- 5-3 Consider allowing property tax relief on the value of improvements for property owners who rehabilitate and repair their residences.

Funding Sources: Municipal and school district funds  
Technical Assistance: DCED  
Collingswood, NJ

- 5-4 Consider creating a citizen advisory housing committee made up of homeowners, renters and Borough official(s) to develop a programs and educational outreach to address present and future housing rehabilitation needs.

Funding Programs: Community Revitalization Program (DCED)  
Technical Assistance: OHCD  
Chester Community Improvement Project  
Habitat for Humanity of Delaware County

**GLENOLDEN SHOULD:**

- 5-5 Consider instituting a periodic residential clean-up and beautification effort or drive similar to the one conducted by the Prospect Park beautification and garden club committee. These efforts could, in addition to involving Borough residents, also enlist the volunteer services of the Boys and Girl Scouts, local school students, a volunteer group of employees, and the assistance of local service organizations.

Technical Assistance: Community Action Agency of Delaware County

**PROSPECT PARK SHOULD:**

- 5-6 Continue to institute the vigilant inspection and regulation of rental and non-rental housing units in the Boroughs by strict enforcement of the PA Uniform Construction Code and any other appropriate local ordinances. Consider the hiring of a full time code enforcement official if needed.

Funding Sources: DCED  
Municipal Funds

Technical Assistance: International Code Council  
 Pennsylvania State Association of Boroughs

## **HOUSING VALUES AND OCCUPANCY TRENDS**

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A useful 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 tend to take greater stock in their neighborhoods and place a higher priority on maintaining and improving their homes.

### **Home Ownership and Housing Values**

Table 5-4 shows the number of owner occupied units and their relative percentages in each borough and for the County as a whole.

From 1990 to 2000 the percentage of residents owning their homes in both Boroughs declined by approximately 1 percent each, and both of the Boroughs have a somewhat lower percentage of owners than as the County as a whole. These somewhat lower percentages suggest that Glenolden and Prospect Park might more actively promote programs and funding sources potentially available to individuals who are actively pursuing or simply interested in the possibility of achieving homeownership in the Boroughs. It also suggests that Glenolden and Prospect Park should consider how projects strategically designed to improve the infrastructure and other aspects of the public realm might improve the Boroughs' overall character and attractiveness as places to permanently reside.

**TABLE 5-4**  
**OWNER OCCUPIED UNITS, 1980-2000**

	1990		2000	
	Units	Pct.	Units	Pct.
<b>Glenolden</b>	1,902	65.4	1,967	64.3
<b>Prospect Park</b>	1,628	62.2	1,588	61.6
<b>Delaware County</b>	146,281	69.3	148,384	68.4

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

Table 5-5 shows the median sales price for dwellings in the Boroughs and the County from 2004 to 2008. In Glenolden, the median sales price rose steadily from 2004 and 2006; however it stabilized in 2007 and decreased somewhat in 2008 although staying within the overall range of the previous four years. The same general trend can be observed in Prospect Park, which saw a higher peak median price in 2007 and then a similar, if smaller drop relative to Glenolden in 2008. The drop in prices in the Boroughs and County as a whole in 2008 reflect the start of the current national recession.

**TABLE 5-5  
MEDIAN SALES PRICES, 2004-2008**

	2004	2005	2006	2007	2008
<b>Glenolden</b>	\$134,200	\$155,000	\$179,450	\$174,450	\$156,500
<b>Prospect Park</b>	\$145,000	\$150,200	\$171,500	\$182,000	\$172,000
<b>Delaware County</b>	\$180,000	\$199,900	\$202,500	\$218,250	\$207,500

Source: Prudential Fox and Roach Realtors, 2008

Table 5-5 shows that the housing stock of the Boroughs continues to be affordable to the first-time and other homebuyers. The sales prices relative to the overall County median remain lower, which suggests there are fewer large-lot single-family detached dwellings or high-end apartment units than in other parts of the County which often sell at higher prices. It also suggests the potential attractiveness of the stock to first time home-buyers such as young married couples, families with new children and singles. These types of buyers will often consider locations closer to the amenities and employment opportunities of a central city and with good access to public transportation.

Table 5-6 shows the median value of owner occupied units in the Boroughs and the County from 1980 through 2000. From 1980 to 1990 both Boroughs, similar to the County, saw a substantial and generally equivalent increase in median value of owner-occupied units. However, from 1990 to 2000 the County saw a continued increase in median values, while the Boroughs experienced much smaller increases. The decline in the amount increase in housing value from the previous two decades should be monitored closely by the Boroughs to see if values eventually increase to the point where they again mirror the increases in County as a whole or whether values continue to increase at slower rates.

**TABLE 5-6  
MEDIAN VALUE OF OWNER-OCCUPIED PROPERTIES (1980-2000)**

	1980	1990	2000
<b>Glenolden</b>	\$37,950	\$ 90,400	\$ 92,800
<b>Prospect Park</b>	\$38,400	\$ 92,100	\$ 98,100
<b>Delaware County</b>	\$46,500	\$113,200	\$128,800

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

### **Rental Housing and Section 8 Voucher Program**

Overall, Glenolden and Prospect Park have a somewhat higher percentage of renters than homeowners relative to the County as a whole. As shown in Table 5-7 there are over 1000 rental units in Glenolden and about thousand in Prospect Park. In addition, the rental vacancy rates are lower in the Boroughs than the County as a whole highlighting the demand for these units in the Boroughs. Therefore the regular inspection and maintenance of these units takes on added importance for both communities.

The Section 8 Rental Voucher Program is a federal rental assistance program operated by public housing authorities. In order to be eligible for Section 8 assistance, a household must have an income below 50 percent of the median family income for the Philadelphia metropolitan area. The eligible household pays 30 percent of its adjusted monthly income towards rent and utilities, with the Section 8 Program paying the difference directly to the landlord. Table 5-7 below calculates the Section 8 assisted units as a percentage of total occupied rental units in the Boroughs and the County.

**TABLE 5-7**  
**RENTER OCCUPIED AND SECTION 8 ASSISTED UNITS (2009)**

	<b>Total Number of Occupied Rental Units</b>	<b>Number of Section 8 Assisted Units</b>	<b>Percentage of Section 8 Units</b>	<b>Overall Rental Vacancy Rate</b>
<b>Glenolden</b>	1,091	32	2.9%	4.4%
<b>Prospect Park</b>	989	18	1.8%	4.0%
<b>Delaware County</b>	57,936		5%*	6%*

Source: Delaware County Housing Authority, Winter 2009  
U.S. Department of Commerce, Bureau of the Census, 2000  
\*excluding Chester City

Statistics from the Delaware County Housing Authority show that in 2009, Prospect Park had a lower percentage of Section 8 units than the County as a whole. Glenolden contains close to double the amount than Prospect Park but still a lower percentage than the County as a whole and also compared to some other municipalities in the eastern and southern portions of the County. Additionally, the comprehensive planning task force has not indicated that Section 8 units are a particular problem bearing on the quality of life.

Some communities in parts of eastern and southern portions of the County have expressed 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. Regarding any concerns with the Section 8 rental units in Glenolden and Prospect Park, there would need to be communication between the landlord, the Delaware County Housing Authority, and the Boroughs' code enforcement officials.

If a proliferation of poorly maintained Section 8 units were to become an issue, the Boroughs could examine changes made by the City of Philadelphia to their Section 8 program a few years ago. These revisions were approved by the Department of Housing and Urban Development as part of the federal "Moving to Work" Program. The principal change was the establishment of a deadline, giving residents of Section 8 units seven (7) years to use their vouchers. During this period the Philadelphia Housing Authority (PHA) shows tenants how to manage their finances and maintain a property. After 7 years, the rent subsidy becomes a form of mortgage assistance. The 7-year limitation, which was implemented in April 2003, does not apply to elderly and disabled tenants.

Other changes initiated by the PHA included:

- 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 HUD to make sure the PHA pays rents similar to those that other similar ones 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 5-year maximum on Section 8 rental subsidies.

### **Conversions**

Conversions are dwellings that have been transformed from single-family to two-family or multi-family dwellings. Both Boroughs contain some older single-family homes that have been or could be converted. Given this situation, it is important to control the unregulated or inadequately regulated proliferation of conversions.

The benefits of conversions are that they provide low cost housing – often to 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 otherwise deteriorate without the income derived from converting it and renting it out.

On the other hand, 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.

Additionally, some former large single and two-family homes can be converted to commercial uses on the ground floors with residential dwellings remaining above. This type of conversion has occurred in a few places along Chester Pike in Glenolden and there might be potential for some additional conversions of this type along the Corridor that would have the added benefit of preserving some older historic and possibly significant former residences.

## **RECOMMENDATIONS FOR HOUSING VALUES AND OWNERSHIP TRENDS**

Table 5-6 shows that over the past twenty years, the percentage of owner-occupied housing units has held steady in Glenolden, and slightly decreased in Prospect Park. Sales prices have generally increased and declined in concert with the County overall however the median values leveled off from 1990 to 2000 while they continued to increase in the County as a whole.

The areas in Glenolden and Prospect Park with greater numbers of rental properties may be prime neighborhoods to focus on in terms of code compliance (especially unregulated conversions), as well as in efforts to transfer ownership from landlords to their tenants through a lease to purchase program or direct assistance to enable the renter household to purchase the property. If there are presently or in the future issues related to Section 8 housing units, the Boroughs will need to work cooperatively with the County Housing Authority. The two Boroughs should also review their ordinances relating to conversions to determine whether they address present-day local objectives.

It is recommended that the following actions be implemented to help stimulate and encourage homeownership, maintain the sound condition of rental housing and address issues related to conversions.

**GLENOLDEN AND PROSPECT SHOULD:**

- 5-7 Publicize and promote existing loan programs of public and private institutions and governmental agencies as per Recommendation 5-1.
- 5-8 Actively promote the Boroughs as livable and attractive communities for first-time homebuyers.

<u>Technical Assistance:</u>	Municipal funds Classic Towns of Greater Philadelphia
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- 5-9 Advise the Delaware County Housing Authority of specific problems and complaints about Section 8 units. Suggest the possibility of regular inspection of Section 8 properties to be conducted jointly by Borough code officials and inspectors from the Housing Authority if code compliance becomes an issue. Request intensive training for landlords of Section 8 properties to ensure proper repair and maintenance of these properties

**GLENOLDEN SHOULD:**

- 5-10 Consider creating a maximum limit on the number of conversions that will be allowed for a given residence.
- 5-11 Consider developing a new mixed-use zoning district for section along Chester Pike that would allow businesses on the ground floor and residences on the upper stories thereby improving the long-term viability of some of the older large single-family homes on the turnpike.

## **NEW RESIDENTIAL DEVELOPMENT**

Glenolden and Prospect Park should emphasize the retention of existing households and attraction of new ones by providing construction alternatives for buyers seeking small, compact properties. The relatively small parcel sizes in the boroughs generally permit this type of development, and while they reduce the size of the pool of potential buyers they also refine the list of potential builders, helping create a niche market for those that wish to build at this scale of housing.

The median sales prices in Glenolden and Prospect Park allow for the development of new market rate infill housing that might attract new young residents looking for proximity closer to the amenities and employment opportunities in the City of Philadelphia than that provided by the far western municipalities of Delaware County. This type of housing might also appeal to older ‘empty-nester’ couples in the southeastern portion of the County who might be looking to downsize to a smaller home and would like to remain in the area.

The few potential opportunities in either borough for larger scale multi-family developments, either condominiums or apartments are located along or near the commercial corridor of Chester Pike in Glenolden and possibly the Moore Industrial Park and the Keisler Property at the southern end of Lincoln Avenue in Prospect Park. This type of new development could include mixed-use properties similar to the Turner Apartments in Glenolden where retail commercial uses are located on the ground floor and apartment units are above. These locations represent older “downtowns” that provide some amenities not found in competing suburban development and have the potential to evolve into more contemporary urban style settings. They are characterized by the following:

- A compact and walkable environment;
- A concentration of mixed uses in one place, such as housing, employment, shopping and other commercial uses;
- Civic community and municipal uses and public parks, plazas, and open space not found in or near larger suburban malls;
- The presence of older historic structures that distinguish the downtown from newer suburban development, especially where adaptive reuse has creatively used formerly deteriorated structures.

It must be noted that many current zoning ordinances do not adequately provide for and control mixed-use properties and ordinances of both Boroughs would need to be amended to allow and properly regulate mixed-uses. Downtown business district development and 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.



## RECOMMENDATIONS

### GLENOLDEN AND PROSPECT PARK SHOULD:

- 5-13 Initiate and continue programs and projects to improve the overall livability and quality of life in the boroughs to maintain them as desirable communities in which to reside. Publicize all such efforts to the consumer market looking for compact and sustainable residential infill development.

Technical Assistance: DCPD  
10,000 Friends of Pennsylvania

- 5-14 Consider amending current zoning to allow for mixed-use development along selected portions of Chester Pike in the vicinity of the Glenolden Avenue intersection and at the Moore Industrial Park and the Keesler property at the southern end of Lincoln Avenue in Prospect Park.

Funding Sources: Land Use Planning and Technical Assistance Grant  
(LUPTAP), DCED  
Transportation and Community Development  
Initiative Grant (TCDI), PennDOT  
CDBG Program

Technical Assistance: DCPD

**CHAPTER 6**

**COMMUNITY FACILITIES AND SERVICES**

## CHAPTER 6

### COMMUNITY FACILITIES AND SERVICES

This chapter reviews and discusses the existing conditions of local community facilities and services in Glenolden and Prospect Park Boroughs, and offers recommendations for their continued effective operation and improvement. Community facilities and services can be either physical or programmatic and provided by public, quasi-public or private institutions. The facilities and services discussed here include Borough municipal and administrative facilities, emergency services including police and fire protection, library services, educational services provided by the local school district and utilities, solid waste and recycling. The complexity of the facilities and services needed is evident in their number and variety. Each of them should be understood within the context of the others, so that they can work together effectively and efficiently.

The public facilities and services provided by Glenolden, Prospect Park have a significant impact on the lives of their residents. They represent local efforts to improve the quality of life throughout the Boroughs and are an important part of creating an environment that attracts investment from the private sector. Municipalities whose residents support these services are often more attractive to private investors and prospective residents than those that do not. Maps 6-1 and 6-2 show the location of the various community facilities of the Boroughs.

<b>GOAL:</b> TO PROVIDE HIGH QUALITY COMMUNITY FACILITIES AND SERVICES TO ALL RESIDENTS OF THE TWO BOROUGHS IN THE MOST EFFICIENT AND COST EFFECTIVE MANNER
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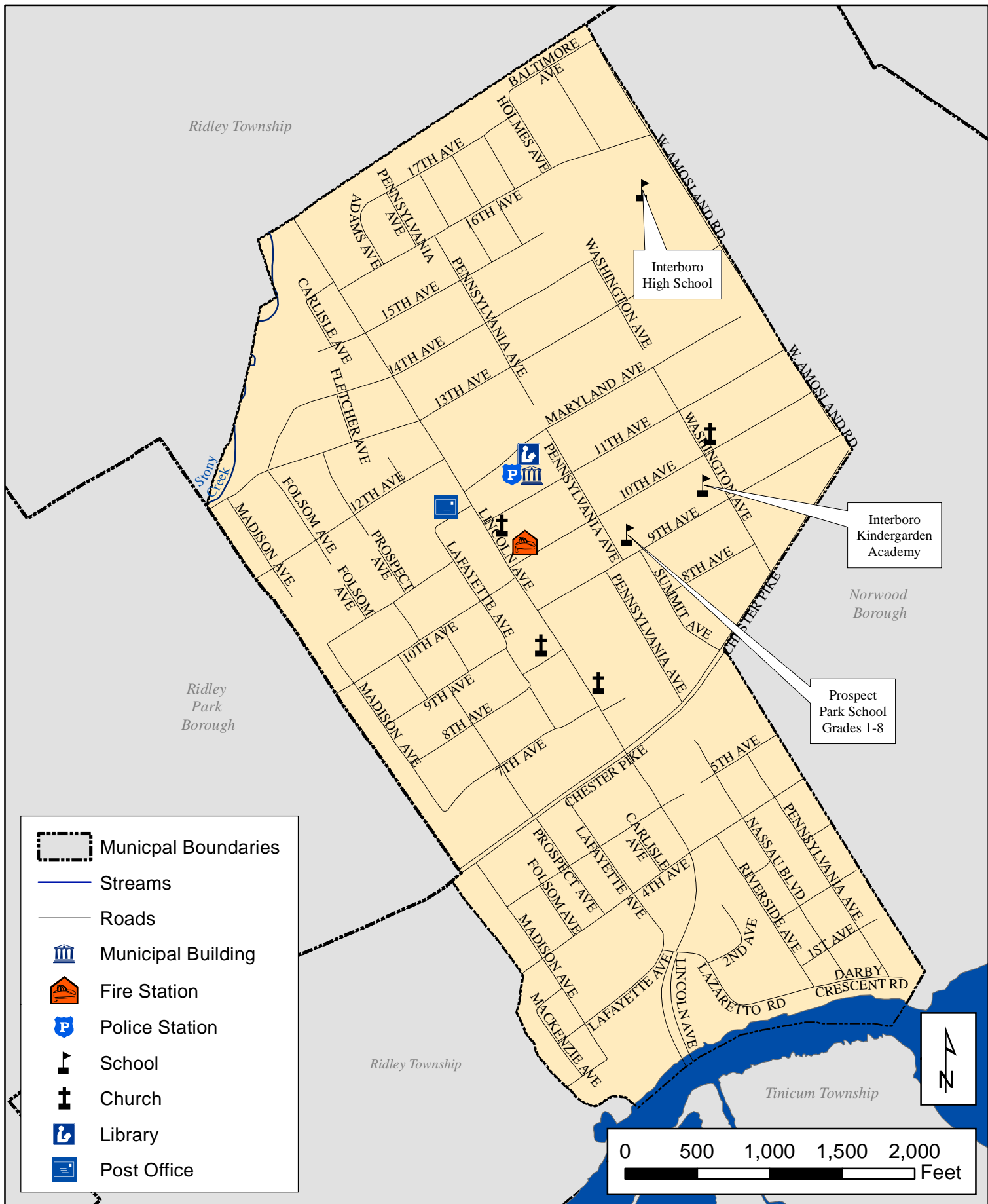
#### BOROUGH ADMINISTRATION AND FACILITIES

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**OBJECTIVE:** TO PROVIDE MUNICIPAL ADMINISTRATIVE FACILITIES AND SERVICES WHICH MEET THE NEEDS AND DESIRES OF LOCAL RESIDENTS AND BUSINESSES.

The Pennsylvania Constitution gives local units of government the right to operate under the laws of the Commonwealth. Local municipalities are empowered by the state to levy taxes, authorize expenditures, borrow money, direct administration of their governments by their appointees and make land use and policy decisions. Local municipal functions include police and fire protection, the maintenance of local roads and streets, parking and traffic control, the provision and upkeep of parks and recreational facilities and services, libraries, the provision of water and wastewater collection and treatment, solid waste collection and recycling, and building inspection and code enforcement administration and services.





## **Borough Administration**

Glenolden and Prospect Park are both governed by seven-member councils and elected mayors in what is called a “weak mayor” form of government. The Mayor is elected to a four-year term and Council members are elected to four-year overlapping terms. Both Borough Councils are supported by the professional functions of a solicitor, an engineer, a treasurer, tax collector, an auditor and an administrative staff consisting of a Borough manager or secretary and various support staff and personnel.

Glenolden employs a full time building and plumbing inspector and also a full-time code enforcement officer. The Borough also has a public services department that manages public works infrastructure, equipment and ongoing maintenance. The Borough operates a police department and contributes funds to a Borough fire company. The Borough also employs a fire marshal and a health officer.

Prospect Park does not employ a manager but does have a municipal secretary who helps with Borough administration, and the Council is supported by the professional contract functions similar to Glenolden. The Borough contracts out for some building inspection services as needed but also employs a part-time code enforcement officer who is also available as needed. A highway foreman handles public works and maintenance issues. As with Glenolden, the Borough employs a full-time police department and contributes funds to the operation of a Borough fire company. The Borough also has an appointed health board that oversees issues related to the health and safety of Borough residents.

## **Glenolden Municipal Facilities**

The Glenolden Borough Municipal facility building is located at 36-38 Boon Avenue, just south of Chester Pike. The building was constructed in the 1920s as the Boon



(Glenolden Municipal Building)

Avenue Elementary School, eventually being conveyed to the Borough and converted to the present Borough offices in 1970. The Borough hall houses the district court and the Glenolden police station in addition to the municipal administrative offices. The building also contains the Council meeting room as well as a smaller side rooms for working sessions and the business of other Borough commissions and committees. The Borough has no community center, but uses the meeting room in the basement of the building to accommodate the meetings and activities of

various civic and local organizations.

The police station is located at 38 Boon Avenue, and its facilities include the main patrol room that includes workspace for officers and the department clerk, offices for the chief and sergeant, the main lock-up cells and separate holding cells for females and juveniles.

The lock-up cells are located in the basement of the building and consist of three cells, a processing area, and a turnkey station.

The Borough fire station is located at 123 South Chester Pike, and serves the Borough with a fully volunteer membership. Through mutual aid agreements, the Borough fire-company works with the neighboring companies in Sharon Hill, Folcroft, and Norwood. Basic Life Support ambulance services operate out of the Norwood Fire Company station house and an Advanced Life Support Paramedic unit is provided by Crozer-Chester Medical Center, which operates out of the Borough firehouse.

In addition to the municipal complex, the Borough owns the Glenolden Library on Llanwellyn Avenue, Glenolden Park – including the tee ball field at Knowles Avenue - between Llanwellyn and South Wells Avenue, the Lamont Avenue Park, a small maintenance facility on Knowles Avenue, a cellular communication tower next to the maintenance facility and two open lots on the Muckinipates Creek: one at South Avenue and one on Chester Pike.

### **Prospect Park Municipal Facilities**

The Prospect Park municipal center is housed in a one-story building at 720 Maryland Avenue, near the intersection with Lincoln Avenue and across from the Borough train station. The building was constructed as an addition in 1964 to the Prospect Park library that was built in 1949.

The borough administrative facilities consist of offices and the Council meeting room. In addition, the police station is located in the west wing of the building. The library is located between the Borough offices in the east wing and the Police Station on the far west.

The interior condition of the various sections of the municipal center are aging and worn, and would benefit from a renovation or reconfiguration and expansion of the space. An alternate option would be the construction of a new municipal building that would include more space for the council meeting chambers, administrative staff, and also visitors to the facility that have business with the Borough. The construction of a new municipal building, if it were to occur might also include some type of community center or meeting space or other community facilities and services, as the Borough presently does not have a community recreational facility.



(Prospect Park municipal building, police station and library)

The Borough fire company's station house is located at 1001 Lincoln Ave in the center of town. In addition to the above facilities, the Borough also owns the Witmer and Hollow Fields and their associated field houses.

## **RECOMMENDATIONS FOR BOROUGH ADMINISTRATION AND FACILITIES**

Both Boroughs maintain effective municipal administrative operations however the physical plant of Prospect Park's operations are aging and limited in space and in need of renovation or construction of a new facility. Due to the size of the Boroughs there is also some overlap in services provided where cost savings could be obtained were they to be combined and provided in a joint manner. Examples of the type of joint cooperation presently being used by the Boroughs are Glenolden purchasing and operating a street sweeper with Norwood Borough, and Prospect Park and Tinicum sharing the cost and operation of street sweeper and the purchasing of road salts.

Both Boroughs would benefit from the development of an area-wide Geographic Information System (GIS) that would allow for the collection, management and maintenance of accurate digital data on Borough infrastructure, buildings and other systems.

### **GLENOLDEN AND PROSPECT PARK SHOULD:**

- 6-1 Consider a joint code enforcement department to streamline operations and costs and increase revenues from more effective enforcement.

<u>Funding Sources:</u>	Shared Municipal Services Program (DCED)
<u>Technical Assistance:</u>	DCED

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

<u>Technical Assistance:</u>	Delaware Valley Green Building Council
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- 6-3 Examine the feasibility of developing a joint Geographic Information System for the Boroughs and possibly other neighboring municipalities.

### **PROSPECT PARK SHOULD:**

- 6-4 Examine the cost and feasibility of renovating the existing municipal building or constructing a new facility.

<u>Funding Sources:</u>	Local Government Capital Loan Program (DCED)
<u>Technical Assistance:</u>	Borough Engineer



## **EMERGENCY SERVICES**

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**OBJECTIVE:** TO MAINTAIN AND ENHANCE THE LEVEL OF SERVICES BEING OFFERED BY THE BOROUGH’S FIRE AND POLICE DEPARTMENTS

The Delaware County Emergency Services Department operates its Communications and Management divisions from Lima, Middletown Township. Requests for police, fire, and ambulance assistance from a majority of townships and boroughs are received here, and are routed to the appropriate local department. The County employs an enhanced “911” system which regularly handles close to or over 500,000 computer aided dispatch (CAD) calls in a given year. Well over three quarters of these calls are for township or borough police departments and the remaining for fire departments. In extreme cases, the departments of surrounding municipalities or even those outside of the County respond after being called via a common radio frequency.

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

### **Fire Protection and Emergency Medical Services**

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

Crozer-Chester Medical Center provides emergency medical Advanced Life Support Services (ALS) to the Boroughs while the Norwood ambulance company, and in the case of Prospect Park, the Norwood and Essington companies provide Basic Life Support (BLS)<sup>1</sup> Ambulance Service. A mutual aid agreement between Glenolden and Prospect Park’s fire marshals was recently entered into along with other surrounding municipalities.

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

## **Glenolden Fire Protection and Emergency Services**

Glenolden Fire Company 1 is located at 123 South Chester Pike. The fire company was organized in 1905 by a group of interested local citizens.

Presently, the company has 25 volunteers who are required to complete 180 hours of Firefighting Level 1 which is the national certification required of all firefighters. Of the 25 volunteers, approximately eight to 15 typically respond to an incident depending on type and time of the alarm. Although there are mutual aid agreements with the neighboring municipalities of Sharon Hill, Folcroft and Norwood, the fire companies have not sought to regionalize or consolidate their efforts. The chief explained this could be difficult to accomplish in a short period of time considering each fire company has their own charter.

The fire chief indicated that the current station house has adequate space for operations although renovations will be needed in the future. He noted specifically the Medic and Chief's office and the basement as areas of concern.

The main equipment of the fire company includes the following:

- 2006 Seagrave Engine with 1500 GPM Pump.
- 2004 Ford 250 Crew Cab Pickup
- 2004 Ford E350 12 Passenger Van
- 1997 Simon Duplex LTI with a 93' Tower Ladder and 2000 GPM Pump

The fire chief indicated a need for rescue equipment. Although through mutual aid agreements the company shares rescue equipment with neighboring municipalities, he indicated the Borough needed to acquire a set of its own rescue tools. Specifically, the department has been trying to acquire Holmatro hydraulic spreaders and cutters for automobile accidents. The fire company receives funding through a combination of state and federal monies and grants, various fundraising events, and the Borough for the purchase of new vehicles.

For emergency medical services, the Glenolden Fire Company shares the operation of a BLS ambulance with the Norwood Fire Company. The two BLS units operate out of the Norwood Fire Station 24 hours a day. An ALS service with a paramedic unit and vehicle provided by the Crozer Medical Center operates out of the Glenolden station and is on call 24-hours a day as well.

## **Prospect Park Fire Protection and Emergency Services**

Prospect Park Fire Company No. 1, built in 1963 and located at 1001 Lincoln Avenue in Prospect Park, was established in 1895. The current department, headed by Fire Chief and Borough Fire Marshall James Simmonds, consists of 60 active volunteers that average approximately 10 volunteers an incident. The department also participates in mutual aid agreements with the boroughs of Norwood, Ridley Park, Eddystone, and Tinicum Township. The facilities located on Lincoln Avenue have been cited as needing improvements to the office and storage spaces and electrical and plumbing upgrades.



(Prospect Park Fire Company Station House)

Fire company fighting vehicles and equipment include the following:

- 2009 Ford Dejana Utility Vehicle
- 2004 Seagrave Pumper with a 2000 GPM Pump, equipped with hydraulic rescue tools, thermal cameras and AEDs
- 1998 KME Pumper 2000 GPM pump equipped with a 50' Elevated Water Way
- 1994 EVI Rescue equipped with Hydraulic Rescue Tools

In addition to the Department's vehicles and rescue equipment, the chief indicated that the Department is in need of new Self-Contained Breathing Apparatus (SCBA).

Funding for the Department comes from the Borough and various fundraising programs with grants and Volunteer Fireman's Relief Association funds supplementing those sources. Pumpers are funded jointly between the Fire Company and the borough. However, the Fire Company provides the only funding for Rescue and Utility Vehicles.

### **Police Protection**

Police Protection services in the two Boroughs are provided by each municipality's own department. As is the case throughout Delaware County, borough police officers are paid employees. The two Boroughs have mutual aid agreements with neighboring municipalities for additional police support when needed.

Police services constitute the largest budgetary outlay for both of the Boroughs and the costs of operating local government protective service departments will continue to rise. Continuing the current level of services as well as implementing ongoing improvements will be a financial challenge moving forward. One possible way to address and reduce the share of the budget that goes to police protection would be to combine or consolidate the operations of the Boroughs' departments with each other and possibly those of other neighboring jurisdictions. The Chiefs of both the Glenolden and Prospect Park departments have indicated that regionalization or consolidation of services, beyond existing mutual aid agreements should at least be considered.

### **Glenolden Police Department**

The Glenolden Police Department is located at 38 Boon Avenue. The police station covers about 2500 square feet and contains a greeting area, main patrol room, a female/juvenile cell and two offices for the chief and sergeant. Beneath the borough offices and police station are the three main detention cells complete with a processing area and turnkey station.

The department currently employs ten full-time and four part-time sworn officers. It also employs one full-time clerk, three to four part-time turnkeys, eight crossing guards with subs, and four seasonal part-time park guards. The station reports that there are no

problems concerning retention of full-time officers; however, part-time officers often seek other locations for full-time employment and turnover is an ongoing issue. There are always two officers on duty, each in a single vehicle per twelve-hour shift with shift changes at 7 A.M. and 7 P.M. The sergeant and chief do not participate in the rotation however the chief works a full eight-hour day and the sergeant works an alternating schedule of two weeks from 3–11 and then one week from 8-4.

The department maintains four marked cars and two unmarked police cars. All cars are equipped with mobile data terminals (MDTs) funded by the County. The chief indicated the electronic equipment is up to date and adequate for the department's use. The department also maintains an active presence in the schools, periodically speaking to Glenolden School's 5<sup>th</sup> grade classes through the Drug Abuse Resistance Education (DARE) program.



(Glenolden Police Station)

The majority of the funding for the departmental budget comes from borough taxes including the real estate tax and occupational licensing tax. Additional funds are obtained from a variety of grants and loans.

### **Prospect Park Police Department**

The Prospect Park Police Station is located at 720 Maryland Avenue, at the far west end of the Borough municipal building. The department employs seven full-time officers and eight part-time officers in addition to one administrative staff member. The station contains the Chief, sergeant, and secretary's offices, in addition to a squad room, copy room, evidence room, bathroom/lockers, and cells. The building is not handicapped accessible much like the Glenolden Police Department.

The police force, headed by Chief Clifford Engel, consists of one police sergeant, seven full-time officers, and eight part-time officers. There is also a bike unit, and bloodhound K-9 unit. The chief noted the department is short-staffed one full-time officer and has a problem retaining part-time officers.

The department currently owns seven vehicles, three unmarked and four marked to complete all necessary policing tasks. Each car is outfitted with a mobile data terminal (MDT) and each officer carries a portable radio. The recently retired chief John Saddic indicated that while the department's radio equipment is up to date the station's computers are too old and need to be updated.

### **RECOMMENDATIONS FOR EMERGENCY SERVICES**

The physical size and overall population of the two Borough Planning Area, as well as some of the surrounding municipalities might not necessarily warrant the need for

multiple police departments. Moving forward, the Boroughs should consider the possibility of creating a regional system that provides equitable services and maintains or improves on the services that exist presently.

**GLENOLDEN AND PROSPECT PARK SHOULD:**

- 6-5 Consider implementing the use of regional approaches to the provision of police and fire protection services to increase efficiencies and offset rising operating costs. This process could be started by the formation of regional fire and police safety committees with representatives from each municipality and each police department. These bodies could evaluate equipment and staffing needs that might appropriately be shared on a regional basis.

<u>Funding Programs:</u>	Shared Municipal Services Program (DCED) Regional Police Assistance Program (DCED) U.S. Communities Government Purchasing Alliance
<u>Technical Assistance:</u>	Pennsylvania State Association of Boroughs DCED

- 6-6 Aggressively seek grants and other funding opportunities to help obtain newer officer gear, equipment and vehicles and upgrades to computer and mobile electronic device hardware and software for the Boroughs' police and fire departments

<u>Funding Programs:</u>	Assistance to Firefighters (AFG) program and Staffing for Adequate Fire and Emergency Response (SAFER) Program PA State Volunteer Fire Company/Ambulance Services Grant Program PA Volunteer Loan Assistance Program PA Emergency Responders Resources and Training Program (ERRTP) Delaware County Department of Intergovernmental Affairs
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## **EDUCATION**

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**OBJECTIVE:** TO PROVIDE THE HIGHEST LEVEL OF EDUCATIONAL SERVICES TO CHILDREN IN BOTH SCHOOL DISTRICTS IN THE STUDY AREA.

Public schools in the two Boroughs are operated by the Interboro School District that includes Tinicum Township and Norwood Borough in addition to Glenolden and Prospect Park.

### **Interboro School District**

Interboro School District (IBSD), founded in 1971, is the governing body for education in the Boroughs of Glenolden, Prospect Park, Norwood, and Tinicum Township. The District offers set of core academic disciplines and additional learning opportunities in physical education, music and art, guidance and library science as well as athletic teams and facilities. There are six schools within the district ranging from grades K through 12 that employ 217 full-time teachers and 65 specialists. There are four district schools located in the Boroughs: The Kindergarten Academy, the Prospect Park School and Interboro High School in Prospect Park, and the Glenolden School in Glenolden. The district's high school received a federal Blue Ribbon award in the 1999-2000 school year, which is a U.S. Department of Education Award designed to recognize schools with high levels of academic achievement or that have experienced substantial gains in student achievement within a specified time period.



(Prospect Park School District  
Administration Building)

The administrative offices for the District are located in Prospect Park, and along with the three district schools in the Borough, they represent a substantial physical investment in the community. As required by the state, the District has a strategic plan on file with the Pennsylvania Department of Education. This has been supplemented by a recently completed board approved 2-year technology plan for the district that has improved the access to technology for teachers and students. The plan has supplied all teachers with computer workstations and many classrooms have multiple computers for student use. All K-8 facilities have at least one computer lab and the high school has a number of them. In addition, the high school has wireless internet access and the other district schools will have wireless access points in the near future. Mobile laptop carts and Smart Boards are currently being integrated into the existing technology network and improvements have been made to assistive technologies available to special needs students. The technology initiative has also lead to enhancements to the district web site and better online communication with students, faculty and parents.

The District has noted that their staffing levels are adequate for their current student body population of 3,662 with no outstanding needs for the students. Except for the high school, all of the other schools located in the Boroughs meet or exceed the state averages for student and teacher ratios. The high school exceeds the state average of 16:1 with a ratio of 18 students for every teacher.

However, the age and upkeep of the district's buildings will likely be an ongoing issue as most facilities were built in the 1960s and 70s. The Glenolden School is the oldest of the facilities in the Borough having been constructed in 1969. The Prospect Park School and the Interboro High School were both built in 1973 and the Kindergarten Academy, the

newest facility, in 1998. During 1998, the original administration buildings were retrofitted as well.

Although the amount of space for students is generally adequate, there are times when finding space for multiple after-school and community events becomes challenging. Due to an increasing number of requests and a finite number of fields and indoor facilities, planning for the use of the district facilities by community groups or planned events becomes problematic. In regards to the recreational and sporting facilities (other than the track), a meeting is held annually in August, at which time, all groups who are requesting use during the upcoming school year sign up for the gymnasiums, fields, and other facilities regulated by the School Board. The task force members have indicated the process for determining who gets to use what and when is not clear and transparent, and that favoritism and unequal treatment seem to occur.

A review of enrollment levels of the past few years show a slow, but steady decline in the number of students enrolled in the district. From the 2003 school year to the 2007 school year, enrollment dropped from 3,982 to 3,868, a decline of 2.9%. School district enrollment for the 2008 school year was at 3,662, a decline of 5.6% from the year 2007 enrollments. Furthermore, future enrollment from the PA Department of Education show the decline continuing with a projected 5.2% decrease from the 2009-10 school year to the 2012-13 school year.



(Interboro High School)

The racial composition of the student body in 2008 was 3,371 Caucasian (92.1%), 144 African American (3.9%), 72 Latino (1.9%), 69 Asian (1.9%), and 6 Native American (0.2%) students. The overall dropout rate for the district is below average and ranked well within the top half of all districts in the County. For the past school year however, the district did not meet two out of the three Adequate Yearly Progress targets of the federal No Children Left Behind Program.

At the same time that enrollments have been declining, the annual district budget has been increasing. From 2006 to 2008, the budget increased from \$49,225,323 to \$59,020,160 in '08. Although the overall budget for the 2009 school year decreased to \$56,173,062, there was an increase in the tax rate by .75 mills. Despite projected declines in enrollment and the fewer students that will help to alleviate some budgetary pressures, increasing staff and technology costs and ongoing facility maintenance and upgrades can be expected to lead to continuing incrementally higher budgets and also future tax increases. The majority of the School District budget is funded from property taxes and various state funding sources. Continued reform at the state level in terms of the school funding formulas and less reliance on the property tax might help to reverse this trend.



## **RECOMMENDATIONS FOR EDUCATION**

### **GLENOLDEN AND PROSPECT PARK SHOULD:**

- 6-7 Increase communication among themselves, Norwood and Tinicum Township, and the school district itself in order to properly plan for continuing changes in student population, tax increases, land use decisions and regional recreational needs

Technical Assistance: Pennsylvania Department of Education  
DCED  
DCPD

## **LIBRARY SERVICES**

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**OBJECTIVE:** THE CONTINUED FUNDING AND EFFECTIVE OPERATION OF BOROUGH LIBRARIES.

### **Glenolden Library**

The Glenolden Library is located at 211 S. Llanwellyn Avenue near the entrance to the Glenolden Park. The library, which was built in 1939 and contains approximately 1,920 square feet of floor space, is open to patrons approximately 46 hours per week. Currently, the main floor is handicapped accessible while the second floor is not, and the library director emphasized the need to retrofit this space as a top priority. The director also noted that generally there is always a need for additional space particularly to accommodate new technology such as additional public computers.



(Glenolden Library)

The library is a member of the Delaware County Library System (DCLS). Through the DCLS, library patrons can take advantage of the interlibrary 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 interlibrary loan program is that it relieves the need for expansive storage space to house a complete literary collection.

The library currently employs six part-time staff persons including the director. The Director has been trying to acquire a volunteer staff to reduce part-time hours. The library houses 16,423-catalogued items available to 3,570 registered users with 4.6 books per capita. There are presently three public computers in the library that provide patrons with Internet access, with five more computers in circulation. Six of the total eight computers are owned by the DCLS. The Director has cited that additional computers should be received through funding from the Gates



Foundation in the future. Additionally, the library offers a number of community and educational-oriented events such as an infant story time, a preschool story hour, a summer reading program, a children’s seasonal craft program, and a “science in the summer” program.

Currently, the Library is funded mostly through State and Borough aid that comprises approximately 92% of the total budget. The remaining funds are provided through the County of Delaware and from fines, fees, gifts, and donations. Since 2004, the budget has steadily increased going from \$68,836 to \$83,470 in 2007.

### **Prospect Park Library**

The Prospect Park Library is located at 720 Maryland Avenue in the center of the municipal building between the police station to the west and the Borough administrative offices to the east. The library, built in 1949, contains approximately 1,474 square feet of floor space and is open to patrons 35 hours a week. Currently, the main floor is handicapped accessible. The Director has indicated a need for more space and parking.

The Library currently employs six part-time staff persons and houses 11,955 catalogued items available to 2,504 registered users with 1.8 books per capita. Similar to the Glenolden Library, the Prospect Park Library is also a member of the County Library System and patrons enjoy the benefits access to the full County collections and interlibrary loans services. There are presently five public computers that provide patrons with Internet access, with three more computers in circulation for staff, administration, and cataloging. Some of the programs offered by the Library include Preschool & School Aged Story Time, a Chapter Book Club, Pals for Life club, Adult Book Club, Gardening, and Pharmacy Programs

Currently, the library is funded mostly through State, Borough, and fundraising aid totaling to approximately 90% of their total budget. The remaining funds are provided through the County of Delaware and any collection of fines, fees, gifts, and donations.

## **RECOMMENDATIONS FOR LIBRARIES**

### **GLENOLDEN AND PROSPECT PARK**

- 6-8 Work with the Library Boards of Trustees in efforts to design the desired improvements and find and secure funds to implement them.

<u>Funding Sources:</u>	Local Government Capital Loan Program (DCED)
<u>Technical Assistance:</u>	DCLS

## UTILITIES

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**OBJECTIVE:** TO ENSURE CONTINUED AVAILABILITY OF NECESSARY PUBLIC FACILITIES AND SERVICES SUCH AS SEWAGE TREATMENT, WATER SUPPLY AND SOLID WASTE DISPOSAL.

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

Glenolden and Prospect Park Boroughs are almost completely sewered with only one reported on-lot system on 2<sup>nd</sup> Avenue in Prospect Park. Glenolden's system is approximately 80-100 years old and primarily composed of terracotta pipe. Problems characteristic of aging conveyance systems such as blockages caused by roots, pipe failures, and overloads caused by inflow and infiltration have arisen in the Borough and surrounding area. Prospect Park Borough's sewage infrastructure is somewhat newer than Glenolden's with much of the pipe being approximately 55 years old. The pipes are comprised of either terracotta or polypropylene, and have significant inflow and infiltration problems, particularly at connection points due to the age of the pipes. The last major upgrade of Prospect Park's system was completed in the 1980s.

The Muckinipates Authority is the sewage conveyance authority that serves Glenolden Borough. The Authority conveys its flows to the City of Philadelphia's Southwest Water Pollution Control Plant (PSWPCP) via a Delaware County Regional Water Quality Control Authority (DELCORA) interceptor. The Central Delaware County Authority (CDCA) serves as Prospect Park's sewage conveyance authority. Flows from CDCA go directly to a DELCORA interceptor, which conveys the flow to the Western Regional Treatment Plant in Chester. In times of excess runoff, the CDCA flow can be partially diverted to the PSWPCP.

Glenolden and Prospect Park currently recognize the County's *Act 537 Sewage Facilities Plan: Eastern Plan of Study (2002)* as their official municipal Act 537 plan. The document offers recommendations for repair and future maintenance of municipal collection systems that flow to DELCORA facilities. Through adoption of the sewage facilities plan, the municipalities are committed to undertaking the necessary actions required to maintain the system in good working order, including implementing five-year corrective action plans as necessary. There are known inflow and infiltration (I&I) problems in the boroughs, and a complete study of the system followed by remedial actions is needed.

Residential customers in Glenolden Borough are billed directly on their tax bill with the rates are set by the Muckinipates Authority. Presently customers are billed a fixed rate based on the total number of dwelling units in the Borough, however Glenolden is currently working with the Authority to develop an individual flow-based billing system for the Borough. In Prospect Park, the CDCA charges residents a fixed rate per 1,000 gallons of sewage by billing based on the water service meter with usage reports are generated by Aqua PA.

### **Water and Fire Hydrant Service**

Aqua Pennsylvania (Aqua PA), a subsidiary of Aqua America, is responsible for supplying the study area with potable water. Aqua PA is supplied with water from several sources including Crum, Chester, and Ridley Creeks among others. If necessary, backup water service can be provided from the Chester Water Authority.

Aqua PA provides water for fire hydrant service to the municipalities. Glenolden and Prospect Park Boroughs pay a rental fee charged by Aqua PA of \$75.75 quarterly per hydrant. Hydrant flows are not metered and there is no limit to their usage for fire protection demands. Table 6-1 below highlights the high cost of providing this essential fire protection tool.

**TABLE 6-1  
FIRE HYDRANT COSTS**

	<b>Glenolden</b>	<b>Prospect Park</b>
Total Hydrants	73	58
Quarterly Rental Fee/Hydrant	\$ 75.75	\$ 75.75
Annual Rental Fee/Hydrant	\$ 303.00	\$ 303.00
Quarterly Expense	\$ 5,529.75	\$ 4,393.50
Annual Expense	\$22,119.00	\$17,574.00

Source: Glenolden and Prospect Park Boroughs

### **Solid Waste Management and Recycling**

Glenolden has a contract with a private hauler for both recycling and residential waste. Waste is collected twice a week at each residence. Prospect Park collects its own residential waste and recycling, using borough employees and equipment. All residential and commercial waste is taken to a County transfer station for subsequent transport to the Covanta “energy from waste” plant in the City of Chester, where it is used to produce electricity. The residual ash from the plant is subsequently transported to the County-owned landfill in Berks County.

Disposal of waste requiring special handling, including infectious, pathological, and chemotherapeutic waste, is not the responsibility of either the municipality or the County. 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 municipalities with a population of over 5,000 to implement a recycling collection program. As such, both municipalities have a curbside collection program. Glenolden Borough collects glass, plastic, steel, and aluminum, bi-metal, paper, and cardboard curbside on a weekly basis. Glenolden also has established a program for

mandatory recycling by all commercial, industrial and institutional establishments of glass, paper, steel, some plastics, aluminum, bi-metal, and cardboard where applicable.

Prospect Park Borough collects only glass and aluminum curbside, on a weekly basis, utilizing municipal employees for pick-up. Both municipalities have a program in place for periodic curbside collection of yard waste. Yard waste picked up by public works crews is delivered to the County transfer station in Chester Township for composting.

Glenolden Borough participates in the County Igloo Recycling Program that involves placement of igloos in the community for residents to drop off their recyclables. Igloos are located at the Borough Hall and at the MacDade Mall. Both locations collect brown, clear, and green glass, and the MacDade Mall location also collects aluminum cans. Unrelated to the County program, Glenolden provides bins for paper and cardboard at Borough Hall, the Glen Brook Apartments, and the Contemporary Village Apartments.

The Delaware County Solid Waste Authority (DCSWA) reported that for 2007, the municipalities collectively delivered 6,431 tons of solid waste to the County's transfer station and recycled 1,519 tons. Table 6-3 below highlights the 2007 solid waste and recycling tonnages as well as recycling rate for the two municipalities.

**TABLE 6-2**  
**SOLID WASTE AND RECYCLING**

*(2007 figures unless otherwise indicated, waste amounts in tons)*

	Glenolden	Prospect Park
2000 Population	7,476	6,594
Curbside Recycling Program?	Yes	Yes
Recycling Rate	29%	7%
Total Municipal Solid Waste (trash)	3,204.0	3,227.2
Total Recycling	1,284.1	235.4
Total MSW + Recycling	4,488.1	3,462.6

Source: U.S. Department of Commerce, Census Bureau, 2000  
DCSWA  
Glenolden and Prospect Park Boroughs

## **RECOMMENDATIONS FOR UTILITIES**

Public services such as sewage disposal, water supply and solid waste disposal are critical to public health. Therefore, in order to ensure the continued availability and effectiveness of these services, it is recommended that the municipalities should:

### **GLENOLDEN AND PROSPECT PARK SHOULD:**

- 6-9 Conduct as needed, I&I studies to identify deficiencies in the municipal sewage collection system, and implement corrective action programs to ensure measures are undertaken to keep the system in order.

Funding: CDBG  
PENNVEST  
Technical Assistance: PA DEP  
DELCORA

- 6-10 Work with the County Recycling Coordinator to ensure that ample opportunities for recycling are available to the public. Prospect Park should consider the feasibility of expanding curbside programs for the collection of a wider range of products and study the possibility of creating igloo drop-off locations.

Technical Assistance: Delaware County Solid Waste Authority

**PROSPECT PARK SHOULD:**

- 6-11 Reconsider its method of billing customers for sewer service. The current method of using numbers from water service meters can often be inaccurate when estimating the amount of wastewater leaving a building.

Technical Assistance: PA DEP  
DELCORA

**CHAPTER 7**  
**TRANSPORTATION**

## CHAPTER 7

### TRANSPORTATION

Transportation is critical to a well-functioning community. Transportation facilities are needed so that employees can get to their jobs, customers can visit businesses, goods can be delivered from production sites to stores, students can get to classes, individuals can receive medical treatment, and social and recreational activities can occur. An important consideration in planning a transportation system is its impact on the environment. For decades, the federal government has regulated air pollutants from cars and trucks. More recently, carbon exhausts from motor vehicles have been recognized as significant contributors to global warming.

A sustainable transportation system should be an overall goal of Glenolden and Prospect Park's Comprehensive Plan. The system should provide for alternative modes of travel, as gasoline prices will likely increase during the timeframe of the Plan as worldwide supplies decline and demand increases. Environmental concerns will also likely intensify. Toward this end, strategies that reduce the demand for highways, automobile travel, and parking facilities should be aggressively pursued. These strategies would encourage the use of public transit, walking, car-pooling, bicycling, and telecommuting, and reduce excessive parking requirements. Streets should be retrofitted for all users – bicyclists, pedestrians, motorists, transit users, and those who are disabled. Critical to the success of these strategies are supportive land use and zoning policies.

<b>GOAL:</b>	TO PROVIDE A SUSTAINABLE TRANSPORTATION SYSTEM FOR RESIDENTS, BUSINESSES, VISITORS AND OTHER USERS THAT IS SAFE, OFFERS A CHOICE OF MODES, AND MINIMIZES POLLUTION AND ENHANCES HEALTH.
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### TRAFFIC ISSUES

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<b>OBJECTIVE:</b>	ENCOURAGE SAFE AND APPROPRIATE MOBILITY THROUGH MAINTENANCE AND IMPROVEMENTS TO ROADS, PROVIDE ADEQUATE LEVELS OF PARKING AND DEVELOP AN EFFECTIVE AND ATTRACTIVE STREETScape PROGRAM
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This section looks at the street system in the Boroughs and considers how and where improvements might be made. Though streets are primarily thought of as being for automobile traffic, they are also important to the community in other ways. Roadways are often visitors' first impressions of a community and they are also the way that most residents interact with their city, town or borough. The principle traffic routes in the area include Interstates 95 and 476, Chester Pike (US 13), MacDade Boulevard (State Route 2006), and Route 420.

## **Streets, Highways, and Bridges – Physical Conditions**

The system of streets, highways, and bridges is the core circulation system for vehicles in any municipality. In order to function optimally, this system must be understood and be in appropriate physical order to accommodate users.

There are 34.7 miles of streets in Glenolden and Prospect Park - 18.6 miles in Glenolden and 16.1 in Prospect Park. Of this total, there are 3.7 miles of state-owned roads in Glenolden, 20% of the Borough total, and 2.8 miles in Prospect Park that comprise 17% of the Borough total.

The main roads in the Boroughs area are functionally classified to aid in prioritizing improvements and funding. Collector roads collect traffic from the residential areas and deliver it to the arterials. Minor arterials are meant to carry heavier volumes of traffic at slightly higher speeds, usually serving commercial uses, with an emphasis on easy access to land uses. Principal arterials are larger roads that feature higher speeds, some access control, and are intended to serve longer-distance traffic. Principal arterials usually serve major employment and shopping centers, and feed into the freeway system. Normally, roads of a higher classification are expected to carry more traffic volumes than those of a lower classification. Map 7-1 shows the functional classification for streets in the Borough as established by PennDOT.

Fully understanding the classification and ownership system is important, because it relates to the funding sources available for the repair and maintenance of roads. The Pennsylvania Department of Transportation (PennDOT) typically owns roads of higher classifications, as they are regionally important, but this is not always the case as some lower classification roads contain segments with changing traffic patterns and other points of interest that can lead to PennDOT ownership as well. While all state-owned roads are on the federal-aid highway system, Ashland Avenue and a portion of South Avenue - both Glenolden Borough streets - are also on the federal-aid highway system. These roads are eligible for federal-aid highway funding because they carry a significant amount of regional traffic. The federal-aid system roads are listed below with state-owned roads indicated with State Route numbers, and shown on Map 7-2.

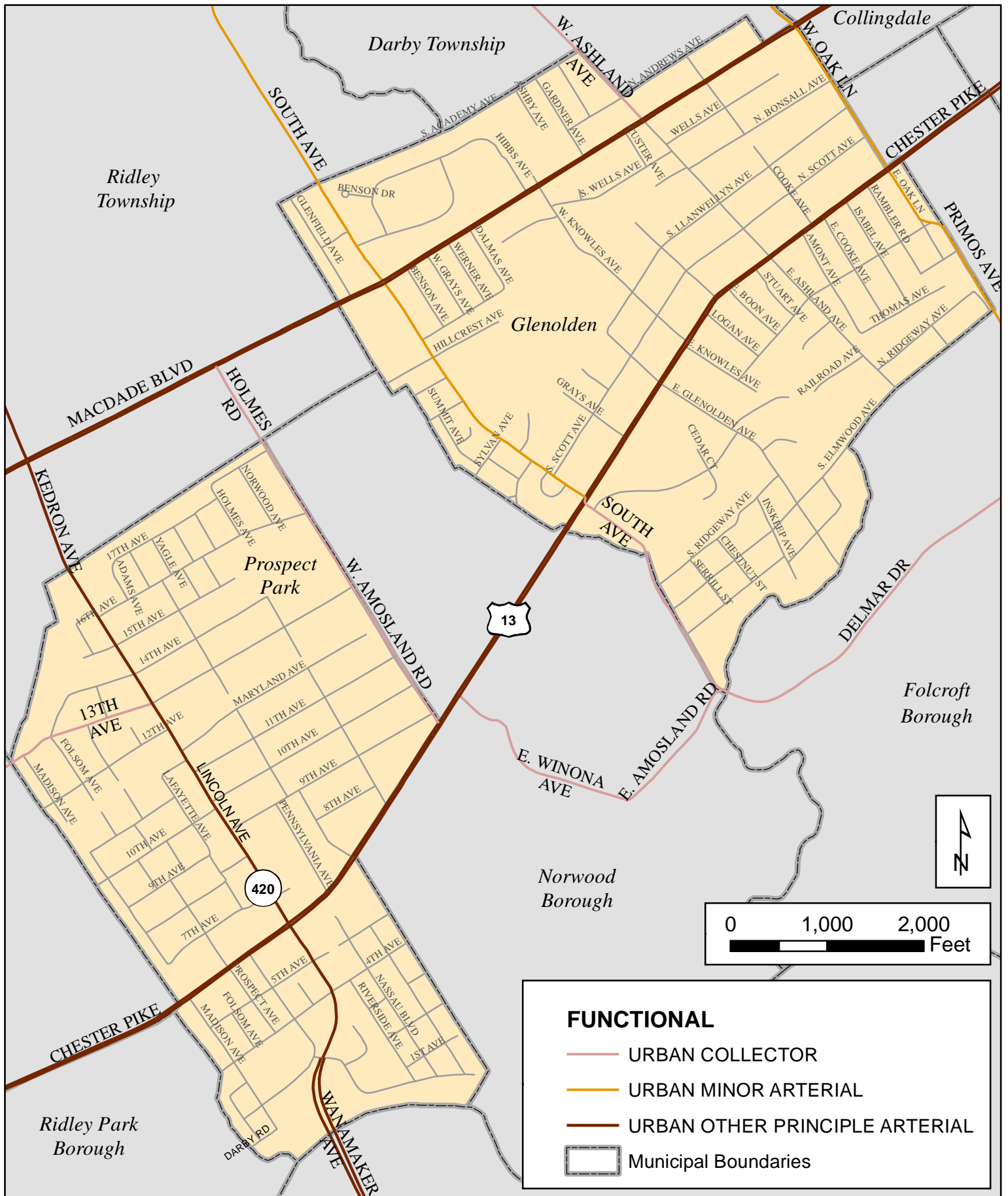
### **Glenolden federal-aid system roads-**

Chester Pike (State Route 0013) – Muckinipates Creek to Primos Avenue  
South Avenue (SR 2017) – Academy Avenue to Chester Pike  
South Avenue – Chester Pike to Folcroft Borough Line  
Ashland Avenue – Academy Avenue to MacDade Boulevard  
MacDade Boulevard (SR 2006) – Glenfield Avenue to Oak Lane  
Oak Lane/Primos Avenue (SR 2015) – MacDade Boulevard to Elmwood Avenue

### **Prospect Park federal-aid system roads-**

Lincoln Avenue (SR 0420) – CSX railroad to Darby Creek  
Amosland Road (SR 2021) – CSX railroad to Chester Pike  
13th Avenue (SR 2004) – Ridley Park Line to Lincoln Avenue  
Chester Pike (SR 0013) – Ridley Park line to Amosland Road





Glenolden &  
Prospect Park  
Boroughs

Map 7 - 1  
Functional Roads

NOTES:

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.





The study area contains several interstate and principal arterials that provide access to the municipalities, but also raise concerns. When major incidents occur on I-95 or I-476, traffic becomes congested on local streets. It is important to have a plan in effect so that detour routes and emergency service jurisdictions are known to minimize the impacts of the incident.

Amtrak's Northeast Corridor goes over Chester Pike on a bridge where Chester Pike intersects with South Avenue. The support columns for the bridge separate the two northbound lanes of Chester Pike from the two southbound lanes. Motorists turning left from Chester Pike onto South Avenue, and South Avenue motorists crossing Chester Pike to continue on South Avenue must negotiate around the columns. In addition, trucks taller than the vertical clearance get stuck under the bridge on nearly a daily basis. The vertical clearances vary from 11'2" to 14'6". Amtrak staff indicated that they have no current plans to replace the bridge, but would encourage the lowering of Chester Pike to reduce the number of trucks hitting the bridge. See the Walking section of this chapter for a discussion of sidewalk needs at this location.

Flooding occurs on Lincoln Avenue under the Amtrak bridge during heavy rains. Amtrak tried to address the drainage problems and was largely successful, but everything from nearby streets goes to this low point during storms, so the grates can quickly become blocked.

### **Traffic Congestion and Calming**

A basic question related to the proper functioning of streets is whether the traffic volumes and speeds on Borough roads are appropriate. Where they are not, this plan highlights several strategies to improve the conditions and funding sources to pursue for more detailed planning to solve the issue.

Traffic congestion is an issue throughout the region. The road system was built before the introduction of Interstate Highways, so the roads feeding I-95 and I-476 were designed for other purposes, typically as retail corridors, and need to continue to serve that purpose as well as providing access. Examples of congestion in the two Boroughs include Oak Lane, Amosland Road, and South, Lincoln, Ashland, and 13<sup>th</sup> Avenues. In order to deal with congestion, operational and minor improvements to the existing system are important, as there are few opportunities for large-scale expansion of the road network to satisfy increased travel.

One strategy for improving flow on congested roads involves optimizing traffic signals. This can be done by retiming the current system, or upgrading the traffic signal system to a closed loop system which allows for a variety of timing plans that can be controlled from a remote location. PennDOT is currently preparing for the installation of two closed loop systems in the Boroughs. The first is on MacDade Boulevard through Glenolden and Collingdale Boroughs that will upgrade and interconnect eleven intersections including

the Ashland Avenue, Cooke Avenue and Oak Lane intersections. This project will also include upgraded pedestrian signals that will be interconnected with the new traffic signal system.

The second closed loop system will be installed along Chester Pike from Morton Avenue in Chester to Wycombe Avenue in Darby Borough, including those signalized intersections within Prospect Park and Glenolden. Traffic signal controllers and equipment will be replaced as necessary and all work is to be performed within the existing right-of-way. The Task Force mentioned several Chester Pike signals that need improvements and these will be addressed as part of this project. However, Lincoln Avenue signal improvements are not scheduled and some of these signals need upgrading to improve traffic flow and safety.

A second way to improve traffic flow in already developed areas is by improving selected problem intersections. Intersection improvements can often make a large difference to traffic flow, as intersections are often the cause of congestion due to turning movements. It can be difficult to find room for adding turn lanes, but such improvements can often pay major dividends in traffic flow.

A third way to improve flow on corridors without road widening involves access management strategies, which control how vehicles can enter or exit a property or road. These strategies include consolidating and sharing driveways to have fewer conflicts on the through route and the designation of parallel routes so that local traffic can avoid the congested through route. These strategies can be implemented over the long term as redevelopment occurs. Other components of access management include installation of a median or other restriction that prevents left turns across traffic or limits them to certain areas. Small and inexpensive signs can also be helpful access management tools. Posting “No Left Turn” signs at certain intersections (either a “24/7” or peak hour only restriction) helps maintain the flow of traffic on the through route.

There are four railroad-highway grade crossings in Glenolden and Prospect Park or on their borders on the CSX freight railroad line. This railroad line carries 30 trains every day, with trains averaging one mile in length. This line is the “I-95 of freight railroads,” serving the east coast from New York to Florida. The following daily motor vehicle volumes crossing the track were recorded in 2002: Amosland Road 12,435; South Avenue 13,894; Ashland Avenue 9,427; and Oak Lane 14,536. In 2006, the Delaware Valley Regional Planning Commission (DVRPC) completed the *Delaware County Highway-Railroad Grade Crossing Study*, which recommended a long-term strategy of grade-separating the CSX grade crossings, giving highest priority to Main Street in Darby Borough and Swarthmore Avenue in Ridley Park.

Methods of slowing or limiting through traffic on streets are generally referred to as traffic calming. Traffic calming can be of particular interest on residential streets that drivers are using to cut-through to avoid traffic on congested arterial streets, such as 10<sup>th</sup>, 13<sup>th</sup>, Llanwellyn, Scott, and Elmwood Avenues and Amosland Road. The Institute of Traffic 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>1</sup> There are many forms of traffic calming and they can vary widely in cost to implement from fairly inexpensive signs to expensive roadway reconstruction. Speeding has been identified as a problem in several locations including Amosland Road, Chester Pike, and Ashland, Lincoln, and 13<sup>th</sup> Avenues. Active traffic calming utilizing police to ticket speeding motorists is effective however it ties up police resources. Passive traffic calming involves physical characteristics of the roads that force motorists to drive slower. Some forms of passive traffic calming include the following:

Speed Tables are flat-topped speed humps that are inexpensive, yet effective in reducing vehicle speeds. They are also easier on large vehicles such as buses and fire trucks than conventional speed humps. Speed tables could be utilized in some parts of Glenolden and Prospect Park to reduce the speed of traffic however they are typically avoided on arterial roads or roads with high traffic volumes.

Raised crosswalks at intersections would be useful on roadways such as Chester Pike (US 13) or PA Route 420. These crosswalks calm through traffic, improve pedestrian safety and have aesthetic benefits in terms of improving the look of the streetscape.

Intersection neck-downs involve roadway tapering and narrowing approaching an intersection. It improves safety for pedestrians crossing at the intersection and can provide aesthetic benefits.

Curb extensions or bulb-outs on residential streets provide a narrower roadway for the motorist to use causing them to drive slower while providing protection for pedestrians and parked vehicles. Chicanes are a series of alternating curb extensions staggered on a roadway at a mid-block location, forcing the motorist to weave through them. Similar to neck-down extensions and bulb-outs they can also improve the look and feel of a roadway.

Gateways are strategies used on local roads that are essentially a special treatment creating an entrance to a neighborhood or municipality. Sometimes this can include a small median with landscaping. Bulb-outs can be used depending on the geometry of the road. Raised crosswalks are also common components of gateways.

Streetscapes, which will be discussed in the following section, can have a calming influence on traffic. There are many forms of traffic calming which differ in the appropriateness of application, cost, effectiveness, negative impacts and a host of other factors. Each situation must be carefully analyzed and studied to determine which form is the best for a given location and street type.

On the Prospect Park side of Chester Pike between Washington Avenue and Amosland Road, the business district includes on-street parking.

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<sup>1</sup> *Traffic Calming, State of the Practice*, Institute of Traffic Engineers, 1999.

The speed limit here is 40 miles per hour and is too high for the narrow travel and parking lanes. Drivers parking in these spaces open their doors into the outer travel lane. Several traffic signals, crosswalks, and bus stops, as well as pedestrian traffic add to the conditions. In the Norwood Comprehensive Plan written in 2003/2004, DCPD recommended that Norwood Borough request that PennDOT reduce the Chester Pike speed limit from 40 to 25 miles per hour in this area. Prospect Park Borough officials should make the same request.

### **Parking Issues**

Parking facilities are needed to accommodate motor vehicles and bicycles at businesses and employment sites. Off-street parking for motor vehicles is needed where on-street parking cannot accommodate a large business or may lead to spillover parking into residential areas. Bicycle parking is discussed in the On-Road Bicycle Facilities section on page 15 and Recommendation 7-17.

Parking shortages are a major issue in both Boroughs. People drive far more today than when the Boroughs were originally developed, yet the provision of parking facilities has not kept pace.

A parking permit program in Glenolden regulates residential parking in the Borough. Effective enforcement is made possible because a full-time code enforcement officer is funded; the position pays for itself and contributes some revenue to the general fund. Five hundred abandoned vehicles have been removed from the streets since the employment of a full-time officer. This is seen as a substantial quality of life improvement. On-street parking permits increased from 75 to 275. The Borough does not allow more permits than the house frontage allows, ensuring that everyone can get at least one parking permit. Prospect Park currently regulates parking by allowing a maximum of four parked cars per household but lack of full-time code officer can make enforcement problematic.

In terms of commercial parking, many older businesses within both Boroughs may not have adequate parking spaces and may also be located on small properties many of which are situated close to a major road. Loading/delivery areas may be squeezed into tight spaces, as well as both Boroughs' ban on-street commercial parking.

When opportunities arise where businesses have different peak hours, shared parking facilities should be explored. As some businesses are busier during certain times of the year and can be seasonal, opportunities to share parking facilities benefit both parties and serve the greater good of the community. In Prospect Park there is a large parking lot on Lincoln Avenue with more than 50 spaces owned by the Freemason Lodge. If a shared-parking agreement between the Borough and the Freemasons could be reached, both parties could benefit. The additional parking would benefit the business district, and it could be a source of revenue for the Freemasons if meters would be installed there. A revenue sharing system could be agreed upon and the lot could be open to the public on weekdays and weekends during certain hours, allowing its exclusive use for the Freemasons in the evenings. In Glenolden, parking appears to be adequate on MacDade

Boulevard, however the Task Force indicated shortages might occur along Chester Pike if new commercial development or redevelopment were to occur. Eaton Aeronautics owns a small lot on the east side of Glenolden Avenue across from their facility while additionally it appears there might be excess space at their main parking area behind their building. If there is, or were to be, a need for additional parking along the Chester Pike, the Borough might attempt to acquire the small lot on Glenolden Avenue to convert to a municipal parking lot. It is not far off Chester Pike and signs on either side of the road could indicate its location.

Minimum parking requirements for *new* developments, which are based on maximum parking demand, lead to excessive pavement that usually sits unused. For retail uses, minimum parking requirements are based on maximum demand in December; most of these spaces go unused 90% of the year. This excessive impervious pavement represents significant construction and stormwater management costs to developers and businesses, which internalize these costs and pass them on to customers.

Due to the provisions made for vehicles, people are encouraged to drive and not walk, bicycle, or use public transit for some trips because plentiful free parking is provided and they are not directly charged for their car's pollution. Excessive parking lots contribute to lower density sprawl, which spreads everything out further than if there was less parking. This in turn encourages more driving because it's harder to walk to destinations and more difficult for public transit to provide efficient service.

A simple solution to this problem, which can successfully work in some areas, is revising text in the zoning ordinance stating that the parking space requirements are the recommended maximum number allowed. The existing parking space numbers in the ordinance can remain the same. For example, Prospect Park's zoning ordinance provides a schedule for each land use and a recommended number of parking spaces starting on page 7110. By simply changing the word "minimum" to "maximum" in the ordinance, the landowner has the option to provide less than the maximum number of spaces. Glenolden's parking requirements are similar and can be found on page 16248 of its ordinance.

Maximum requirements would permit the developer, property owner, or business to provide the number of spaces that is currently required as a minimum, but not more than that, eliminating the possibility of an excessive number of spaces. A maximum requirement also would permit him/her to provide fewer spaces if it made business sense, which would also make environmental sense. A business owner will likely not provide fewer spaces than are needed to support the business. A maximum requirement would permit the owner to seek ways to reduce the number of spaces provided without hurting their business. For example, more than one business might try to share spaces if peak parking use time for the businesses occurs at different periods of the day or the owner could also take into account the amount of transit service to the property. If people were able to walk or bicycle to the site from nearby residential areas or if employees were able to telecommute then those practices should be encouraged by the landowner.

The use of parking meters has several positive impacts. In making a motorist pay for his or her parking, a source of revenue is created for municipality. Parking meters can also discourage the use of automobiles for those within walking or biking distance of their destination or who can use public transportation. Meters would eliminate long term parking, creating increased vehicle turnover while generating more income for Borough businesses. In Glenolden, there are no meters along MacDade Boulevard, and in both Glenolden and Prospect Park there are no meters along Chester Pike.

### **Streetscapes**

The street is often visitors' and residents' first impression of the community, and the impression is reinforced with each continued trip down the street. A streetscape that doesn't represent the desired vision of the community is working to stop that vision from coming to fruition.

In commercial areas, inconsistent design characteristics create an unappealing streetscape. Working with local businesses to define the characteristics of a particular shopping area (such as downtown commercial or strip commercial) can help ensure the appropriate streetscape for the variety of commercial districts in the community while still allowing for a cohesive feel. Even industrial areas can have improved streetscapes through the adoption of design standards for better signs and general overall conformity to the streetscape.

Signs serve as a navigation tool as well as dictate certain characteristics of a roadway. Signs that identify the names of streets should be appropriate for both the character of the area and the use of the street. On streets used for through traffic, large easily visible street signs that can be seen at high speeds should be used. On residential streets, smaller signs should be used to reflect the speed of road users and to avoid visual clutter. The design of street signs should be grouped by municipality, neighborhood, or development to convey a sense of place to both visitors and residents.

Trees play a very important role in creating an appealing streetscape to most communities, but it is important to select trees that are right for their location. In addition to the environmental benefits of trees, they are also visually appealing and can provide visual cues to drivers that they should slow down. Efforts should be made to select trees that are columnar in tight commercial streetscapes so that they do not impede on the sidewalk, roadway, or overhead wires. In parking lots and residential areas without overhead utilities, shade trees are more appropriate to help mitigate the heating effects of pavements. The Task Force indicated that street trees would be welcome along MacDade Boulevard, Chester Pike, and Ashland Avenue.

Street furniture is yet another important streetscape element. Consistent furniture design can be incorporated with streetlights and signs to create a sense of community. This can be combined with bus shelters, tree grates, awnings and facades of buildings to create more consistency. When selecting the components of a streetscape, it is important to



consider the durability and lifespan of each component. Furnishings, plantings and all components should be selected for their durability as well as their ease of maintenance.

Ongoing maintenance is an essential aspect of a streetscape. Without proper maintenance, facilities will eventually start looking run down. Once the improvements are in place, it is up to the community to maintain these facilities. A group of community volunteers, including business owners, could supplement Borough maintenance. The community's willingness to participate in this ongoing maintenance must be determined before the final stages of the streetscape design. If there is an overwhelming community response to assist, then there should not be many limitations on what is selected to be included in the final design. However, if it appears that there is little support, then the amount of streetscaping must be tapered. In order to ensure that the volunteers follow through with their stated intentions to maintain the facilities, the municipality can enact a policy requiring volunteers to sign a form stating their intentions prior to construction.

Prospect Park Borough is currently bidding out the construction of a major streetscape project for Lincoln Avenue from Maryland Avenue to Chester Pike. The planning and design of the project were completed under a grant from the County Revitalization Program while the construction will be funded primarily through a federal Hometown Street Program grant. This particular streetscape will include minor improvements to the SEPTA station as well as improvements to the roadway including new street lights, benches, trash receptacles, furniture, sign posts and street name signs, as well as minor sidewalk rehabilitation and curb repair.

The Boroughs can expand upon these improvements with additional streetscape projects. Working in conjunction with Norwood and Ridley Park, Glenolden and Prospect Park can implement a streetscape along Chester Pike, tying the communities together while enhancing the communities with the improvements.

## **RECOMMENDATIONS FOR TRAFFIC ISSUES**

Traffic issues are always a major concern for municipalities and can be addressed through a systematic strategy of prioritizing improvements.

### **GLENOLDEN AND PROSPECT PARK SHOULD:**

- 7-1 Ensure that functional classification of roads stays consistent with the changing characteristics of their use.

<u>Funding Program:</u>	Municipal staff time
<u>Technical Assistance:</u>	DCPD, DVRPC, PennDOT

- 7-2 Work with regional bodies to identify, sign, and improve detour routes for Interstates.

<u>Funding Program:</u>	PennDOT
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- Technical Assistance: PennDOT, DCPD, DVRPC  
Delaware County Emergency Management Services  
Pennsylvania State Police
- 7-3 Systematically study and improve any problem intersections any problem intersections in the Boroughs.
- Funding Programs: State liquid fuels tax reimbursement  
Federal and state highway funds for Federal aid streets  
CDBG (where eligible)  
Property owners  
Municipal funds
- Technical Assistance: DCPD, DVRPC, PennDOT
- 7-4 Study locations with traffic issues and utilize calming measures where appropriate.
- Funding Programs: State liquid fuels tax reimbursement  
STP  
Transportation Enhancements (TE)  
Hometown Streets (HTS)  
CDBG (where eligible)
- Technical Assistance: DCPD, DVRPC, PennDOT  
*Pennsylvania's Traffic Calming Handbook, PennDOT*  
*Traffic Calming, State of the Practice*, Institute of Traffic Engineers  
*Renaissance Action Plan for Planning Area 3-Project 5 – Traffic Coordination and Safety*
- 7-5 Implement access management strategies along the MacDade Boulevard and Chester Pike corridors.
- Funding Programs: DVRPC Special Studies  
Boroughs  
Property owners/businesses
- Technical Assistance: DCPD, DVRPC, PennDOT  
Business Associations  
*Renaissance Action Plan for Planning Area 3-Project 17 – Transportation Facilities*

- 7-6 Systematically study and improve railroad crossings.

Funding Programs: State liquid fuels tax reimbursement  
CSX, PennDOT  
Federal Railroad Administration (FRA)  
Technical Assistance: DCPD, DVRPC, PennDOT  
*Delaware County Highway-Railroad Grade  
Crossing Study*  
CSX, SEPTA, FRA

- 7-7 Change “minimum” to “maximum” parking requirements in the zoning ordinances (without any change in the actual numbers) in order to (1) allow flexibility where sharing of parking can occur or where there is transit service, pedestrian and bicycle facilities, or telecommuting potential, (2) reduce the cost of parking and storm water management facilities, and (3) reduce sprawl.

Funding Program: Municipal funds  
Technical Assistance: DCPD, DVRPC

- 7-8 Establish parking task forces, one in Glenolden and one in Prospect Park, to resolve outstanding parking issues. The task forces should include elected officials, planning commission and zoning board members, and businesses and property owners. They should coordinate with neighboring municipalities to avoid conflicting actions.

- 7-9 Work with neighboring Boroughs along Chester Pike and MacDade Boulevard to improve the streetscapes along these commercial corridors.

Funding Programs: HTS, TE  
Technical Assistance: DCPD, DVRPC, PennDOT

- 7-10 Work with businesses and residents to continue to update and develop new street, commercial and gateway signage.

Funding Programs: TE, STP, HTS  
State Liquid fuels tax reimbursement  
CDBG (where eligible)  
National Trust for Historic Preservation Main Street  
Program  
Municipal funds  
Technical Assistance: DCPD, PennDOT  
Municipal engineer  
Pennsylvania Downtown Center  
*Delaware County Industrial Heritage Parkway  
Landscape and Signage Manual*

*Renaissance Action Plan for Planning Area 3-*  
Project 3 – Phase 3-3: Street Signage Upgrades  
Project 2 - Phase 2-3: Signage and Identity  
Improvements

- 7-11 Work with business and residential groups to create a street tree program to install and care for appropriate trees. Streets of particular concern include MacDade Boulevard, Chester Pike, and Ashland Avenue. Update zoning to require appropriate tree plantings with redevelopment.

Funding Programs:

Treevitalize  
DCNR  
HTS, TE  
CDBG (where eligible)  
National Trust for Historic Preservation Main Street Program  
Utility companies  
Private developers

Technical Assistance:

Municipal funds  
DCPD, DVRPC  
PennDOT, DEP, DCNR  
Pennsylvania Downtown Center  
*Delaware County Industrial Heritage Parkway  
Landscape and Signage Manual*  
*Renaissance Action Plan for Planning Area 3-*  
Project 2 – Industrial Corridor Development and  
Redevelopment

**GLENOLDEN SHOULD:**

- 7-12 Work with Amtrak and PennDOT to rectify traffic problems at the Chester Pike/South Avenue intersection where Amtrak's bridge spans Chester Pike. In the short term, determine if the road surface can be lowered to reduce occurrences of trucks taller than the vertical clearance hitting the bridge. In the long term, when Amtrak replaces the bridge, redesign the intersection to provide for safer traffic operations and pedestrian travel. Additionally, the clearance signage for the bridge should reflect the area of the underpass with the lowest amount of clearance.

Funding Program:

Amtrak  
National Highway System  
Surface Transportation Program (STP)

Technical Assistance:

Amtrak, PennDOT, DCPD

- 7-13 Initiate discussion with Wells Fargo Bank and/or the owner of the same shopping plaza about the possibility of sharing or dedicating a portion of the plaza's parking spaces for municipal use. Also discuss with Eaton Aeronautics the possibility of the Borough acquiring the unpaved parking lot on Glenolden Avenue across from Eaton's facilities for municipal parking spaces.

**PROSPECT PARK SHOULD:**

- 7-14 Investigate installing vegetated swales or basins along streets that drain to the Lincoln Avenue underpass of Amtrak in order to reduce storm water volume and flooding of the underpass.

Funding Program: PA DEP – Growing Greener Program  
Technical Assistance: Delaware County Conservation District  
PA DEP – Southeast Region Watershed Manager

- 7-15 Improve and upgrade traffic signals along the length of Lincoln Avenue.

Funding Programs: STP  
Congestion Mitigation and Air Quality  
Improvement (CMAQ)  
DVRPC Special Studies  
Technical Assistance: DCPD, DVRPC, PennDOT  
*Renaissance Action Plan for Planning Area 3-*  
Project 5 – Traffic Coordination and Safety

- 7-16 Request PennDOT to lower the Chester Pike speed limit from 40 to 25 miles per hour between Washington Avenue and Amosland Road (in conjunction with Norwood Borough making the same request for its portion of the Chester Pike business district).

Funding Programs: PennDOT  
Technical Assistance: DCPD, DVRPC

- 7-17 Initiate discussions with the Freemason's Lodge on Lincoln Avenue about the possibility of utilizing the Lodge's parking spaces for municipal and/or SEPTA parking during morning and afternoon hours.

**BICYCLING**

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**OBJECTIVE:** ENCOURAGE SAFE AND EFFECTIVE BICYCLE TRANSPORTATION BY DEVELOPING ON ROAD FACILITIES THAT ARE APPROPRIATE FOR AND ENCOURAGE BICYCLE USE AND CONNECT TO OFF-ROAD AND RECREATIONAL FACILITIES.

With air pollution, global warming, health issues, and increasing gas prices becoming greater concerns with each passing year, a greater emphasis than ever is being placed upon alternatives to the automobile. Delaware County Council adopted the Delaware County Bicycle Plan on May 12, 2009. The plan identifies how the engineering of roads, provision of bicycle facilities and programs, education of road users, and enforcement of road rules can be improved to encourage bicycling in Delaware County. Bicycling is the most efficient and environmentally friendly form of transportation for short trips. An increase in bicycling will reduce air pollution, global warming, traffic congestion, and health care costs, the last of which by improving personal health.

The Boroughs have the opportunity to build on and expand bicycling amenities such as their compact network of streets and proximity to key destinations such as the East Coast Greenway, Heinz National Wildlife Refuge at Tinicum, and numerous transit stations. By expanding on these existing assets, the municipalities can gain a competitive advantage over communities lacking these facilities.

Currently, the streets of the study area serve as the facilities for bicycling. On low traffic, low speed residential streets, bicycle and automobile traffic can share space quite effectively. On the major streets, however, high traffic speeds and volumes may warrant the creation of facilities for adult bicycling. Several forms of potential bicycle improvements follow:

- **Striped Shoulders** – these facilities allow bicyclists to stay out of traffic if they choose while narrowing the travel lane for vehicles and providing for emergency pull off capacity. When PennDOT resurfaces its roads (Surface Treatment Program), it should install edge lines and narrow travel lanes to appropriate widths.
- **Bicycle Lanes** – A portion of roadway striped with pavement markings and signed for exclusive use of bicycles. These must meet certain standards for width, striping, signing, and marking. Bike lanes increase bicyclists' sense of security, notify motorists of where to expect bicyclists, and show that bicyclists have a legitimate place on the road. Children do not typically use bicycle lanes, as they are allowed to use the sidewalks.
- **Bicycle Boulevards** – Local streets modified to function as through streets for bicycles. Local access for automobiles is maintained, but through traffic is discouraged. Traffic calming as discussed in the Traffic Congestion and Calming section of this chapter are often applied in Bicycle Boulevards to avoid cut through traffic and ensure that motor vehicles travel at speeds that are safe for bicyclists.
- **Bicycle Routes** - Any combination of paths, lanes, trails, or streets which are designated for bicycle travel by mapping or signing as a preferential travel route for bicyclists, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.
- **Shared-Use Paths** – Paved paths used for two directional travel of bicycles, pedestrians, and in some cases in-line skaters and cross country skiers. These

facilities need to be separated from automobile traffic and benefit from limited at-grade crossings with automobile traffic.

### **On-Road Bicycle Facilities**

On-road facilities are the current bicycle facilities in the study area. Sometimes the existing network is appropriate and often improvements can be difficult to obtain in already developed communities. However, small and affordable incremental changes can often make a big difference.

The nature of built-out communities makes it difficult to obtain ideal conditions for bicyclists in the short term. Many of the major through routes are heavily traveled with little room for bicyclists.

The preferred on-road bicycle facility is a designated bike lane. This is a four to five foot wide lane that is clearly striped and marked for bicycle use only with accompanying signs. Due to the current traffic volumes along MacDade Boulevard and Chester Pike as well as the geometric constraints of the right-of-way, there may be significant difficulties accommodating bicyclists. At the very minimum on these roadways, a clearly striped shoulder is needed, where space permits, to provide for bicyclists' safety.

In these locations, a bicycle boulevard along a parallel local street may be a viable alternative. A local study group of residents and bicycle enthusiasts could be formed to determine what the most effective and viable local roads are that would serve bicyclists in the most efficient and safe manner. One street that could be considered for such an improvement is Llanwellyn Avenue. This roadway runs parallel to MacDade Boulevard and Chester Pike and has connections to community facilities including a walking trail within Glenolden Borough Memorial Park.

In addition to designing on-road facilities as mentioned above, there are several other ways the Boroughs can encourage bicycle use. Destination facilities could be required to provide bicycle parking through zoning updates to ensure that redevelopment accommodates bicycle use. Also, programs that encourage bicycle use, educate motorists and cyclists, and enforce motoring laws all play a role in having safe and effective bicycle transportation.

### **Off-Road Bicycle Facilities**

Off road paved trails can be difficult to build in already developed areas. Though many off-road bicycle facilities are considered to be recreational in nature, if they are well connected to destinations and the existing street grid, they can provide transportation alternatives for residents as well. There is more about trails in the Parks and Recreation chapter of this plan, and wherever feasible, trails should be connected to other facilities so that they can serve transportation purposes as well as recreational ones.

The two Boroughs are fortunate to be located near the proposed route for the East Coast Greenway. A national organization, the East Coast Greenway Alliance, is trying to create a Maine-to-Florida bicycle route connecting the major cities of the eastern seaboard. The goal is to achieve a fairly direct, mostly off-road route from city to city by connecting planned trails and promoting the creation of additional trails. A continuous route will benefit all the participating trails and municipalities by promoting long-distance bicycle tourism. Bicycle facilities within the two Boroughs could connect with the East Coast Greenway at the Route 420 entrance to the Heinz National Wildlife Refuge.

## RECOMMENDATIONS

By improving the transportation system for bicyclists, improvements are made for all users, from joggers using off-road facilities to motorists who avoid congestion. By rationally and systematically looking at cost effective programs to improve bicycle facilities in the communities, there is a chance to improve mobility for all users.

### GLENOLDEN AND PROSPECT PARK SHOULD:

- 7-18 Form a local area study group to examine the feasibility and recommend the development of on and off-road bicycle routes and other bike facilities improvements.

<u>Funding Program:</u>	Volunteer actions
<u>Technical Assistance:</u>	Delaware County Bicycle Plan DCPD, DVRPC, PennDOT Delaware Valley Bicycle Club (DVBC) Bicycle Coalition of Greater Philadelphia (BCGP) <i>Guide for the Development of Bicycle Facilities</i> (1999), AASTHO

- 7-19 Improve bicycle access on streets currently used as biking routes and utilize traffic calming techniques where needed and appropriate.

<u>Funding Program:</u>	PennDOT Surface Treatment Program State liquid fuels tax reimbursement Safe Routes to School (SRS) TE, CMAQ, STP, HTS CDBG (where eligible) Private developers Municipal funds
<u>Technical Assistance:</u>	Delaware County Bicycle Plan DCPD, DVRPC, PennDOT BCGP, DVBC <i>Pennsylvania's Traffic Calming Handbook</i> , PennDOT, 2001



*Traffic Calming, State of the Practice*, Institute of  
Traffic Engineers, 1999  
*Renaissance Action Plan for Planning Area 3-*  
Project 5 – Traffic Coordination and Safety

- 7-20 Create bicycle related education, encouragement, and enforcement programs.

<u>Funding Program:</u>	SRS CDBG (where eligible) School District funds Municipal funds
<u>Technical Assistance:</u>	Delaware County Bicycle Plan DCPD, DVRPC, PennDOT, BCGP

**PROSPECT PARK SHOULD:**

- 7-21 Provide bicycle facilities that connect with the East Coast Greenway at the Route 420 entrance to the Heinz National Wildlife Refuge.

<u>Funding Program:</u>	TE, CMAQ, STP Municipal funds
<u>Technical Assistance:</u>	DCPD, DVRPC, PennDOT, BCGP East Coast Greenway Alliance <i>East Coast Greenway Feasibility Study</i>

## **PUBLIC TRANSPORTATION AND RIDESHARING**

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**OBJECTIVE:** INCREASE RIDERSHIP ON PUBLIC TRANSPORTATION AND WORK WITH SEPTA TO IMPROVE FACILITIES AND SERVICES TO SATISFY THE TRIP NEEDS OF BOROUGH RESIDENTS, BUSINESSES AND EMPLOYEES.

Public transportation provides an economical and environmentally friendly way to travel to work, shopping, school, medical appointments, and social and recreational destinations. The Southeastern Pennsylvania Transportation Authority (SEPTA) serves Glenolden and Prospect Park with bus and Regional Rail train service. SEPTA is a five-county regional system with some service to New Castle County, Delaware and Mercer County, New Jersey. This section describes SEPTA service in the Plan area (as of June 2009) and makes recommendations for improvements.

The overall goal is to increase ridership on public transportation, which helps spur economic development, increases labor access, and provides environmental benefits by reducing emissions and improving air quality. Map 7-3 shows the location and extent of the public transportation network in Glenolden and Prospect Park.

## **SEPTA Train Service**

The Wilmington-Newark (formerly R2) Regional Rail line runs from Newark, Delaware to Center City Philadelphia (see Map 7-3). Two stations are within the project area: Glenolden and Prospect Park-Moore. The Glenolden station is located on Glenolden Avenue, 1/8 mile south of Chester Pike in Glenolden. The Prospect Park-Moore station is located at the intersection of Lincoln and Maryland Avenues in Prospect Park. Some Glenolden and Prospect Park residents also use two stations outside of Glenolden and Prospect Park – the Norwood and Folcroft stations – because they are both near the Borough boundaries and may be more convenient to use.

As of June 21, 2009, weekday rail service includes 26 inbound (toward Center City) and 25 outbound (toward Newark) trains that serve the Boroughs' two stations. All outbound trains that stop at the two stations go to Marcus Hook, with eight of them terminating in Wilmington and seven terminating in Newark. Rush hour headways (the time between successive trains) average 30 minutes inbound in the morning and 25-30 minutes outbound in the afternoon. Midday and late evening headways are approximately one hour.

Weekend Regional Rail service includes 17 inbound and 17 outbound trains on Saturdays and 14 inbound and 14 outbound trains on Sundays; weekend headways are one hour. There is no service to Newark on weekends, with limited Wilmington service on Saturdays.

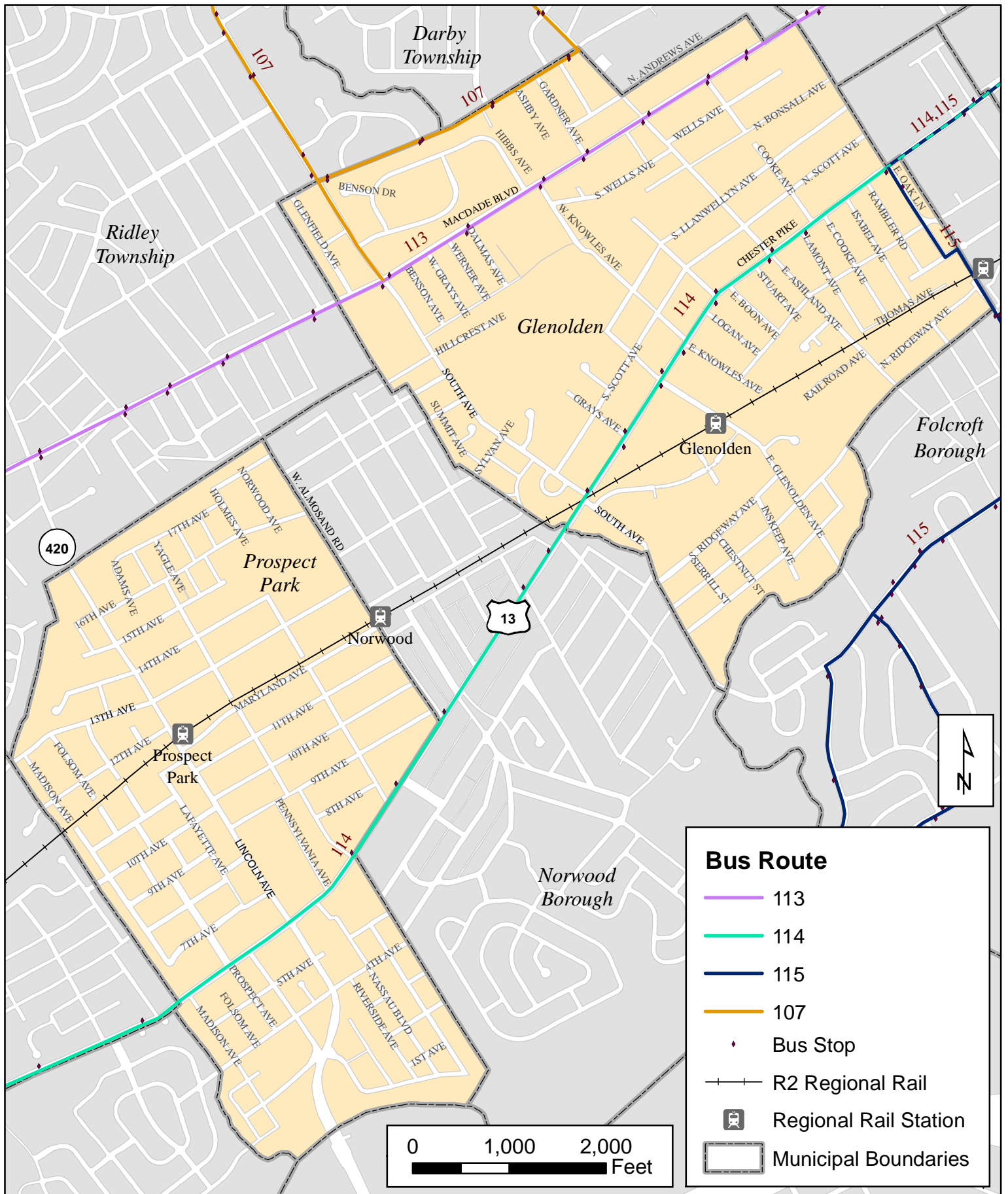
The Glenolden and Prospect Park-Moore stations rank in the bottom third of stations in Delaware County in terms of number of daily riders (Glenolden is 21<sup>st</sup> of 29 stations, Prospect Park-Moore is 20<sup>th</sup> of 29, as of SEPTA's FY 2007 survey).

## **Facilities**

### *Glenolden*

The station facilities and passenger amenities are minimal at Glenolden, consistent with the lower ridership. A prefabricated block station building (characterized by the Task Force as ugly) on the inbound side houses a ticket office and small waiting area. The waiting room/ticket office is open weekday mornings. The outbound platform has a rundown, outdated shelter with train schedules posted on it. There are few places to stand out of the rain when the waiting room is not open.

The station does not have directional signs on the platforms indicating which is inbound toward Philadelphia or which is outbound toward Newark. Stairways provide pedestrian access between Glenolden Avenue and both inbound and outbound platforms. The station has two small parking lots that can accommodate 74 cars. There was an 80% utilization rate (59 of 74 spaces occupied) at the station according to SEPTA's fall 2008 parking survey. Vacant parking is a rare commodity on regional rail lines, and these spaces should be marketed to potential commuters in and around the comprehensive plan area.



Glenolden &  
Prospect Park  
Boroughs

Map 7 - 3  
Public Transit Service & Facilities

NOTES:

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.



### *Prospect Park-Moore*

The Prospect Park-Moore station has slightly better station facilities and passenger amenities than Glenolden. An old stone station building on the inbound side houses a ticket office, waiting area and bathrooms. The ticket office/waiting room is open weekday mornings. There is also a large canopy that extends for most of the length of the inbound platform, to provide cover for passengers in inclement weather. There is a paved walkway leading from the inbound platform area to Lincoln Avenue and the business district. The outbound side has a small dilapidated shelter that is in need of replacement. Pedestrians access Lincoln Avenue via a paved walkway, leading to wooden steps toward street level. The Task Force feels that improvements could be made to walkways and landscaping.

The station does not have signs indicating which direction is inbound toward Philadelphia or which is outbound toward Newark. There are two small parking lots on both the inbound and outbound sides, which can accommodate 48 vehicles. There is a utilization rate of 96% (46 of 48 spaces occupied) at the station according to SEPTA's fall 2008 parking survey.

### **SEPTA Bus Service**

As of June 15, 2009, there are four SEPTA bus routes that serve Glenolden and Prospect Park: Routes 107, 113, 114, and 115 (see Map 7-3). These routes go to various parts of the county and region, including Chester, Philadelphia International Airport, 69<sup>th</sup> Street Terminal, Lawrence Park, Darby, Granite Run Mall, Ardmore, Brookline, the Tri-State Mall in Delaware and points in between. Service ranges from 18 weekday trips on the Route 107 (hourly headways) to approximately 45 weekday trips and 21-hour weekday service (with 30 minute rush hour headways) on the Route 113 through the Boroughs. All routes operate on Saturdays; all except the Route 107 operate on Sunday.

Most of these bus routes travel in an east-west direction toward 69<sup>th</sup> Street Terminal, the Darby Terminal or the Chester Transportation Center. There are few north-south bus routes in the plan area and Delaware County in general.

Bus stops are found almost every block or two on routes. A sign with the route number on a utility pole or post identifies them. Stops have no further information (such as schedule, map, or fares); most stops have no amenities (such as bench or shelter). A total of forty-four bus stops are in the eastbound direction and forty-eight going westbound. Glenolden hosts seventy-nine stops compared with thirteen in Prospect Park. There are a total of 13 shelters found in the plan area; all are located on MacDade Boulevard in Glenolden. Chester Pike, which hosts Routes 114 and 115, does not have any shelters even though it serves two bus routes.

### **Public Transportation Needs**

There are many factors that contribute to low ridership at the two regional rail stations and on the bus routes operating in the comprehensive plan area. SEPTA does not promote the bus and rail service and there are no way-finding signs directing users toward their transit options. Many of the current riders have been using the services for a number of years and understand where these services are located.

Parking at the Prospect Park-Moore rail station is almost at full capacity, which is a common problem for SEPTA Regional Rail stations. Where the opportunity exists, expansion of parking at the Glenolden and Prospect Park-Moore stations or an alternative parking agreement should be pursued. This will increase ridership, show SEPTA investment in the facility and alleviate over-flow parking on local residential streets. Limited parking at the train stations is a drawback and does not help Borough residents or individuals who travel from the surrounding area to the station.

Each station is in need of some improvements, both major and cosmetic in order to bring them into a state of good repair. This also will help the stations become more appealing and attractive to commuters. Also, both the Glenolden station and Prospect Park-Moore stations are close to other stations. The Norwood station is located between the Glenolden and Prospect Park-Moore stations. The Folcroft station is located to the east of the Glenolden station, and the Wilmington-Newark Ridley Park station is located directly to the west of Prospect Park-Moore. In addition to these stations, the Media-Elwyn Line Morton station, which has the third highest ridership of all Delaware County regional rail stations, is located less than two miles north of the Prospect Park-Moore station.

Bus ridership levels in Glenolden and Prospect Park are relatively low. With bus routes on two major east-west corridors, MacDade Boulevard and Chester Pike, running parallel to one another and having key residential and employment destinations, ridership should be higher.

The PA 420 corridor should also have bus service operating along it. Currently the Route 107 bus operates on Kedron Road (PA 420) in Morton, however it does not operate south of Franklin Avenue. It is important to establish a north-south connector route, and with the high residential and commercial mix along PA 420, it would be opportune for SEPTA to pilot a route.

Both Boroughs should consider transit-oriented development zoning around the train stations and major bus stops. This zoning would encourage more energy-efficient development, encourage transit use, and reduce automobile use and traffic congestion. Discussion on this topic is included in the Land Use chapter.

### **Paratransit**

Paratransit is more specialized transit than fixed-route SEPTA service. It generally provides door-to-door service for senior citizens and individuals with disabilities.

Community Transit of Delaware County (CTDC) is a private, nonprofit transportation company certified by the Pennsylvania Public Utility Commission to provide demand responsive service to the general public in Delaware County. It provides over 2,000 trips every weekday to Delaware County residents for any trip purpose on an advance reservation, first come, first served basis. Trips are within Delaware County or to neighboring Counties. Service is provided Monday through Saturdays with almost 100 wheelchair accessible vans and minibuses.

CTDC provides three basic types of service. First, the Shared-Ride Program, subsidized by the Pennsylvania Lottery, allows senior citizens to ride at a heavily discounted rate. Second, SEPTA's Customized Community Transportation program provides service to disabled persons who are functionally unable to use regular fixed-route transit. Third, the Medical Assistance Transportation Program offers low-income persons with severe medical conditions free transportation to medical facilities.

### **Transit and Ridesharing Incentives**

The Delaware County Transportation Management Association (DCTMA) and DVRPC provide several assistance programs that would be useful to the employers and employees in the Plan area. DVRPC and DCTMA operate the Share-a-Ride car pool matching program and the TransitChek® program, an employer provided tax-free fringe benefit that can use pre-tax employee dollars or employer funds to subsidize employee transit costs. DCTMA administers a "guaranteed ride home" program if employees who use transit or car pool need to get home during the middle of the day for an emergency. DCTMA also administers a bus stop shelter program, which can provide shelters at SEPTA bus stops, with advertising revenue going to the municipality.

## **RECOMMENDATIONS**

### **THE BOROUGHSHOULD:**

- 7-22 Create a task force composed of municipalities, SEPTA, the Delaware County Planning Department, the Delaware County Transportation Management Association (DCTMA), and major stakeholders (businesses, developers) to devise strategies for improving SEPTA service, facilities, passenger amenities, pedestrian accessibility and marketing/promotion of the SEPTA services available to the community. This work should involve creation of north-south bus routes.

<u>Funding Programs:</u>	SEPTA Capital and Operating budgets
	Municipal funds
	Private funding sources

- 7-23 Request SEPTA to make the following improvements:

- Install way-finding signs along Chester Pike to draw riders to the R2 stations. Signs are also needed on Lincoln (PA 420) and South Avenues.

- Install inverted ‘U’ bicycle racks at the train stations to encourage alternative and healthier commuting options to the station.
- Replace the prefabricated block station building on the inbound platform at the Glenolden station.
- Replace the outbound shelters at both Glenolden and Prospect Park-Moore stations with a modern, cleaner design – similar to the Media-Elwyn Line Fernwood-Yeadon and Clifton-Aldan station shelters.
- Replace the large station identification (“lollipop”) sign at Glenolden station so it can be viewed when traveling north on Glenolden Avenue, toward Chester Pike.
- At Prospect Park-Moore station, resurface and landscape the walkway from the inbound platform leading to the intersection of Lincoln and Maryland Avenues. Resurface the path on the outbound side leading from the platform to Lincoln Avenue. Replace the wooden steps on the outbound side near Lincoln Avenue with synthetic material for greater longevity and less maintenance.
- Decrease the running time of the bus routes (length of time it takes the bus to get from the beginning to the end of its route). All routes average over one hour of running time, some are averaging close to 90 minutes, depending on time of day. Shortening the running time will potentially increase ridership as transit becomes more competitive with the automobile.
- Expand the inbound parking lot at the Prospect Park-Moore station. A portion of land is vacant next to the station, which could be acquired and paved for additional parking.
- Develop parking agreement with the Masonic Lodge on Lincoln and 9<sup>th</sup> Avenues in Prospect Park. On weekdays, there are vacant parking spaces that could be used as additional parking for the SEPTA station. This will increase ridership at the station and alleviate parking on residential streets near the station.
- Improve bus stops by installing schedules, route maps, and fare information at all stops.
- Install signs on the platforms of both the Glenolden and Prospect Park-Moore train stations indicating the direction of the trains (“Inbound to Philadelphia” and “Outbound to Newark”)
- Investigate the possibility of implementing a new bus service operating along PA 420. Providing a connection with the train station in Prospect Park would be beneficial.

Funding Programs: SEPTA Capital and Operating Budgets  
Infrastructure Safety Renewal Program (ISRP)

- 7-24 Work with advertising/shelter companies, DCTMA and SEPTA to install passenger shelters at well-used bus stops. Based on ridership statistics, there are locations along Chester Pike and MacDade Boulevard that could use shelters. Additionally, increasing the size of the current shelters to accommodate more passengers should be encouraged.

Funding Program: Advertising companies

- 7-25 Promote paratransit service provided by Community Transit of Delaware County so that residents are aware of it and can use the service when necessary.

Funding Program: Municipal and CTDC funds

- 7-26 Meet with employers and DCTMA staff to discuss ridesharing and TransitChek® programs 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: Employers  
Technical Assistance: DCTMA, DVRPC, DCPD

## **WALKING**

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**OBJECTIVE:** INCREASE THE AMOUNT OF WALKING IN THE PLAN AREA THROUGH THE COMPLETION OF THE PEDESTRIAN FACILITY NETWORK

Pedestrian facilities should be improved so as to encourage walking and make it safer. Walking improves personal health and reduces short vehicular trips. Clearly visible painted crosswalks, well-maintained sidewalks and pedestrian signals could help instill a sense of comfort, which encourages more pedestrian traffic. Most of the Plan area is walkable since sidewalks are available in most areas of the Boroughs. Children currently walk to several elementary schools and the Interboro School District middle and high schools.

Commercial areas along Chester Pike, MacDade Boulevard, and Lincoln Avenue are also generally accessible using sidewalks. Glenolden requires sidewalks and curbs to be constructed in front of any houses without them at the time of house sale. The two Boroughs should also require that new developments include sidewalks along the streets and sidewalk connections to surrounding neighborhoods.

Glenolden plans to construct a pedestrian tunnel under the CSX railroad track adjacent to Knowles Avenue to provide a safe means for pedestrians to walk from one side of the track to the other. Most of the funding has been obtained for this project. Currently, the tunnel is narrow and accommodates only motor vehicles, making a walk a dangerous proposition. Children who attend the Glenolden Elementary School on MacDade Boulevard will be able to safely walk to school once the tunnel is built.

Pedestrian facilities should be installed in some of the few locations where they do not presently exist as to encourage walking and improve safety. DCPD staff examined areas around schools, commercial areas, transit stops and stations, municipal buildings and libraries, employment sites, and recreation areas, destinations to which residents should be able to walk. Based on this examination, a list of the locations where sidewalks are not present is shown in Table 7-1.



One area of particular need is along Chester Pike at the Amtrak bridge. The sidewalk area on both sides of Chester Pike is extremely narrow between the curbs and the bridge walls. There is also a missing section of sidewalk of several hundred feet along northbound Chester Pike starting from the Amtrak bridge going north. Since the outer northbound lane past the bridge is excessively wide, the curb should be shifted to provide space for a sidewalk.

The Task Force felt that the amount of time allotted for pedestrians to cross MacDade Boulevard and Chester Pike at signals is inadequate, especially signals near Walmart in Glenolden and the intersection of Chester Pike and Prospect Avenue in Prospect Park.

**TABLE 7-1  
SIDEWALK INSTALLATION LOCATIONS**

Priority Locations Where Sidewalks Should Be Constructed		
Street Name	From	To
<b>GLENOLDEN</b>		
Chester Pike (northbound side)	South Avenue	Existing sidewalk
Chester Pike (southbound side)	Under Amtrak bridge	
Charmont Avenue	Ridgeway Avenue	Elmwood Avenue
Elmwood Avenue	Glenolden Avenue	Muckinipates Creek
Sharp Avenue	Glenolden Avenue	Knowles Avenue
Hibbs Avenue	Glenfield Avenue	South Avenue
Hibbs Avenue	Andrews Avenue	MacDade Boulevard
Andrews Avenue	South Avenue	Hibbs Avenue
Bonsall Drive	South Avenue	Dalmas Avenue
Gardner Avenue	Llanwellyn Avenue	End of street at park
<b>PROSPECT PARK</b>		
Washington Avenue	14 <sup>th</sup> Avenue	13 <sup>th</sup> Avenue
Madison Avenue (east side)	13 <sup>th</sup> Avenue	12 <sup>th</sup> Avenue
Summit Avenue	5 <sup>th</sup> Avenue	3 <sup>rd</sup> Avenue
3 <sup>rd</sup> Avenue	Pennsylvania Avenue	Summit Avenue
Nassau Boulevard	3 <sup>rd</sup> Avenue	Darby Crescent
Riverside Avenue	3 <sup>rd</sup> Avenue	Darby Crescent
1 <sup>st</sup> Avenue	Riverside Avenue	Pennsylvania Avenue
2 <sup>nd</sup> Avenue	Riverside Avenue	Pennsylvania Avenue
3 <sup>rd</sup> Avenue	Riverside Avenue	Nassau Boulevard
4 <sup>th</sup> Avenue	Ridley Township line	Folsom Avenue
2 <sup>nd</sup> Avenue	McKenzie Avenue	Park/playing fields
McKenzie Avenue	3 <sup>rd</sup> Avenue	Darby Road
Darby Road	Ridley Township line	Madison Avenue
Madison Avenue	4 <sup>th</sup> Avenue	Darby Road
3 <sup>rd</sup> Avenue	McKenzie Avenue	Madison Avenue

Source: Delaware County Planning Department

## RECOMMENDATIONS FOR WALKING

### GLENOLDEN AND PROSPECT PARK SHOULD:

- 7-27 Prioritize the locations listed in Table 7-1 for sidewalk development.

<u>Funding Program:</u>	Municipal funds Property owners CDBG, TE, SRS, HTS
<u>Technical Assistance:</u>	DCPD, PennDOT

- 7-28 Ensure that PennDOT allots sufficient time for pedestrians to cross MacDade Boulevard and Chester Pike as part of its traffic signal improvement projects.

<u>Funding Program:</u>	STP, CMAQ
<u>Technical Assistance:</u>	PennDOT, DCPD, DVRPC

### GLENOLDEN BOROUGH SHOULD:

- 7-29 Extend curbs on Chester Pike under the Amtrak Bridge when it is replaced and on northbound Chester Pike between Amtrak Bridge and the existing sidewalk.

<u>Funding Program:</u>	Amtrak National Highway System STP, TE
<u>Technical Assistance:</u>	Amtrak, PennDOT, DCPD

## TRANSPORTATION NOISE

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<b>OBJECTIVE:</b>	REDUCE TRANSPORTATION NOISE THROUGH SUPPORT OF COUNTY EFFORTS TO KEEP LOW-FLYING PLANES FROM PHILADELPHIA INTERNATIONAL AIRPORT OVER THE DELAWARE RIVER AND THE POSSIBLE DESIGNATION OF QUIET ZONES TO ADDRESS RAIL FREIGHT NOISE.
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There are two major sources of transportation noise in the two Boroughs: Philadelphia International Airport and freight train noise.

### Philadelphia International Airport Noise

Prior to 2007, westbound aircraft taking off from Philadelphia International Airport stayed above the Delaware River until they reached an altitude of 3,000 feet, at which point the pilots would be permitted to turn over Pennsylvania. In 2007, the Federal Aviation Administration (FAA) decided to permit pilots to turn immediately after takeoff and fly at low altitudes over central Delaware County, impacting many municipalities. This action is one element of the airspace redesign for the New York City and

Philadelphia metropolitan areas, whose purpose is to reduce flight delays. According to FAA calculated noise exposure levels, Prospect Park and Glenolden were predicted to hear decreases in noise vibrational energy of up to 34% as a result of directing flights over Nether Providence, Middletown, and Ridley Townships and Rose Valley, Brookhaven, and Parkside Boroughs. Other concerns about the FAA's action include increased air pollution, decreased learning capacity for school children, and the potential for an airplane crash in a populated area.

The County of Delaware filed a lawsuit to stop the FAA's action. On June 10, 2009, the Court dismissed the County's lawsuit.

### **Freight Train Noise**

The Amosland Road, South Avenue, Ashland Avenue, and Oak Lane grade crossings of the CSX rail line are adjacent to residential neighborhoods of Prospect Park and Glenolden. In order to warn motorists at grade crossings, freight train engineers are required to sound the locomotive horn at all grade crossings, with the exception of municipalities that have created "quiet zones." Quiet zones would prohibit engineers from sounding the horn. A municipality can request that the Federal Railroad Administration (FRA) establish such a zone if the municipality agrees to install additional safety measures, such as crossing gates that block the entire width of the road and wayside horns that are located at the crossing and are activated when trains approach the crossing. Wayside horns are stationary and direct their sound onto the approach road; this is localized noise compared with locomotive horns that are sounded for approximately one-quarter mile approaching the crossing.

## **RECOMMENDATIONS**

### **GLENOLDEN AND PROSPECT PARK SHOULD:**

- 7-30 Work with the County of Delaware and elected representatives to ensure that the FAA's airspace redesign project does not negatively impact the County and its municipalities.
- 7-31 Consider requesting the FRA to establish quiet zones at the four road crossings of the CSX rail line in or adjacent to the Boroughs.

<u>Funding Program:</u>	FRA, CSX, PennDOT
<u>Technical Assistance:</u>	FRA, CSX, PennDOT, DVRPC

## **CHAPTER 8**

### **LAND USE**

## CHAPTER 8

### LAND USE

Glenolden and Prospect Park Boroughs are established suburban communities whose character is determined to a large extent by their present land uses. The fact that the Boroughs are almost fully developed serves as a limitation on new planning proposals. Land use planning should therefore aim to preserve existing desirable development, determine areas where opportunities for new development or redevelopment might exist and to generally determine if and how the community character and public realm of the Boroughs can be enhanced through planning and improvements to commercial districts, public infrastructure such as roads and sidewalks, community design and access, landscaping and the environment, and public amenities such as streetscaping and the development of additional public spaces and uses.

This chapter provides an inventory of existing land uses in Glenolden and Prospect Park, and then proposes a plan for the future use of land in the Boroughs in the form of a Future Land Use Map. The chapter also identifies ‘critical land parcels’ and key redevelopment opportunities within Boroughs and makes recommendations for revisions to their zoning and other land use related ordinances. This chapter also includes a discussion of the relationship of this plan to those of adjacent communities and an outline of the consistency mandates contained in the 2000 amendments to the Pennsylvania Municipalities Code, Act 247. As this chapter progresses, the various objectives and recommendations offered will represent a coherent approach to addressing the future land use needs of the Area.

<b>GOAL:</b>	MAINTAIN THE BOROUGHS AS ATTRACTIVE, STABLE RESIDENTIAL COMMUNITIES THAT OFFER A MIX OF HOUSING TYPES AND A VARIETY OF COMMERCIAL, INSTITUTIONAL, RECREATIONAL AND CIVIC USES.
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### EXISTING LAND USE

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#### Area Distribution

During the summer and fall of 2008, the Delaware County Planning Department conducted windshield surveys of existing uses of land in Glenolden and Prospect Park. In conjunction with County Tax Assessor parcel data and aerial photography an Existing Land Use map for the Boroughs was prepared. The map accompanies Table 8-1 on the following page which shows the distribution by acreage and percentage of total land area of uses in the Boroughs, individually and combined. Following the table is a brief description of each general category of land use that appears on the map along with the amount of acreage of each category found in the combined area of the Boroughs.

**TABLE 8-1**  
**GLENOLDEN AND PROSPECT PARK, EXISTING LAND USE, 2008**

LAND USE	GLENOLDEN		PROSPECT PARK		PLAN AREA TOTALS	
	Total Acreage	Percent	Total Acreage	Percent	Total Acreage	Percent
Single-Family Detached	193.7	31.0%	164.8	34.8%	358.5	32.6%
Roads	104.2	16.7%	109.0	23.0%	213.2	19.4%
Single Family Semi-Detached	75.4	12.1%	62.1	13.1%	137.5	12.5%
Open Space and Recreation	73.2	11.7%	29.5	6.2%	102.7	9.4%
Apartment and Multi-Family	55.4	8.9%	22.9	4.8%	78.3	7.1%
Commercial and Office	47.1	7.5%	21.9	4.6%	69.0	6.3%
Utility/Railroad/Parking	35.5	5.7%	15.0	3.2%	50.5	4.6%
Institutional	18.7	3.0%	29.8	6.3%	48.5	4.4%
Light Industrial	11.7	1.9%	10.2	2.2%	21.9	2.0%
Vacant	6.2	1.0%	3.7	0.8%	9.9	0.9%
Mixed Use	2.2	0.4%	4.2	0.9%	6.4	0.6%
Single-Family Attached	0.3	0.0%	1.1	0.2%	1.4	0.1%
Cemetery	0.3	0.0%	0.0	0.0%	0.3	0.0%
<b>TOTAL</b>	<b>623.9</b>	<b>100.0%</b>	<b>474.2</b>	<b>100.0%</b>	<b>1,098.1</b>	<b>100.0%</b>

Source: DVRPC Aerials, Delaware County Board of Assessment parcel data, DCPD Windshield Survey

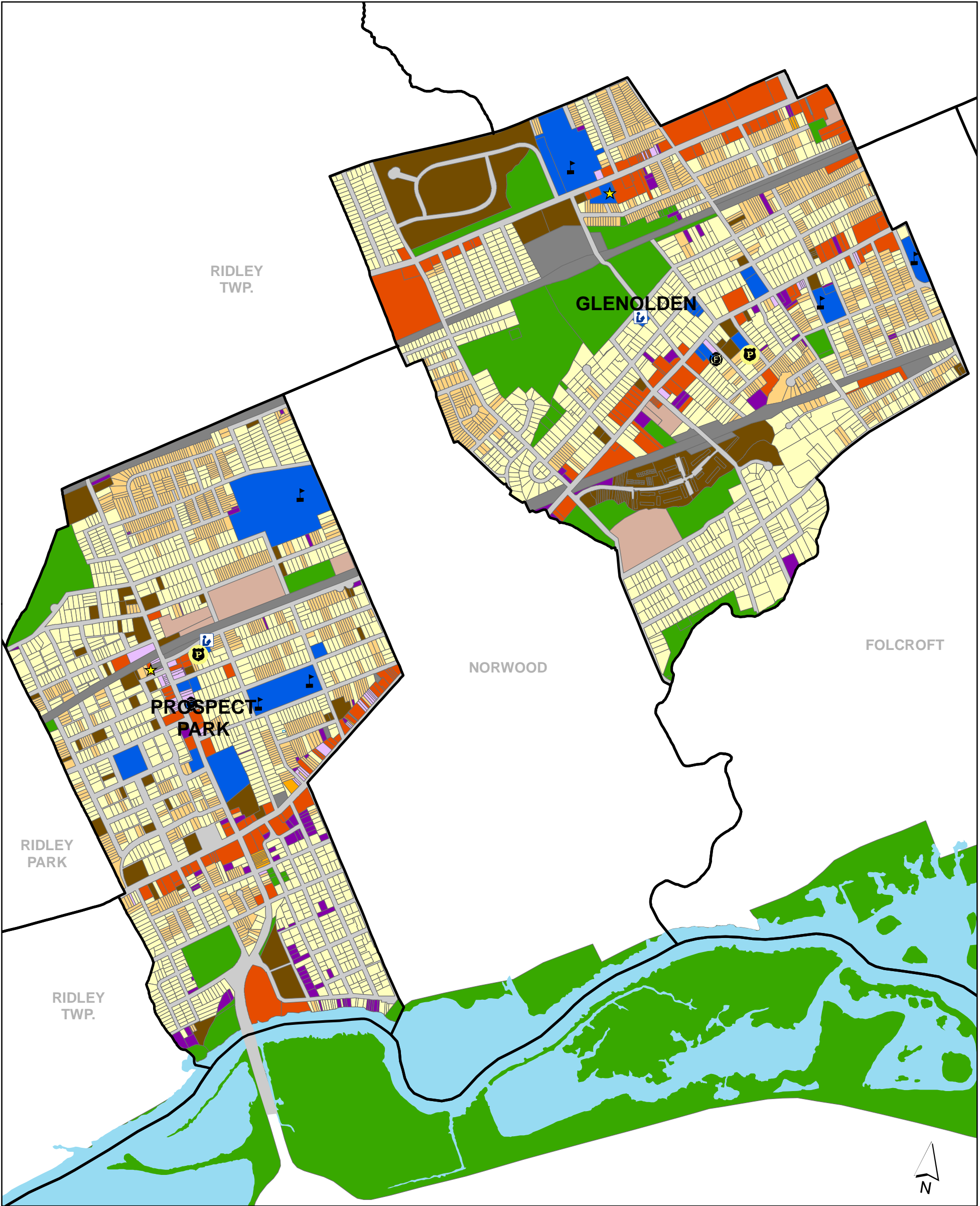
## Residential

**575.7 acres or approximately 53% of the  
Boroughs' combined land area**

The classification of residential uses was broken into four categories based on the number of units in each type as listed below:

- |    |  |   |
|----|--|---|
| a. | Single-family detached (Single)                                    | - One family per unit/parcel  |
| b. | Single-family semi-detached (Twin)<br>Two-family detached (Duplex) | - One family per unit/parcel; two units per structure<br>- One family per unit; two units per parcel/structure                            |
| c. | Single-family attached<br>(Townhouse/Row home)                     | - One family per unit/parcel; three + units connected<br>by vertical party walls  |
| d. | Apartment/Multi-family   | - A dwelling with common tenant features and seven<br>units minimum, or one multi-unit structure with six<br>units maximum (Multi-family) |

The Single-family detached category represents by far the largest overall land use in the Boroughs comprising 32.6 percent of their combined land area. The single-family detached category also represents 62.3 percent of all residential uses. Single-family semi-detached homes are the second largest residential use comprising 23.9 of the category and are the third largest use overall accounting for 12.5 percent of the Boroughs' combined land area. Apartments and Multi-family are the third largest residential category accounting for 13.6 percent of residential uses and are the fifth largest land use overall accounting for 7.1 percent of the Boroughs' total land area. Single-family attached town and rowhomes are almost non-existent in the Boroughs accounting for approximately 0.1 percent of the combined municipal land area.



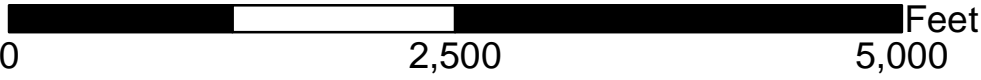
**Land Use**

- |                             |                        |                  |                       |                              |
|-----------------------------|------------------------|------------------|-----------------------|------------------------------|
| Single-Family Detached      | Single-Family Attached | Institutional    | Open Space/Recreation | Parking Lot/Railroad/Utility |
| Single-Family Semi-Detached | Apartment/Multi-Family | Mixed Use        | Cemetery              | Roads/Alleyways              |
|                             | Commercial/Office      | Light Industrial | Vacant                |                              |

Map 8-1: Glenolden Borough & Prospect Park Borough Existing Land Use



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- |                    |               |
|--------------------|---------------|
| Municipal Boundary | Schools       |
| Fire Station       | Post Office   |
| Police Station     | Rail Stations |
| Libraries          | Rail Lines    |

**Roads** **213.2 acres or 19.4% of the Boroughs' land area**

This category includes all paved roads, locally, state, or federally owned that pass through any portion of Glenolden and Prospect Park. This group comprises 19.4 percent of the land area of the Boroughs and is the second most prevalent use in the combined area of Glenolden and Prospect Park. Their prominence within the Boroughs suggests the importance of keeping them well maintained and attractive.

**Open Space and Recreation** **102.7 acres or 9.4% of the Boroughs' land area**

This category includes all parks and play fields as well as passive open spaces such as fields and wooded areas. At 9.4 percent of the Boroughs' land area it is the fifth largest overall land use. Given the relatively small size of the Boroughs, the relative abundance of parks and open spaces are important community assets that should continue to be maintained and enhanced.

**Commercial/Office** **69.0 acres or 6.3% of Boroughs' land area**

Commercial uses include retail and service establishments, professional and offices uses and heavier commercial businesses such auto repair shops and equipment rental and leasing establishments. Covering 69.0 acres they are the fifth largest land use in the plan area and the third largest nonresidential use. Given their prominent location along major travel corridors in the region their character and appearance are important planning considerations. Mixed uses, generally a combination of commercial or office and residential uses in the same structure, are listed below as a separate category.

**Utility/Railroad/Parking** **50.5 acres of 4.6% of the Boroughs' land area**

This category includes all gas, electrical, water and sewer substations, processing or storage facilities; rail lines and related facilities; and freestanding surface parking lots, decks or garages as a principal use on a parcel. They are the seventh largest overall use in the Boroughs and the fourth largest nonresidential use.

**Institutional** **48.5 acres or 4.4% of the Boroughs' land area**

Institutional uses consist of all municipally owned properties, Borough fire and police stations and facilities, churches, nonprofit owned historic and cultural facilities, and public and privately-owned and operated schools. They comprise the fifth largest nonresidential use category in the Boroughs.

**Light Industrial** **21.9 acres or 2.0% of the Boroughs' land area**

This category includes all facilities involved in the manufacture, fabrication, assembly, or warehousing and distribution of various small-scale, equipment, components, and finished products and where there is a limited impact on surrounding uses. This category also includes research and development laboratories and related facilities and is the sixth largest nonresidential land use in the Boroughs.

**Vacant** **9.9 acres or 0.9% the Boroughs' land area**

Vacant land is undeveloped or unimproved land that is not serving principally as open space or is being preserved for environmental or other reasons. Vacant parcels are scarce within the Boroughs and comprise only 0.9 percent of their combined land area.



### **Mixed Use**

**6.4 acres or 0.6% of the Boroughs land area**

This category is made up of residential uses located above ground-floor commercial uses and can be found in limited spots along Lincoln Avenue in Prospect Park and Chester Pike in both Prospect Park and Glenolden.

### **Individual Borough Distributions**

#### **Glenolden**

The Borough comprises approximately .97 square miles of which nearly 53 percent contain residential uses. Single-family detached units, comprising almost 60 percent of the land area devoted to housing are generally located in the central, southern and western portions of the Borough. Semi-detached units, comprising a little over 23 percent of residential uses are generally clustered in the eastern half. Apartments and multi-family units, comprising 17 percent of residential uses are generally located along or in the vicinity of MacDade Boulevard and Chester Pike. Apartments and multi-family residences comprise a somewhat higher percentage of residential uses than in Prospect Park. There is a minimal amount of single-family attached row and townhouses in the Borough.

The second largest land use category and the largest nonresidential use is Roads, comprising 16.7 percent of the Borough's land area with Chester Pike and MacDade Boulevard being the major east-west arterials and South Avenue, Ashland Avenue and Oak Lane the major north-south roadways.

Following Roads the second largest nonresidential land use and fourth largest overall is Open Space and Recreation, comprising 11.7 percent of the Borough's land area. The main facilities are the Community Park at Knowles and Llanwellyn Avenues, the Glendale Neighborhood Association open space at MacDade Boulevard and Knowles Avenue, the Glenolden Swim Club at South Avenue, the open space parcels surrounding the Penn Labs facility at South Avenue and the community playground at Lamont and Glen Avenues. Being the fourth largest land use in the Borough suggests the importance of open space and recreational lands as a prime feature of the Borough and an amenity that can maintain the quality of life in the Borough and possibly help attract new residents.

The third largest nonresidential use, and sixth largest overall in the Borough, is Commercial/Office at 7.5 percent with the concentration of establishments on MacDade Boulevard and Chester Pike and a portion of the MacDade Mall comprising the bulk of this use. Commercial/Office, when combined with the light industrial category at 2.9 percent of all uses leads to business and commercial uses comprising close to 10 percent of the land area of the Borough. These uses, in addition to providing employment opportunities and bringing people into the Borough from outside the area, provide an important source of tax revenue for the Borough.

The fourth largest nonresidential use, and seventh largest overall, is Utility/Railroad/Parking at 5.7 percent. This classification is primarily comprised of the CSX and SEPTA line tracks running generally in an east-west direction paralleling MacDade Boulevard and Chester Pike respectively and the PECO generating substation located north of the CSX tracks between Knowles and Ashland Avenues. This is a relatively high total for a municipality of Glenolden's size and reflects the prominence of the commuter and rail freight lines passing through the Borough. Given their location running the length of the Borough any problems and issues related to them such as inadequate clearance for an underpass, can have significant impacts.

The fifth largest nonresidential use, and eighth largest overall, is Institutional at 3.0 percent and comprised primarily of the Glenolden School at Knowles Avenue and MacDade Boulevard, St. Georges Parish Church and School at Lamont and Cooke Avenues and various other churches and municipal facilities throughout the Borough.

Light Industrial uses are the ninth largest overall use in the Borough with 2.9 percent of land area with the University of Pennsylvania Laboratories at South and South Ridgeway Avenues as the primary use in this category.

Vacant land comprises 1.0% of the Borough's area with very little developable land left remaining in Glenolden. Mixed uses comprise the second smallest category in the Borough at 0.4 percent of existing land use and Cemeteries the smallest at 0.3 percent.

### **Prospect Park**

Prospect Park is approximately .75 square miles, and similar to Glenolden Borough residential uses comprise approximately 53 percent of the Borough's land area. Single-family detached are the largest residential type comprising 65.9 percent of residential uses, higher than in Glenolden where detached dwellings account for 60 percent of all residential uses. Semi-detached housing comprises 24.8 percent of residential uses in Prospect Park similar to the 23 percent in Glenolden. Apartment and multi-family uses in Prospect Park comprise a noticeably smaller percentage of 9.1 percent of all residential uses than in Glenolden where they account for 17.0 percent of the land area of all residential uses. Detached and semi-detached single-family uses are located in all of the various sections of Prospect Park while apartments and multi-family units are generally clustered along Lincoln Avenue/Route 420 and Chester Pike.

The largest nonresidential land use in Prospect Park and the second largest overall is Roads, comprising 23.0 percent of the Borough's land area. In fact the Borough contains approximately 5 acres more of roads than Glenolden even though it is somewhat smaller than the latter.

The second largest nonresidential land use and fourth largest overall in the Borough is Institutional at 6.3 percent and comprised primarily of the Interboro High School, the Prospect Park Elementary School, the Interboro district administration offices and a number of churches located throughout the community. The third largest nonresidential

use category and fourth largest overall in the Borough is Open Space and Recreation at 6.2 percent. The main areas comprising this category are Moore's Lake Park, Witmer Field, the Morton Homestead site, the Borough Swim Club and Park Square between 9<sup>th</sup> and 10<sup>th</sup> Avenues. The relatively high percentages of land area devoted to Institutional and Open Space uses are very important to the Borough as the Interboro School district facilities provide a steady stream of employees and students coming into the Borough while the various recreational open space amenities contribute positively to the overall character and quality of life in the Borough.

Office/Commercial is the fourth largest nonresidential land use category and seventh largest overall comprising 4.6 percent of the Borough's land area. These uses are concentrated along Lincoln Avenue/Route 420, which is the Borough's traditional downtown and along Chester Pike, which has more of the feel of a suburban commercial corridor.

Utility/Railroad/Parking is the fifth largest nonresidential use category and eight largest overall in the Borough at 3.2 percent with the SEPTA rail and CSX freight tracks being the primary uses in this category. Light Industrial, the sixth largest nonresidential use category and ninth largest overall in the Borough at 2.2 percent, is comprised almost exclusively of the Moore Industrial Park along the north side of the SEPTA tracks.

Mixed Uses are the tenth largest use category in the Borough at 0.9 percent. While still a very small portion of the Borough's total land area it does comprise a higher percentage than in Glenolden even though Glenolden contains more apartments and commercial areas. Mixed uses, residential dwellings located above commercial establishments, can be found on Lincoln Avenue near the intersection with 11<sup>th</sup> Avenue and along the north side of Chester Pike east of Route 420. These mixed uses, apartments located above commercial establishments, contribute to the downtown feel of Lincoln Avenue.

Vacant land, similar to Glenolden, comprises a very small portion of the Borough's area at 0.8 percent. Single-family attached uses account for only 0.2 percent of the Borough's land area and there are no freestanding cemeteries as a principal use in the Borough.

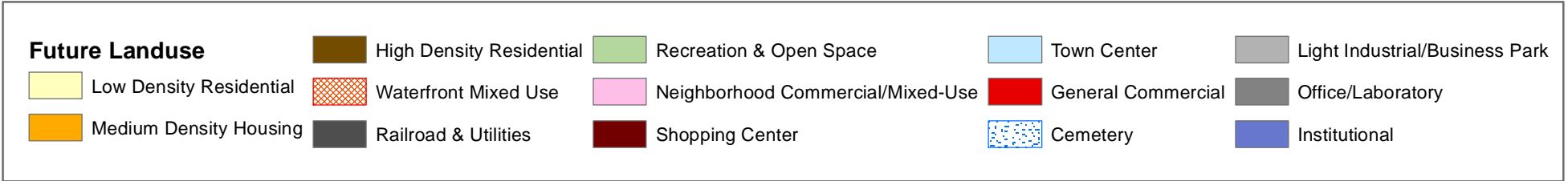
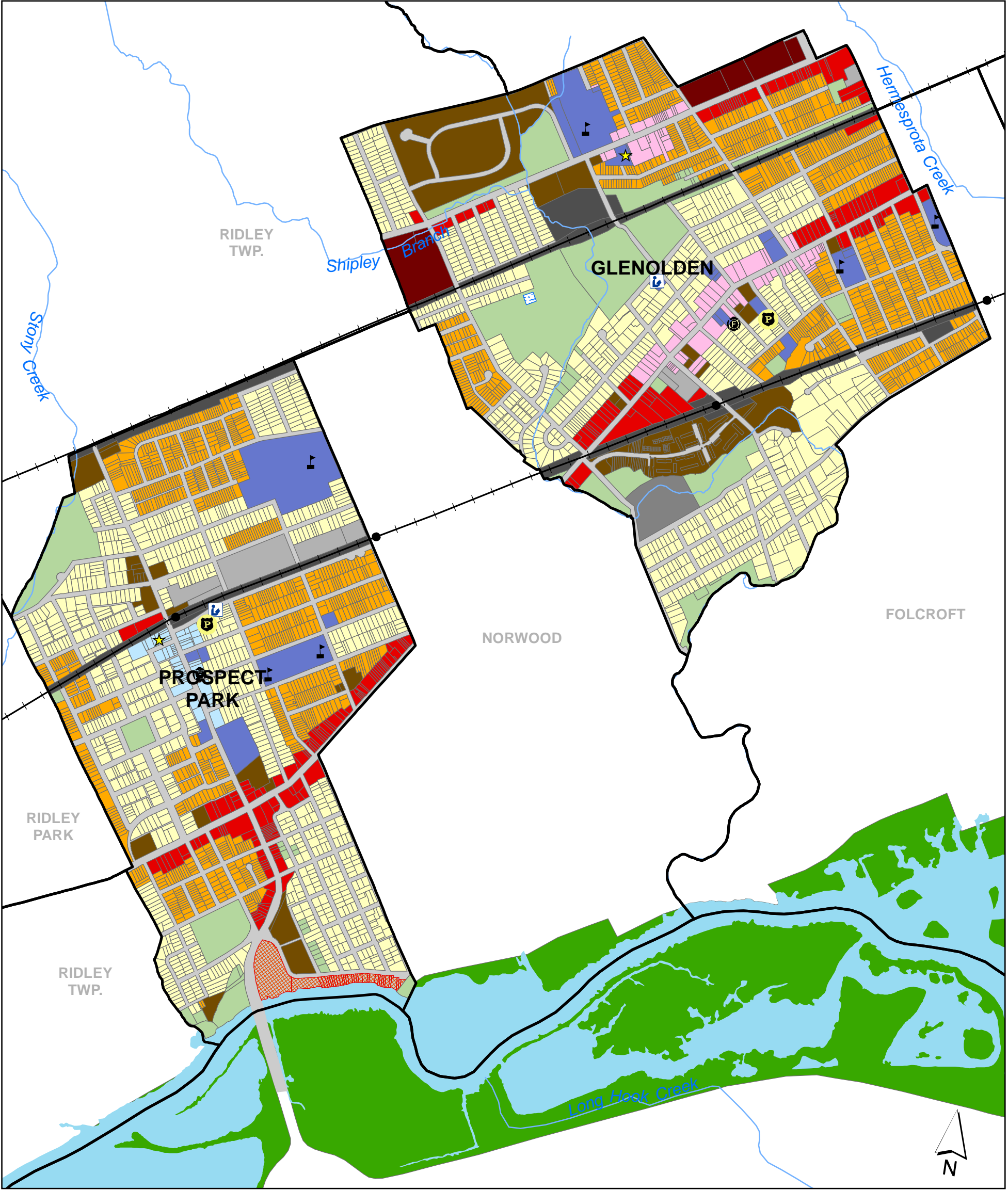
## **FUTURE LAND USE**

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### **Future Land Use Classifications**

The Future Land Use Map (FLUM) is the fundamental component of the comprehensive plan and is intended to provide a general framework for guiding decisions of the Borough Councils concerning future land use and community development. It is considerate of the patterns of existing development but not constrained by them.

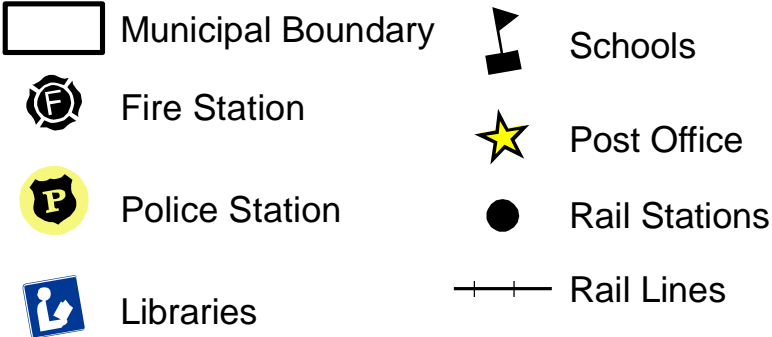
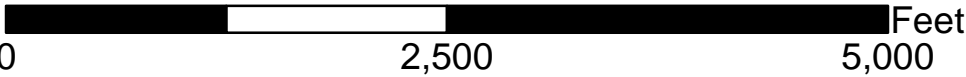
Recommendations for future land use are one of the central elements of a comprehensive plan. These proposals indicate the type of land use determined to be the most appropriate and desired for the respective parcels or land areas. These recommendations are based on several factors that include the existing land use patterns, the size, shape and slope of



Map 8-2: Glenolden Borough & Prospect Park Borough Future Land Use



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Delaware County Planning Department



parcels, their accessibility, traffic volumes along nearby roads, their location in or near to floodplain areas, the conditions of existing and nearby structures, and not least of all a communities vision for the future use of the land.

The future land use map is not a zoning map that has legal standing and is enforceable. It is a long-range planning tool designed to assist the Boroughs in decisions regarding the future development and character of their communities. However, because the future land use map is based on studies of various factors, such as adjacent land use, zoning, topography, access, etc. it provides justification for a zoning map that should be generally consistent with it. A zoning map that is based on a well-conceived future land use map has a much stronger legal standing and validity than one not based on a future land use map and the comprehensive plan of which it is a part.

The following future land use classifications are conceptual groupings that are displayed on the map and should provide the basis for any zoning ordinance revisions enacted after the completion of this plan. These designations were developed by DCPD and the plan task force based on the criteria discussed above. They are intended to show general locations for a category of appropriate potential uses; specific uses permitted and their locations will be indicated in any future revisions to the zoning ordinance and map.

For example, the General Commercial-Office designation includes a range of commercial uses from eating and drinking establishments and general merchandise retailers, to heavier commercial uses such auto repair shops and equipment rental and leasing businesses and office uses, including freestanding office buildings. Similarly, within the Neighborhood Commercial-Mixed Use classification a range of smaller-scale pedestrian oriented businesses from coffee shops and small eateries, to personal service shops such as barbers and nail salons, to mixed uses where residences were located above first floor commercial establishments, would be considered appropriate. The residential future land use classifications, in addition to the principal residential uses can include home-based businesses; previously occupied single-family homes converted to multi-family dwellings; community residential facilities and residentially based day care facilities. Descriptions of the future land use classifications as found on the future land use map are listed below:

## **Residential Uses**

### **1. Low Density Residential**

This category is for primarily single-family detached housing built at density of approximately *9 units or less per acre* or lots with a minimum size of approximately 4,800 square feet.

Presently both Boroughs contain substantial neighborhoods with housing that would fall into this category. On the future land use map, this designation generally applies to those existing areas including: in Glenolden south of the SEPTA rail tracks and Ridgeway Avenue between Ashland and South Avenues, and north of Chester Pike to South Llanwellyn Avenue and the Borough

community park between South and Cooke Avenues; and in Prospect Park roughly between 15<sup>th</sup> Avenue and the SEPTA rail tracks both east and west of Lincoln Avenue, west of Lincoln Avenue between the SEPTA rail tracks and Chester Pike and south of Chester Pike and east of Riverside Avenue.

2. Medium Density Residential

This category is for primarily single-family semi-detached and attached homes with a density range of between *9 to 18 units per acre*. On the future land use map this designation is used for areas of the Boroughs where there are presently large concentration of semi-detached housing, including in Glenolden mainly east of Ashland Avenue up to the Borough boundary with Collingdale and Folcroft Boroughs, north of the CSX rail freight between Knowles and Ashland Avenues, and west of South Avenue between Urban and Willows Avenue; and in Prospect Park east of Lincoln Avenue and north of 15<sup>th</sup> Avenue to the border with Norwood Borough, south of the SEPTA rail tracks between Pennsylvania Avenue, Norwood Borough and Chester Pike, and on both sides of Chester Pike west of Lincoln Avenue from approximately 8<sup>th</sup> Avenue to 4<sup>th</sup> Avenue.

3. High Density Residential

This category is for primarily multi-family housing and apartment complexes with a density *greater than 18 units per acre*. On the future land use map this designation is used for those areas already containing these types of housing, including in Glenolden the Glendale Heights community at South and Academy Avenues, the Glen Brook Apartments at MacDade Boulevard and Knowles Avenue, and the Contemporary Village community along Willow Way south of the CSX tracks; and in Prospect Park throughout all areas of the Borough, although concentrations are located along the north-south axis of Lincoln Avenue and in the vicinity of Chester Pike.

**Nonresidential Uses**

1. Town Center

This category is for areas that are centrally located, compact, and characterized by a mix of uses and which form a node of commerce and other activity or have the potential to become such an area. These places should be designed to function as hubs of local commercial, residential and civic activity. Typical uses include retail and personal service shops, restaurants, coffee shops and other food establishments, professional office uses, apartments or other higher-density residences, and recreational or civic uses and activities. Heavier commercial uses such as auto repair shops, general contractors' yards and facilities, and auto-oriented uses such as gasoline stations and larger big-box style retail establishments are not part of this category.

This designation is proposed for both sides of Lincoln Avenue in Prospect Park from the SEPTA rail track down to approximately 9<sup>th</sup> Avenue.

2. Neighborhood Commercial-Mixed Use

These areas are proposed for pedestrian-oriented commercial uses located along the access corridors of the Boroughs. Uses here are intended to be on a small to mid-size scale and require less parking than larger auto oriented commercial strips or big-box retail establishments. Examples of such uses that would serve the surrounding neighborhoods and surrounding municipalities include convenience stores, pharmacies, food stores, restaurants and other eating establishments, variety stores, and service-oriented uses such as barber shops, dry cleaners, tailors and other similar uses. Offices and apartments located above ground-floor commercial establishments as well as freestanding office and multi-family apartment buildings would also be permitted. Heavier commercial uses such as auto repair shops, general contractors' yards and facilities, and auto-oriented uses such as gasoline stations and larger big-box style retail establishments are not part of this grouping.

As shown on the future land use map the following locations, both in Glenolden, are proposed as Neighborhood Commercial-Office areas: MacDade Boulevard from approximately Ashland to Knowles Avenue and Chester Pike from approximately Lamont Avenue to halfway between Glenolden and Grays Avenues.

3. General Commercial - Office

Uses in this category include larger medium-size commercial and retail uses that tend to locate along principal arterial roadways and are oriented towards automobile users, including drive-through establishments such as fast food restaurants, banks and pharmacies. Auto repair and servicing businesses and auto dealers and mini-storage facilities are also included in this designation as well as freestanding office buildings housing a range of professional and administrative functions. These establishments serve customers from the local area and surrounding towns, but also customers that pass through the area on their way to other further destinations.

Areas on the future land use map where these uses are proposed for in Glenolden include: the south side of MacDade Boulevard from Oak to Ashland Avenues and from Werner Avenue to South Avenue; and Chester Pike from Oak Lane to approximately Ashland Avenue and from the mid-block between Glenolden and Grays Avenue to the Muckinipates Creek. In Prospect Park this category is used along the north side of Chester Pike from Amosland Avenue to the intersection with Lincoln Avenue on the south side from Amosland Avenue to Madison Avenue.

4. Shopping Center

This category is for medium to large-scale community shopping centers containing at least one or two big box retailers or another large-scale commercial enterprise such as a supermarket, and additional small to mid-size commercial establishments. The form could be a large commercial strip, a traditional indoor



mall or more contemporary lifestyle-town center style developments. This use category is proposed for the site of the MacDade Mall and the front end and parking for the Walmart/Pathmark shopping center located along MacDade Boulevard in Glenolden.

5. Limited Office-Laboratory

This category is for office or research and laboratory uses that will have limited impacts on surrounding areas in terms of noise, odors or heavy freight traffic. It is proposed for the present site of the University of Pennsylvania laboratories located at South and Ridgeway Avenues.

6. Light Industrial – Business Park

This category includes stand-alone light industrial uses such as fabrication, assembly, warehousing and storage facilities as well as planned business-flex parks where offices and administrative functions might mix with warehouses, showrooms and distribution facilities. Higher impact larger-scale industrial uses such as heavy equipment and electronics manufacturing, chemicals and/or pharmaceuticals production and refining, or industries where generally raw materials are transformed into finished products are not part of this grouping. Areas proposed for this category include the present location of the Moore Industrial Park north of the SEPTA Rail Tracks in Prospect Park, the Eaton Aeronautics site at the corner of Chester Pike and Glenolden Avenue in Glenolden, and some limited parcels along the CSX rail freight tracks at Oak Lane in Glenolden.

7. Institutional

This category includes individual or clustered community facilities such as municipal buildings, police and fire stations, libraries, schools and school district offices, churches, and any state or federal government facilities or offices. Areas that are currently used for Institutional purposes are proposed to remain that way with no new areas proposed for inclusion.

8. Recreation and Open Space

This category encompasses areas presently used or proposed for parks and recreation areas, including sports fields and facilities and tot lots or areas specifically designated to remain or be used for undeveloped open space. The principal areas included in this category in Glenolden are the Community Park at Llanwellyn and Knowles Avenue, the Interboro School District fields next adjacent to the park, the open space owned by the Glendale Heights Homeowners Association at the corner of MacDade Boulevard and Hibbs Avenue and the open space tracts on either side of the University of Pennsylvania Labs at South and Ridgeway Avenues. The main areas designated in Prospect Park are Moore's Lake Park, Witmer Field, the community square between 9<sup>th</sup> and 10<sup>th</sup> Avenues, and the Morton Homestead site.



9. Waterfront Mixed-Use

This category is intended for medium-to-large sized sites or areas located adjacent to, or in the vicinity of, waterfront areas that are capable of accommodating a variety of commercial, civic, residential and waterfront uses that take advantage their proximity to tributaries of the Delaware River or smaller streams or lakes. A range of commercial users are appropriate for this category including some larger uses such as theaters, entertainment centers, hotels, and health clubs and spas. However heavier, higher impact commercial uses such as automotive repair businesses, heavy equipment repair and maintenance facilities and construction contractor shops and yards are not intended. Institutional, civic and recreational uses are also appropriate for category including waterfront related activities and uses. Residential uses in the form of apartments on upper stories above commercial uses or in a townhome or apartment configuration are also part of this category.

10. Roads

This category denotes all local streets, arterial roads, and state-owned roadways that pass through any portion of both boroughs.

11. Utilities, Railroads and Parking.

This designation includes water, sewer, and natural gas facilities, electrical substations and related facilities, communications and electronic data transmission facilities where there is little or no permanent employment, passenger and rail freight tracks and facilities, and surface parking lots or decks as principal uses on a parcel. The location of this category on the future land use map is generally where these types of facilities are presently located.

**Critical Parcels**

Although the future land use map shows the recommended future uses for all properties in the study area, there are certain parcels whose current status (vacant or underutilized), location, size or other characteristics make their future development particularly important to the Boroughs both individually and collectively. In a largely built-up area such as Glenolden and Prospect Park and the surrounding area, it is important to identify these parcels where a change in use or development or redevelopment would have a particularly strong impact. Table 8-2 identifies these parcels and gives their location, area, current use and proposed use.

**RECOMMENDATIONS FOR FUTURE LAND USE**

**GLENOLDEN AND PROSPECT PARK SHOULD:**

- 8-1 Consider the development and use of an ‘Official Map’ as enabled by the Pennsylvania state planning code to reserve and signal municipal intent to acquire critical or otherwise important parcels, sites, or portions thereof for future public uses.

**TABLE 8-2**  
**CRITICAL PARCELS, 2008**

PARCEL	LOCATION	ACRES	PRESENT USE	PROPOSED USE
<b>GLENOLDEN</b>				
MacDade Mall	MacDade Boulevard and South Avenue	19.5	Mall	Shopping/ lifestyle center
Eaton Aerospace	Chester Pike and Glenolden Avenue	4	Light Industrial	Light Industrial, Commercial/ Mixed Use
Chester Pike/South Avenue	Intersection and surrounding parcels	1	RR Crossing, Commercial, Vacant	RR Crossing, General Commercial- Office
Muckinipates Open Space	Grays, Scott, Harrison and South Avenues	1.7	Wooded Open Space	Wooded Open Space
<b>PROSPECT PARK</b>				
Keesler Property	Lincoln Avenue and Darby Road	4.7	Light Industrial	Commercial
Savoy Property	13 <sup>th</sup> , Pennsylvania and Washington Avenues	6.5	Light Industrial	Business Park
Swim Club	13 <sup>th</sup> and Washington Avenues	2.5	Recreation	Recreation
Morton Homestead	Route 420/Wanamaker Avenue	3.0	Open Space/ Historic	Borough Park

SOURCE: Delaware County Planning Department and Comprehensive Plan Task Force. 2008.

- 8-2 Pursue funding through the Borough capital budgets or through state environmental and recreational program grants and loans to assist in the acquisition of desired open spaces such as the Morton Homestead site in Prospect Park and parcels along the Muckinipates Creek in Glenolden.

**GLENOLDEN BOROUGH SHOULD:**

- 8-3 Create a new Neighborhood Business-Main Street zoning district whose boundaries would closely align with those of Neighborhood Commercial-Mixed Use future land use classification along Chester Pike and MacDade Boulevard as shown on the future land use map. The proposed new *zoning district* would allow a greater range of retail and commercial service establishments as well as office and apartment uses, while not allowing heavier commercial uses such as car dealerships and repair shops and car washes.
- 8-4 In conjunction with Ridley Township, amend the B-2/C-2 zoning of the MacDade Mall site to enable and encourage new higher density, mixed use development in the form of a more contemporary town and lifestyle shopping center design.
- 8-5 Consider the creation of a Transit Oriented Development (TOD) zoning district or overlay for the intersection and surrounding area of Chester Pike and Glenolden Avenue that would allow and encourage additional higher density, mixed-use development that would take advantage of the proximity of the Glenolden R-2 rail station.

**PROSPECT PARK BOROUGH SHOULD:**

- 8-6 Rezone the Keesler Property at Route 420 and Ward Avenue to a commercial designation that would allow a mix of retail, service, entertainment/amusement and public community uses and prevent light industrial/heavy commercial uses in the future.

**NONRESIDENTIAL LAND USE PRACTICES AND PROBLEMS**

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**OBJECTIVE:** IMPROVE THE TRADITIONAL COMMERCIAL CORRIDORS OF THE BOROUGH THROUGH RENOVATIONS AND FAÇADE IMPROVEMENTS TO COMMERCIAL BUILDINGS, AND ENHANCEMENTS TO THE ROADS AND ASSOCIATED STREETScape INFRASTRUCTURE OF THE DISTRICTS.

**Aging Commercial Districts and Revitalization**

The appearance of a central shopping district or commercial corridor is an important component of attracting customers and patrons due to its effect on the quality of the shopping and pedestrian experience. Commercial districts that are clean, attractive and well designed and maintained increase the likelihood that potential shoppers will view them as places to make multiple stops for goods and services and spend more time there than places where they would visit for a specific merchant or product and then leave the area. This is true for either residents in the area who might shop in their hometown or residents from outside the municipality who might come to visit.

The main commercial districts in Glenolden and Prospect Park are the Chester Pike corridor through both Boroughs, MacDade Boulevard in Glenolden and Lincoln Avenue in Prospect Park.

Lincoln Avenue is the downtown of Prospect Park having an older main-street, pedestrian-oriented character with a mix of commercial and service uses and apartments located on the upper stories over commercial establishments.

Chester Pike is an auto oriented commercial corridor with small to mid-sized establishments and a mixture of housing, either detached, semi-detached or as apartments over stores and businesses.

MacDade Boulevard is also a traditional auto-oriented corridor with portions of the Walmart Shopping Center and MacDade Mall at the northern and southern edges of the Borough, respectively. However it also contains a smaller, pedestrian-oriented section from approximately Ashland to Knowles Avenues that contains a mix of smaller retail and service businesses, including a restaurant, bagel and coffee shop and a post office. There are also two to three auto repair shops and used car dealers on the south side of the Boulevard that detract from the aforementioned character. A bit further south along MacDade is a public elementary school, a large apartment community, and an open space

tract that is a major public amenity used by local teams and residents for sporting and recreational uses.

All of corridors are older aging districts, with many of the buildings having been developed prior to World War II and others in the post-war boom years of the 1950s, 60s and 70s. Since then, new development has been largely stagnant, although there are some examples of newer development such as the CVS and Auto Zone along Chester Pike and the Manhattan Bagel along MacDade Boulevard in Glenolden, and in Prospect Park the new Rite Aid at Chester Pike and Lincoln Avenue, and the Wawa commercial strip on Lincoln Avenue.

In some instances, such as along MacDade Boulevard between Ashland and Knowles Avenue and portions of Chester Pike in Glenolden and Prospect Park, there are buildings that are clearly in a deteriorated condition with no evidence of remedial improvements being made. In other instances, again in the same areas, there are certain types of heavier commercial uses that by their nature are not conducive to encouraging a pedestrian-oriented, extended shopping experience. These types of uses tend to be housed in structures not designed for aesthetic appeal and whose maintenance and external appearance are not always important to maintaining the business.<sup>1</sup> It is the interplay of the poor conditions of some buildings along these roads with the lack of control of heavier commercial uses that detracts from the character of these areas and might limit their appeal and future commercial development potential.

### **Public Areas and the Streetscape**

The term streetscape is generally meant to refer to the public realm surrounding roads and commercial establishments, primarily sidewalks, intersection and roadway enhancements such as curb bump-outs, roadway islands and medians, small open spaces such as alcoves, plazas or squares, pedestrian malls or passages, and outdoor seating areas at eating establishments. It also includes the various elements that can be used to enhance these areas such as shade trees and landscaping plantings, benches and other seating, trash receptacles, period lighting, decorative banners and signs and attractive roadway improvements such as textured sidewalks and crosswalks.

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<sup>1</sup> As part of the preparation of the plan, a survey of retail and other commercial establishments was conducted by DCPD to develop an in-depth understanding of the predominant types of businesses that operate in the Boroughs. One of the main observations resulting from the survey is that while there is some diversity in the mix of business types along the main commercial corridors in the Boroughs there are also an unusually high number of used car dealerships and auto-repair shops. Limiting where these and other similar types of heavy commercial uses can locate along the Boroughs' commercial corridors might help improve the appearance and character of these areas and encourage the location of new types of commercial establishments. The full results of the survey can be found in Appendix A at the end of this plan.



(Heavy automotive uses often impinge on the sidewalk and streetscape of MacDade Boulevard in Glenolden creating an inhospitable walking and shopping environment.)

Since commercial corridors evolved to accommodate the automobile, it is not unusual that pedestrian amenities are very limited along MacDade Boulevard, Chester Pike and to some extent Lincoln Avenue. Although sidewalks do exist along portions of MacDade Boulevard and Chester Pike they are frequently in poor condition and both corridors consist of large areas of unattractive streetscapes and inadequate pedestrian amenities. Multiple curb cuts, no shade trees or landscaping to mitigate large

expanses of paving and parking, little or no street furniture and no buffering for heavier commercial uses all contribute to a less than welcoming feel to portions of the areas.

Streetscape improvements can set the stage for private sector investment and signal the business community that the governing body is serious about being a partner in sustaining the health of a downtown or commercial corridor. As the main corridors through Glenolden and Prospect Park enhancements to Chester Pike, MacDade Boulevard, and Lincoln Avenue would also present a more positive image to the thousands of commuters and other travelers who pass through each day.

## RECOMMENDATIONS FOR NONRESIDENTIAL LAND USE PRACTICES AND PROBLEMS:

Improvements in the appearance and function of MacDade Boulevard and Chester Pike corridors in Glenolden and Lincoln Avenue and Chester Pike in Prospect Park would help make these areas more desirable places to shop and visit and could lead to an increase in consumers patronizing businesses as well as to the attraction of new commercial enterprises to the area.

Glenolden and Prospect Park were both part of Area 4 of the Delaware County Revitalization Program (formerly the Renaissance Program)<sup>2</sup>. The original action plan for



(Aging and deteriorating sidewalks and streetscapes with few trees or other plantings can contribute to a negative visual impression of the Boroughs' business districts.)

<sup>2</sup> Delaware County Council established the Delaware County Revitalization Program in 2003 to help renew its older communities by making them more livable, safe, attractive and economically viable. The planning phase of the Program provided funding for the development of Action Plans that addressed the economic development and revitalization needs of targeted Delaware County municipalities grouped into five Revitalization Planning Areas. Both Glenolden and Prospect Park were a part of Planning Area 4 that also included Aldan, Collingdale, Colwyn, Darby and Sharon Hill Boroughs and Darby, Folcroft and Norwood Boroughs. Up until 2010 Delaware County Council has continued to allocate \$1 million annually for projects in every fiscal year the program has been in operation.

the area that was developed in 2003 placed business district revitalization and improvement and business development as some of the top priorities. These proposed projects included the commercial areas of Chester Pike in Glenolden and Prospect Park as well as Lincoln Avenue in Prospect Park and MacDade Boulevard in Glenolden. Subsequent to the completion of the plan, Prospect Park applied for and received funding from the federal Transportation Enhancements program for a major town-center streetscape revitalization project along Lincoln Avenue.

More recently in 2009, the original Area 4 Action Plan of 2003 was updated to reflect the changing conditions and new and additional priorities for Area 4. Again, commercial district revitalization and improvements, including for those areas in Glenolden and Prospect Park were noted as high priorities. Additionally, the Regional Marketing and Economic Development project, while not a top-five priority, was noted as the sixth most important project for the Area.

**THE BOROUGHES SHOULD:**

- 8-7 Consider joint economic development initiatives with each other and surrounding municipalities, particularly Norwood Borough. These could include the formation of an economic development advisory and coordinating committee, a joint infrastructure authority, and specific plans and projects for commercial district revitalization, streetscaping programs, infrastructure and road improvements and other capital projects such as community centers.
- 8-8 Consider joint marketing initiatives with each other and neighboring municipalities to promote the Boroughs and southeastern Delaware County to a wider audience.

**GLENOLDEN SHOULD:**

- 8-9 Develop a revitalization plan for the traditional commercial core of MacDade Boulevard from approximately Ashland to Knowles Avenue, and for the portion of the Chester Pike corridor through the Borough. The plan should address building conditions, streetscape improvements, potential new public spaces, traffic, roadway and parking conditions and overall market development potential.

**PROSPECT PARK SHOULD:**

- 8-10 Continue ongoing efforts to complete the recommendations of the Prospect Park *Town Center Revitalization Plan (2005)*.

## **REGIONAL RELATIONSHIPS**

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**OBJECTIVE:** COORDINATE WITH SURROUNDING MUNICIPALITIES TO ENSURE COMPATIBLE LAND USES BORDERING GLENOLDEN AND PROSPECT PARK AND WORK COOPERATIVELY WHERE POSSIBLE IN THE IMPLEMENTATION OF PLANNING AND DEVELOPMENT PROJECTS.

Glenolden and Prospect Park share common boundaries with seven municipalities: Tinicum Township to the south, Ridley Park Borough to the west, Ridley Township to the west and north, Darby Township to the north, a small portion of Collingdale Borough along MacDade Boulevard to the east, portions of Folcroft Borough to the east and south and Norwood Borough, which is located directly in between both boroughs to the west of Glenolden and the east of Prospect Park. Below are capsule summaries of the existing and proposed future land uses that are found in the comprehensive plans for each contiguous municipality and a comment on the compatibility of these uses with the adjacent uses in Glenolden and Prospect Park.

### **Norwood Borough (2004)**

Norwood is located directly between Glenolden and Prospect Park with the former to the east and the latter to the west. The Borough adjoins Glenolden from approximately the CSX rail freight tracks down to the Muckinipates Creek. The existing and proposed uses are medium-density residential from the rail freight tracks down to Sylvan Avenue and then almost all low-density residential down to the Creek. These uses are generally mirrored by the same or similar uses in Glenolden, which are proposed to remain in this plan.

Norwood adjoins Prospect Park along Amosland Avenue from the CSX tracks south down to Chester Pike, and then west to Summit Avenue and then south again along Summit Avenue town to the Darby Creek. From the CSX tracks down to Chester Pike in Norwood the predominant existing and proposed use is low density residential. This is compatible with the low-density and institutional uses on the opposite side of Amosland in Prospect Park. Along the south side of Chester Pike, the existing and proposed uses in Norwood are auto-oriented retail and service commercial establishments which are similar to those on the north side on the Pike in Prospect Park. From Chester Pike south along Summit Avenue to the Muckinipates Creek, the existing and proposed uses are low-density residential and open space, both of which are compatible with the low-density residential uses on the west side of Summit Avenue in Prospect Park.

### **Ridley Park (1998)**

Ridley Park borders Prospect Park to west from approximately Chester Pike north to 13<sup>th</sup> Avenue. The Borough's comprehensive plan, which was last adopted in 1998, calls for the continuation of the existing low and medium-density residential uses along the border with Prospect Park with commercial uses fronting the north side of Chester Pike and Open Space/Recreation just south of Cresswell Avenue (13<sup>th</sup> Avenue in Prospect). All of these proposed uses generally mirror the existing and proposed future uses in the adjacent areas of Prospect Park.

The recently adopted zoning ordinance (2009) for the Borough is consistent with the proposed future uses in the comprehensive plan for the areas bordering Prospect Park.

**Ridley Township (2011)**

Ridley borders Prospect Park to the west and Prospect and Glenolden to the north. The Township is in the process of completing a multi-municipal comprehensive plan with Eddystone Borough, which was adopted in 2011. The portion of the Township that borders Prospect Park to the south is the Leedom Estates neighborhood, composed of mostly medium-density housing, which is proposed for the future. This use is compatible with the generally medium-density housing across the municipal boundary in Prospect Park. Directly along the Darby Creek, the Township has recently renovated the Ridley Marina and plans to develop a park along the land between the Marina and the Morton Homestead in Prospect Park. These uses will fit nicely with the proposed enhancements to the Homestead site.

The portion of the Township that borders Prospect Park to the west is comprised of light industrial and warehouse and storage facilities. These uses are projected to continue in the future and are not entirely compatible with the medium-density housing in the neighboring portion of Prospect Park. However the CSX rail freight tracks, which divide the two municipalities provide additional distance between the conflicting uses and the wooded tree line at the rear property lines of the residences provide some buffering.

The portion of the Township that borders Glenolden to the south of MacDade Boulevard west contains a portion of the MacDade Mall, the other half of which is in Glenolden. To the north of MacDade both municipalities presently have medium density residential uses, which are projected to continue into the future.

**Darby Township (1975)**

The Township borders Glenolden to the north along Academy Avenue, along a small frontage along MacDade Boulevard and in a portion of the Walmart shopping center parallel to MacDade setback about 600'. The areas setback or along MacDade are presently commercial uses and proposed to remain as such in the future. They are quite compatible with the adjoining commercial uses across the municipal boundary in Glenolden. The adjoining portions of the Township along Academy Avenue are presently high-density residential and are proposed to remain as such in the future. This use is compatible with the high-density residential and institutional uses in the adjoining portions of Glenolden.

The Township recently completed an update to its zoning ordinance in 2004 and the districts designated for those areas adjoining Glenolden, as noted above are consistent with the proposed future uses for those areas in the comprehensive plan.

**Collingdale Borough (2004)**

A small portion of Collingdale Borough borders Glenolden to the east along MacDade Boulevard and to the south along Oak Lane. The existing uses along MacDade are retail and service commercial and are proposed to continue as such in the future. They are quite



compatible with the adjacent commercial uses along the Boulevard in Glenolden. The uses fronting Oak Lane across from Glenolden are light industrial and are proposed to continue as a Business Park. The existing uses in Glenolden along Oak Lane are heavier commercial and light industrial uses are proposed to continue as such in the future.

### **Folcroft Borough (1982)**

Folcroft borders Glenolden Borough to the east along Oak Lane and to the south along Elmwood Avenue and the Muckinipates Creek. The existing uses in these areas are a mix of heavy or general commercial uses and medium density residential along Oak Lane and medium density residential and smaller neighborhood retail establishments along Elmwood. Along the Creek opposite Glenolden are a small shopping center, an apartment complex and wooded open space. All of these uses are proposed to continue as future uses in the comprehensive plan and are generally compatible with the similar type of uses in the adjoining areas of Glenolden. The lone incompatibility is a series of rowhomes in Glenolden that run perpendicular to Oak Lane in which the side units of the last units in the row face the heavy commercial uses across Oak Lane.

The Borough recently adopted a new zoning ordinance in 2004 and the zoning districts for the areas of Folcroft adjoining Glenolden are generally consistent with the proposed future uses in the comprehensive plan.

### **Tinicum Township (1981)**

Tinicum Township borders Prospect Park to the south along Route 420 although the Township and Borough are separated by the Darby Creek. The portion of the Township that borders the Borough is part of the John Heinz Tinicum Wildlife Refuge. The Township has recently prepared a new zoning ordinance, which although not yet adopted should be a better indicator of future land use intentions than the outdated 1981 comprehensive plan.

The proposed zoning for the portion of the refuge that is opposite the Borough on south side of the Creek is W-2 Waterfront. The stated purpose of the district is to preserve and enhance existing and potential open space, recreation and conservation areas, both on land and water. The only permitted uses are open space, wooded preserves, arboretums, trails and nature centers or other similar facilities. These uses are compatible with the existing John Morton Homestead site south of Route 420 in Prospect Park. The Borough has plans to develop southern portion of the Homestead areas into a somewhat more planned passive recreational waterfront site and this would complement the Refuge across the Creek rather nicely. North of Route 420 is a light industrial use on the Keesler property and then some medium density housing just north of that. The Keesler property use is not ideal adjacent to a wildlife refuge however the separation of the Creek mitigates some of the incompatibility.

## **LAND USE MAP AND ZONING 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 for a given area, commercial for example, the zoning map may divide this same area into several different commercial districts that allow very different types of commercial establishments with different dimensional requirements. Zoning maps are very specific; land use maps are more general. The zoning map is part of the zoning code and is not part of this plan.

The future land use map, similar to the entire comprehensive plan of which it is a part, is *advisory*. It makes recommendations for future land uses but they are not compulsory and do not have the legal standing of a zoning ordinance and map where the specified uses must be allowed and other requirements met. The future land use map is still an important document however because it reflects the vision of a municipality and its residents about the future development and character of their community. It should serve as the basis for any zoning ordinance and zoning map amendments prepared after the adoption of this plan. While zoning consistency with an adopted comprehensive plan is not required by the Pennsylvania state planning code, zoning ordinances and maps based on a comprehensive plan ultimately have greater standing and validity against legal challenges than those that are not based on a plan.

To encourage zoning consistency with adopted multi-municipal comprehensive plans amendments to the PA state planning code were made in 2000, sometimes called the ‘Smart Growth’ amendments. The amendments provide that if a multi-municipal implementation agreement is entered into among plan participants after adoption, then the entire plan area will be considered when deciding legal challenges to the use provisions of a plan participant’s zoning ordinance. What this means in effect, is that undesired uses and districts can be left out of a municipal zoning ordinance in one town or borough if they are allowed in another town or borough that is part of a multi-municipal plan implementation agreement with the former municipality.

**CHAPTER 9**

**PARKS, RECREATION, AND OPEN SPACE**

## CHAPTER 9

### PARKS, RECREATION, AND OPEN SPACE

Open spaces can take many forms, ranging from active uses such as parks, ball fields, and other recreational facilities and areas, to passive uses such as wooded areas, stream banks, and nature preserves. They can provide social, environmental and economic benefits that relate directly to quality of life in a community. Given that Glenolden and Prospect Park are small, and largely built-out communities, it is important that the Boroughs maximize the effective use of their existing open space and recreational lands in order to preserve and enhance their livability. Making these areas accessible to pedestrians using the sidewalk network or greenway trails is important. The Boroughs will also need to consider alternative methods to increasing open space and recreational amenities in addition to fee simple acquisition.

<b>GOAL:</b>	TO PROVIDE ADEQUATE AMOUNTS OF QUALITY MUNICIPAL RECREATIONAL AND OPEN SPACE AMENITIES IN THE FORM OF OUTDOOR PARKS, OPEN SPACE, AND COMMUNITY-CENTERED RECREATIONAL AND MEETING FACILITIES.
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#### MUNICIPAL PARKS, RECREATION, AND OPEN SPACE FACILITIES

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**OBJECTIVE:** TO PROVIDE RESIDENTS OF GLENOLDEN AND PROSPECT PARK WITH HIGH QUALITY MUNICIPAL PARKS, AND OTHER RECREATIONAL AND OPEN SPACE AMENITIES THAT ARE SAFE, ACCESSIBLE, ATTRACTIVE, AND SUITABLE FOR A WIDE RANGE OF ACTIVITIES.

Being largely built-out suburban communities, the Boroughs have a reasonable amount of athletic fields, playgrounds, school parks, and public open space. Additionally, some limited natural areas and stream valley parks are present for passive recreation, but not in great abundance. While a reasonable number of neighborhood parks and open space may exist in the Boroughs, the park sites are not evenly distributed enough to be easily accessed by all residents. Much of the undeveloped land area that could be used for future parks and open space uses, is held in private, institutional, or industrial ownership.

In addition to the limited availability of potential future outdoor recreational facilities, there is also the need for a centralized community center that would provide new and upgraded space and facilities for the Boroughs and the surrounding area.

#### Parkland Acreage and Numerical Standards

Measuring current parkland acreage against numerical regional standards is one method for assessing the adequacy of existing recreational facilities and whether community needs are being met. The Delaware Valley Regional Planning Commission (DVRPC)

method borrows from past National Recreation and Park Association (NRPA) guidelines that specifies acreage standards based on population. The NRPA's current approach does not stipulate numerical standards, but rather advocates a more systematic method that takes into account unique needs, demographics, desires, and resources in a community.

Using DVRPC's method, Glenolden and Prospect Park are both in the density category of 5,000-9,999 persons per square mile, which has a standard of 6.17 acres per 1,000 of population. Glenolden Borough-owned acreage falls below the standard by 21.4 acres as shown in Table 9-1. Prospect Park Borough also falls below the standard by almost the same amount.

The DVRPC numerical standard still provides only a rough indication of the conditions in the Municipalities and does not reflect additional usable open land and recreation areas belonging to school districts, swim clubs, YMCAs and other institutional open spaces that may be available to the public at large at various times.

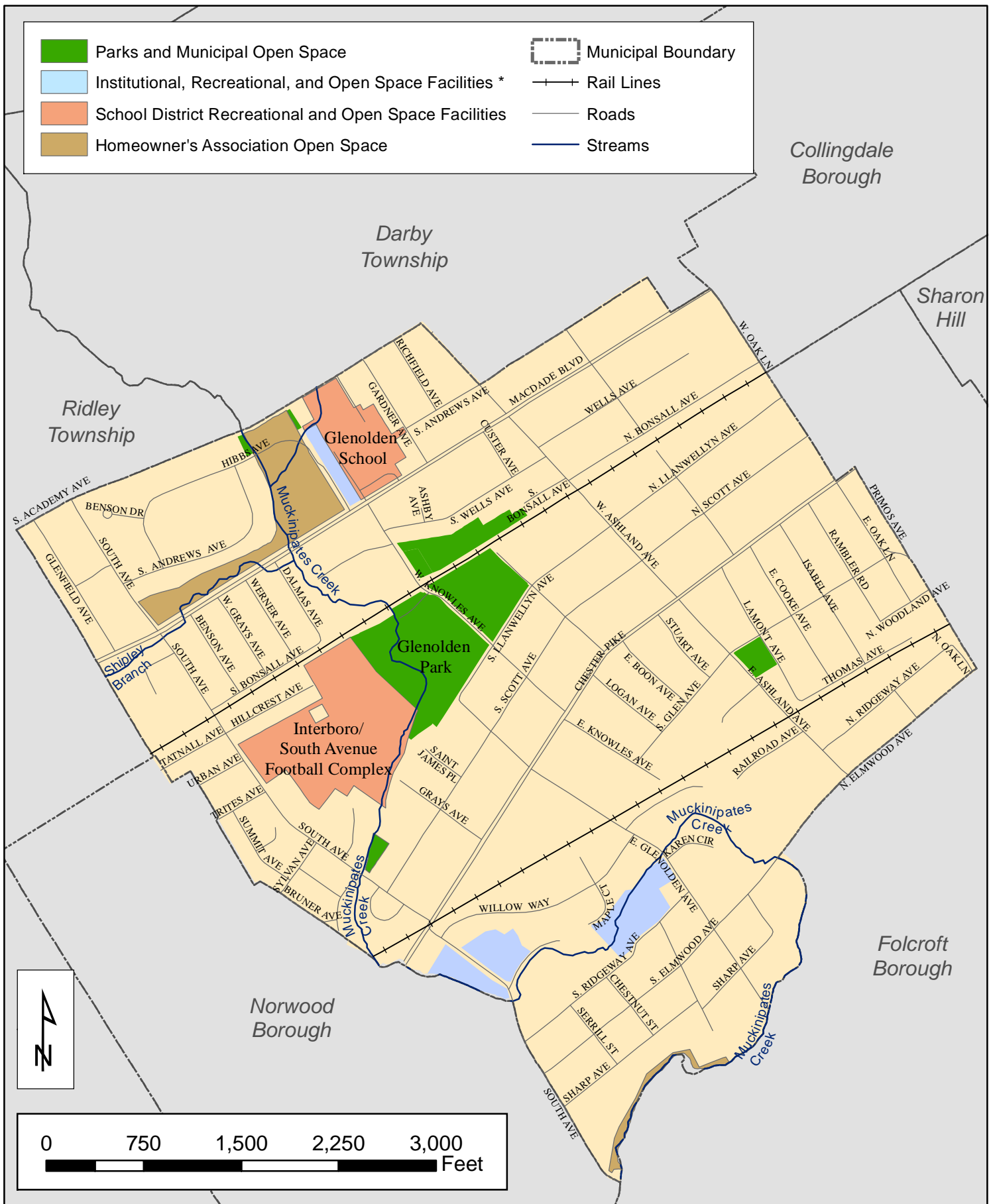
**TABLE 9-1  
REGIONAL NUMERICAL STANDARDS FOR PARKS AND  
RECREATION AREAS, 2008**

	<b>Glenolden</b>	<b>Prospect Park</b>
Area in Square Miles	0.97	0.75
2000 Population	7,476	6,594
2000 Density (pop/sq.mi)	7,707.2	8,792.0
<b>DVRPC Local (Municipal) Standards (acres)*</b>	<b>46.1</b>	<b>40.7</b>
<b>Municipal Parks acreages</b>	<b>24.7</b>	<b>19.2</b>
<b>DVRPC Local Deficit/Surplus</b>	<b>-21.4</b>	<b>-21.5</b>
School District "park" Acreages	25.0	10.5

Source: DCPD, DVRPC

### **Existing Parks and Open Space Facilities**

Glenolden and Prospect Park each own and maintain a number of active and passive parks and open space areas and between the Boroughs there are a variety of types including athletic fields, playgrounds, nature parks, linear stream valley parks, and combinations thereof. While most of these facilities are municipal-owned, open space and park and recreation needs are also being met through the use of school district playgrounds, ballfields, and basketball courts. As mentioned above, there are a number of privately owned open space and recreation facilities within each Municipality. Maps 9-1 and 9-2, and Tables 9-2, and 9-3 show public parks and recreational areas within the Boroughs. Below is a brief discussion of some of the larger municipally owned parks and open space facilities of each Borough.





In the following descriptions of the parks, each one is identified as one of three types: mini-parks, neighborhood parks, or sports complexes. Mini-parks are classified as less than one acre, serve generally adjacent streets, provide a sitting area, and a small playground and are designed to provide visual relief from densely developed residential blocks. Neighborhood parks are the recreational and social focus of an entire neighborhood or district, usually containing both athletic fields and passive recreational features. Sports complexes are comprised of heavily programmed youth and adult athletic fields. When not being used for a programmed activity, sports complexes can provide some neighborhood use functions.<sup>1</sup>

## Glenolden Borough Parks

Glenolden Borough presently has a total of 49.7 acres of municipal and school-owned parks and open space. The Borough owns 24.7 acres, while the school district and private schools own 25 acres.

**TABLE 9-2**  
**GLENOLDEN BOROUGH**  
**PUBLIC OPEN SPACE AND OUTDOOR RECREATION FACILITIES, 2008**

Owner	Name	Location	Acres	Facilities
Glenolden Borough	Glenolden Park	Knowles Avenue and S. Llanwellyn Avenue	22.9	Stream, tennis court, baseball/softball diamond, 2 tee ball fields, football field, tot lot, older children's playground, restrooms, drinking water, and picnic tables
	Glenolden Playground	N. Glen, E. Ashland, and Lamont Avenues	1.2	Basketball court, tot lot, older children's playground, sandbox, pavilion, picnic table, benches
	Muckinipates Greenway Open Space	South Avenue on Muckinipates Creek	0.6	Passive wooded open space, stream
Interboro School District	Glenolden School	MacDade Boulevard and Knowles Avenue	3.3	Ballfields and open space
	South Avenue Football Complex	East side of South Avenue just south of railroad tracks	21.7	School football complex, open field

Source: DCPD

### Glenolden Park (Neighborhood park)

The largest park in the two Boroughs, Glenolden Park is divided into a number of different functional areas. Knowles Avenue, which is lined with large shade trees, bisects the park and divides the western passive recreational area from the athletic fields and playgrounds on the east side. Within the eastern section, there is a new tee ball field with a parking lot north of the elevated rail freight tracks. Behind the ballfield is an area of woods with a worn hiking path. The area near the benches and parking lot would benefit

<sup>1</sup> James D. Mertes and James R. Hall, *Park, Recreation, Open Space and Greenway Guidelines*, National Recreation and Park Association. 1996.



from the addition of some shade trees. The Glenolden Youth Club fields and facilities occupy the area on the south side of the tracks. Included are two baseball fields, a snack bar with restrooms, and a football scoreboard. There is a stone staircase leading to the field, since it is at a higher grade than the street.



(Passive recreation area near Muckinipates Creek in Glenolden Park with young trees)

On the Llanwellyn Avenue side, separated from the Youth Club fields by a steep slope, there is a large playground and open lawn section used for children's programs. Trash receptacles, shade trees, swings, slides, benches, tables, and a sandbox are included. At the corner of Llanwellyn and Knowles is a stone building used as a park guard office and for Youth Club and Fourth of July Committee storage. The building is adorned with an attractive white picket fence and a Glenolden Borough welcome sign.

On the west side of Knowles Avenue is a stone gateway war memorial. The west side of Glenolden Park was designed decades ago with trails and a stone pavilion on a gradually sloped landscape. Shade trees have grown very large in one section, while the area closer to Muckinipates Creek has been planted more recently with young trees. Some of the trails are paved with asphalt, but others are gravel and not maintained. In the steeper area around the pavilion, the trails include a few stone steps. On the west end, a pedestrian bridge crosses the creek leading to a stone stairway up a steep hill. South Avenue Football Complex's fields lie just beyond a memorial wall at the top of the hill.

The Borough is aiming to acquire more parcels to extend the park and preserve a greenway along Muckinipates Creek, at the boundary of the school district land. The creek enters the park through a narrow tunnel under the railroad.

Improvements are currently being made to Knowles Avenue to allow safer access between sections of the park. The cartway was narrowed and new granite curbing was installed in 2008. This allowed room for new sidewalks where there was previously none. A tunnel for pedestrian traffic under the railroad at Knowles Avenue is also under development.



(The Pavilion in Glenolden Park)

#### Glenolden Playground (Mini-park)

Glenolden Playground is located across the street from St. George's Parish School. The school is a major user of the park and depends on it for school activities. Some improvements were done during the summer of 2008 including the installation of a green chain-link perimeter fence. Amenities at the playground include a basketball court, swing

sets, a play structure, animal structures for climbing, spring animals, benches and tables, a sandbox, refuse barrel, a light pole, and a small pavilion. The park lacks ample shade trees and pathways although their installation would further decrease the limited amount of space for activities.

### Prospect Park Borough Parks

Prospect Park Borough presently contains a total of 32.4 acres of government and school-owned parks and open space, of which approximately 19.2 acres are owned by the Borough, 10.4 by the Interboro School District, and 2.8 by the Pennsylvania Historical and Museum Commission. The three municipal parks are evenly spaced around the west side of the Borough, while the east side contains two school properties with recreational land. Borough officials generally feel that the amount of recreational land is adequate.

**TABLE 9-3  
PROSPECT PARK BOROUGH  
PUBLIC OPEN SPACE AND OUTDOOR RECREATION FACILITIES, 2008**

Owner	Name	Location	Acres	Facilities
Prospect Park Borough	Moore's Lake Field	15th Avenue	10.8	Wooded area, stream, basketball and tennis courts, baseball/softball diamond, soccer field, tot lot, restrooms, drinking fountain, picnic tables
	Park Square	10th Avenue and Prospect Avenue	2.1	Basketball court, tot lot playground, walking paths, benches, bandstand pavilion, and drinking fountain
	Witmer Field	3rd Avenue and Lafayette Avenue	6.3	Basketball court, 4 baseball/softball diamonds, football and soccer field, tot lot, restrooms, drinking water, maintenance/snack bar/restroom building
PHMC	Morton Homestead Historic Site	2nd Avenue at Lincoln Avenue	2.8	Historic building replica, open space, loop trail, Darby Creek waterfront
Interboro School District	Interboro High School	16th Avenue and W. Amosland Road	9.3	Baseball/softball fields, football/soccer fields
	Prospect Park Elementary School	9th Avenue and Pennsylvania Avenue	1.1	Ballfields, playground

Source: DCPD

#### Moore's Lake Park (Neighborhood park)

Moore's Lake Park was originally developed as a result of a cooperative study between the three municipalities of Ridley Township, Ridley Park Borough, and Prospect Park Borough. Most of the land is in Prospect Park, though residents of neighborhoods in all three municipalities are close enough to walk to the facility. Today, Ridley Township and Prospect Park both contribute funding and resources for maintenance. A section of the park adjacent to 14<sup>th</sup> and 15<sup>th</sup> Streets contains basketball courts and a picnic area. Paved



(Field and Pavilion at Moore's Lake Park)

pathways and stairways connect the different sections of the park. Facilities on the Prospect Park side include soccer and baseball fields, fenced basketball courts, and a pavilion structure in fair condition. New trees were planted in the park in 2006 with the help of Southeastern Pennsylvania's TreeVitalize program.

The park serves as a section of the Stony Creek greenway. At 13<sup>th</sup> Street there is a dam and spillway that created a man-made lake. The lake was once larger, but it is now filled with sediment. It is walled and enclosed by a safety fence and railing at the street. The surrounding areas that directly border the stream are overwhelmed with invasive plant species such as Japanese knotweed. There is some interest from community members for restoring the lake to its former size. To the northeast, an apartment complex is adjacent to the park, but access is restricted by thick vegetation.

#### Park Square (Neighborhood park)

Park Square is an attractively landscaped urban square that is enjoyed by many people of all ages. A white stage gazebo sits at the center of the park. Diagonal concrete paths extend out from the gazebo to the park's corners lined with lamp posts, trash receptacles, and benches. There are no sidewalks around the perimeter of the park. Trees of various ages, sizes, and species frame the spaces and provide shade and cover. A basketball court and playground occupy separate corners of the park. The playground contains two large play structures, monkey bars, benches and tables.



(Stage gazebo and pathway at Park Square)

#### Witmer Field (Neighborhood park)

Witmer Field is an athletic park facility that lies five blocks south of Park Square, at the south end of Prospect Avenue. The home plates for four separate baseball/softball fields are located in the corners of the park. The park is also used for football, which has its own scoreboard. Facilities along Lafayette Avenue include a playground, restroom and snack bar building, three basketball courts, batting cages, and a few shade trees. Three of the baseball fields have sizeable viewing stands. Parking spaces for the park are provided along 4<sup>th</sup>



(Lafayette Avenue side of Witmer Field)

Avenue, along with one small bike rack. A chain link fence surrounds the park. A good location for additional shade trees would be along 4<sup>th</sup> Avenue, inside the chain link fence.

### **Additional Parks and Open Space Opportunities**

A number of non-traditional opportunities exist for the Boroughs to potentially enhance and increase the number of park-like, open space amenities available to their residents. One opportunity is to create pocket parks and community gardens that can be developed on vacant and underutilized properties, utility rights-of-ways, and along stream corridors. Pocket parks in particular would be an effective and cost-effective way for the Boroughs to add recreational amenities to certain areas of their communities where there might be shortage.

Another opportunity is potentially available through improvement of the tree canopies and plantings in parts of the Boroughs where they are currently lacking. *Shade trees* and other plantings can greatly enhance the visual quality of an area and could become important assets to the Boroughs. Street trees in particular help to buffer noise arising from auto traffic, help improve air quality and generally beautify an area. Street trees, in concert with the development of small square or public plaza in the vicinity would be a way to provide some of the features and benefits of a park or open space to a roadway corridor.

Shade trees have at times caused problems for municipalities either by growing too tall and interfering with overhead power lines or by buckling sidewalks with their roots. Choosing the right species of tree for each site can help to avoid these issues as different species grow in various ways. Both Glenolden and Prospect Park have benefited from the PECO TreeVitalize program that has provided trees for planting in Moore's Lake Park and Glenolden Park. The Boroughs should consider extending their success with these plantings by developing shade trees along some of the major roadway corridors such as MacDade Boulevard and Chester Pike that are in particular need of some greening.



(Street trees along Prospect Avenue near intersection with 4<sup>th</sup> Avenue)

An excellent way for a community to increase and manage its shade trees is through a shade tree commission or committee. The commission can lead the way in finding suitable locations for new plantings and managing existing trees in the community. Shade tree commissions are formed through the adoption of an ordinance and generally consist of local residents. A successful ordinance typically establishes the shade tree commission, defines enforcement duties, permits and fees, and sets forth management standards to insure public safety. Neither municipality has a shade tree ordinance nor commission (nor does Norwood Borough), therefore each should consider creating such

an entity either individually or jointly. Prospect Park does have an active Beautification Committee that may serve some of the functions of a shade tree committee. Ridley Park Borough has a very active shade tree commission with some successful recent projects and could be used for guidance.

The possible development of *greenways* is another opportunity for the Boroughs to add to their recreational and open space amenities. Greenways are narrow “green” ribbons of natural features that run through urban, suburban and rural areas to wider corridors that incorporate diverse natural, cultural and scenic features. The primary ways that communities create greenways is by using stream corridors or creating pedestrian and bikeway trails through urban areas.

The watershed for Glenolden and Prospect Park is the Darby Creek Watershed with the Muckinipates and Stony Creeks being the dominant tributaries. There is an opportunity to conserve a trail on the north side of the John Heinz National Wildlife Refuge along the Darby Creek. If this trail/greenway plan moves forward, Prospect Park should consider linking into the greenway with an entrance at or near Route 420, perhaps at the site of the Morton Homestead. There is also potential for the development of a small greenway along the Stony Creek in Prospect Park, Ridley Township and Ridley Park Borough, although this would require further study to determine the feasibility.

In Glenolden there are long, undisturbed stretches of the Muckinipates stream banks that could continue to be maintained in an environmentally sustainable manner. Some of these areas include the stream banks at the South Avenue Football Complex and the Glenolden Park. The Borough should also continue attempts to secure small parcels of land along the creek west of the football complex. Another area is the wooded and hilly 5.7 acre parcel owned by the Penn Labs to the east of their facility. This land, if made accessible, linked to the 3.5 or so of open space acres at the southern portion of the Borough and the 6 acres in Folcroft Borough could form a multi-municipal greenway park.

Nearby to Glenolden, the East Coast Greenway, a Maine to Florida multi-use trail is planned to run through the Delaware River waterfront corridor in Delaware County. When finally developed, the Greenway will be a significant recreational amenity for the surrounding communities and region. Some segments of the Greenway will be incorporated in road rights-of-way and others may be off-road. Once the alignment of the trail has been finalized, Prospect Park should, in some form, direct people to and from the trail using a spur along 420 and/or the Morton Homestead site.

## **RECOMMENDATIONS FOR PARKS AND OPEN SPACE**

### **GLENOLDEN AND PROSPECT PARK SHOULD:**

- 9-1 Coordinate with Norwood Borough to prepare a multi-municipal Parks, Recreation, and Open Space Plan for Glenolden, Prospect Park and Norwood. The Plan could include master plans for each of the parks within the Boroughs that would help determine how the parks might be improved to best serve the



communities and how the improvements should be prioritized. The plan could also investigate the demand and feasibility for specialized facilities such as dog parks and skate parks.

Funding Program: PA DCNR, Community Conservation Partnership Program (C2P2)  
Technical Assistance: PA DCNR, Bureau of Recreation and Conservation  
PA Recreation and Park Society, RecTAP Program

- 9-2 Review the recommendations of the upcoming Darby Creek Watershed Greenway Plan and implement selected recommendations involving greenway segments in the Boroughs.

Funding Programs: PA DCNR (C2P2)  
PA DCNR, Bureau of Recreation and Conservation  
PECO Green Region Grant Program

Technical Assistance: Darby Creek Valley Association (DCVA)  
Delaware County Planning Department (DCPD)

- 9-3 Jointly or individually adopt a shade tree ordinance that includes the establishment of a shade tree commission and development of an ongoing program to increase and maintain tree cover in the Boroughs.

Funding Programs: PA DCNR (C2P2)  
Pennsylvania Community Forests Program  
TreeVitalize

Technical Assistance: PA DCNR Bureau of Forestry  
Penn State Cooperative Extension  
Pennsylvania Horticultural Society  
DCPD

**GLENOLDEN SHOULD:**

- 9-4 Continue to make improvements to the Glenolden Park property to improve park facilities and safety.

Funding Program: PA DCNR (C2P2)  
Technical Assistance: PA DCNR, Bureau of Recreation and Conservation  
DCPD

- 9-5 Explore the possibility of creating a multi-municipal greenway park with Folcroft Borough at the Muckinipates Creek

Funding Program: PA DCNR (C2P2)

Technical Assistance: DCNR Regional Advisor  
DCPD

**PROSPECT PARK SHOULD:**

- 9-6 Through the master plan process, either concurrently or subsequently to development of the multi-municipal Parks, Recreation and Open Space Plan (recommendation 9-1), the Borough should examine the Stony Creek waterway at Moore's Lake Field for removal of invasive plant species and a native plant restoration program and examine the feasibility of restoring Moore's Lake.

Funding Programs: PA DCNR (C2P2)  
PA DEP Growing Greener  
Technical Assistance: PA DEP  
DCPD  
DCVA

- 9-7 Plant additional shade trees at Witmer Field along 4<sup>th</sup> Avenue inside the fence.

Funding Programs: PA DCNR (C2P2)  
PA DEP Growing Greener  
TreeVitalize  
Technical Assistance: DCNR Bureau of Forestry  
Penn State Cooperative Extension  
Pennsylvania Horticultural Society (PHS)

**NON-MUNICIPAL OPEN SPACE AND RECREATION FACILITIES**

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**OBJECTIVE:** TO ENCOURAGE THE DEVELOPMENT OF ADDITIONAL NON-MUNICIPAL RECREATIONAL FACILITIES, AND TO PARTNER WITH THESE FACILITIES WHEN APPROPRIATE TO SERVE THE PUBLIC'S INTEREST.

Public school district open space and swim clubs make up another component of the Boroughs' recreational facilities. Pools at the Glenolden and Prospect Park Swim Clubs serve the area residents, as does the Briarcliffe Swim Club in Darby Township.

**Public School District Recreational Facilities**

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

An agreement exists between the Interboro School District and both the Glenolden Youth Club and the Glenolden 4<sup>th</sup> of July Committee for the use of the School District fields in Glenolden Borough. The Youth Club maintains the tee ball and softball fields behind the

Glenolden Elementary School. The gym at the Interboro Administration Building is also left open for community use at certain hours.

The South Avenue Football Complex contains a football stadium and some multi-use fields. The fields there are generally available for public use and community programs. There is no real public parking lot available for attendees or events at the Football Complex. Many attendees walk to the stadium from the nearby lot at the MacDade Mall. School district properties are located in the Municipalities shown on Map 9-1 and 9-2, and listed in Tables 9-2 and 9-3.

### **Undeveloped Private Open Land**

As the Municipalities are essentially built-out, there are few undeveloped open space sites and a great deal of open land is privately owned. This private open space serves as visual relief for the surrounding community. However, it has the potential to be developed according to the land use allowed by the zoning district. If either Municipality desires a privately owned open space to remain undeveloped, communication with the landowner should begin immediately. This is discussed in more detail in the Land Use chapter (Chapter 8). The largest examples of privately owned open spaces are the large field/open space tract at the southeastern edge of the Glendale Heights community and the stream valley and open space at the University of Pennsylvania laboratory on Ridgeway Avenue both of which are in Glenolden Borough.

The grass fields at the Glendale Heights community are often utilized for youth athletics through an agreement between Glendale Heights Ownership Association and the Glenolden Youth League. There have not been any agreements between the Ownership Association and the Borough. The Borough does maintain the field for the Youth Club. Much of this land in the eastern and southern portion of Glendale Heights is in the floodplain of the Muckinipates Creek and its tributary stream.

The open spaces at the Penn Labs are located along South Avenue across from the Glenolden Swim Club and on the east side of the labs along the forested banks of the Muckinipates Creek. The former is flat open space and the Borough has approached the labs in the past about its acquisition for use as Borough community center. The latter is mostly located within the floodplain and is unlikely to be developed in the future.

Land preservation is the act of permanently protecting undeveloped open space lands from possible development. There are multiple options for land preservation including, but not limited to, fee simple acquisition and conservation easements.

### **Vacant Lots**

There are a number of privately owned vacant lots in the Boroughs such as the vacant parcel owned by Eaton Aeronautics Corporation fronting Chester Pike. Some of these areas are made up of two or more adjoining parcels of land. Depending on their size and



location, these lots could become viable options for the development of neighborhood pocket parks, greenways, and/or infill development.

## **RECOMMENDATIONS FOR NON-MUNICIPAL OPEN SPACE AND RECREATION FACILITIES**

Considering the limited land area available for new public parks, more park usage agreements between the Boroughs and the school district would help satisfy the needs of both. The Boroughs should also pursue acquisition of strategically located vacant lots, maintain good communication with owners of land that they would like to see remain open, and preserve stream corridors for floodplain protection and as recreational amenities.

- 9-8 Enter into more formal written agreements with the Interboro School District to share recreational facilities among borough and school programs to maximize the use of recreational facilities and land, and to protect sensitive environmental resources on or within the vicinity of school district properties.

Technical Assistance: PA DCNR, Bureau of Recreation and Conservation  
PA Recreation and Park Society, RecTAP Program

- 9-9 Work with the Glendale Heights Ownership Association to place a conservation or recreational use easement upon the open fields at Glendale Heights or consider designating the land for future public use and acquisition under an official map program.

Technical Assistance: PA DCNR, Bureau of Recreation and Conservation  
DCPD

- 9-10 Initiate discussion with the Penn Labs concerning the protection of the open space parcels on either side of their facilities. If possible, secure the lands for public access and develop recreational amenities using the master planning process.

Funding Program: PA DCNR (C2P2)  
Technical Assistance: DCNR Regional Advisor  
DCPD

## **COMMUNITY RECREATION PROGRAMS**

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**OBJECTIVE:** TO CREATE AND PROVIDE A VARIETY OF RECREATIONAL PROGRAMS AND ACTIVITIES DESIGNED TO MEET THE NEEDS AND INTERESTS OF RESIDENTS OF ALL AGE GROUPS.

Programming is the process by which a municipality creates opportunities for people to engage in recreational experiences. In contrast to park development and maintenance activities, which often require financial support from a municipality's general fund,

recreation programs are often self-supporting through activity fees. It is important for a municipality to coordinate activities among all of its recreation providers, and to offer programs to meet the needs of residents of all ages and interests. Programming is best handled by a municipal or multi-municipal recreation board, which can also advise the governing body on the condition and adequacy of parks facilities. If there is a large demand for recreation and parks services, a municipality may consider employing a recreation and parks professional. The following is a summary of the recreation programs that exist in the Municipalities as of the fall of 2008.

### **Glenolden Borough**

Glenolden Borough has a Recreation Board comprised of five volunteers appointed by the Borough Council whose job it is to advise Council on parks and recreation matters. The Board could be expanded to seven members if more potential members come forward. Use of Glenolden Park facilities are scheduled through the Borough office.

The Glenolden Borough Recreation Board coordinates the following programs:

- Fourth of July Parade and Park Celebration
- Fourth of July fireworks
- Senior Picnic, Easter Egg Hunt
- Four concerts during July
- Christmas tree lighting

Municipal officials believe that there is a need for a greater amount and diversity of recreational programs aimed at all age groups. Meeting space in Borough Hall for programs is inadequate and there is also need for more basketball courts, as there is only one at Glenolden Borough Hall. The small size and poor condition of the gymnasium at the Glenolden School makes it inadequate for indoor programs as well. A new community center could provide indoor meeting space for non-athletic programs.

Separate from the Borough government, the Glenolden Youth Club is a major recreation program provider in the community. Programs run by the Youth Club as of fall 2008 are football, baseball, softball, soccer, basketball, cheerleading, and bowling. For some of its athletic programs, the Youth Club utilizes the facilities at Glenolden Park.

### **Prospect Park Borough**

Currently one member of Borough Council acts as the Parks Director in Prospect Park Borough. At one time the borough had a 5-member Recreation Board comprised of volunteers appointed by the Borough Council whose job it was to advise Council on parks and recreation matters. Because of declining interest, the Council representative was left as the only member. The Recreation Board coordinates the following programs:

- Ladies Auxiliary of the Fire Company (monthly meetings)
- Dances at the firehouse (every other Friday)
- Home decorating contests for Halloween and Christmas

- Senior Citizens New Year's Party
- Home Run Derby
- Fireworks
- 4th of July Celebration
- Lunch with Santa at the firehouse
- New Party at Masonic Hall
- Concerts at Park Square
- Tree Lighting at Park Square
- Christmas Eve Lighting of Luminaries at Park Square

Borough Citizens can get involved in parks and recreation programs through the Youth Club, the Fourth of July Committee, Beautification Committee, Townwatch, the Prospect Park Library, and the Historical Society.

Like Glenolden, Prospect Park officials have wanted a community center for some time, although funding and the location are big obstacles. Without building on existing parkland, there are few adequate sites on which to construct one. There are some sites that are currently privately owned which could be future possibilities in Prospect Park, though a multi-municipal community center in a different borough is another possibility.

Separate from the Borough government, the Prospect Park Youth Club is a major recreation program provider in the community. Programs run by the Youth Club are soccer, basketball, baseball, and softball. The Youth Club utilizes the facilities at Moore's Lake Field and Witmer Field.

## **RECOMMENDATIONS FOR COMMUNITY RECREATION PROGRAMS**

The scope and success of each Municipality's programs is directly related to the availability of key facilities. In order to provide additional indoor space, the Boroughs would consider constructing a community center somewhere within the three-borough area of Glenolden, Prospect Park, and Norwood. While Glenolden and Prospect Park both have a Parks and Recreation Board, Prospect Park's would benefit the Borough by being more active and meeting on a regular basis.

Additional indoor space is needed and desired by community leaders in both Boroughs. Such space, in the form of a new community center, would provide programming time and space for more recreational activities, including some for older adults.

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

Government officials from the Boroughs should examine their program structure for areas in which they can improve and better serve their residents. The Boroughs should plan to meet community needs, finding out what activities their residents would

specifically like to have provided for them. Wherever possible, the Boroughs should combine their efforts either for multi-municipal programs or special events.

**GLENOLDEN AND PROSPECT PARK SHOULD:**

- 9-11 As part of a multi-municipal Open Space, Parks, and Recreation Plan (See recommendation 9-1), conduct a survey of the recreation programs provided by the Boroughs to ascertain how well the public's needs are being met. Explore further possibilities for meeting those needs and for coordination of facilities usage.

Funding Program: PA DCNR (C2P2)

Technical Assistance: DCPD  
PA Recreation and Park Society, RecTAP Program

- 9-12 Maintain an active appointed parks and recreation board and continue to work with respective youth clubs. The municipal park and recreation boards should plan to meet community needs by offering a full range of recreation programs, and evaluating those offerings on an ongoing basis.

Technical Assistance: PA DCNR, Bureau of Recreation and Conservation  
PA Recreation and Park Society, RecTAP Program  
NRPA

- 9-13 Form a multi-municipal committee to explore options for the location and funding of a community center or centers to serve the Boroughs. Norwood Borough should also be part of this initiative. This community center initiative should be part of the Open Space, Parks, and Recreation Plan (See recommendation 9-1).

Funding Programs: PA DCNR (C2P2)

Delaware County Revitalization Program

Technical Assistance: PA DCNR, Bureau of Recreation and Conservation  
PA Recreation and Park Society, RecTAP Program  
NRPA

**CHAPTER 10**

**PLAN IMPLEMENTATION**

## **CHAPTER 10**

### **PLAN IMPLEMENTATION**

This multi-municipal comprehensive plan is a policy document intended to guide the ongoing planning and development of Glenolden and Prospect Park Boroughs. It outlines the Boroughs' vision for their joint future and develops goals, objectives, and recommendations to achieve that vision. The comprehensive plan is the foundation for most other plans, programs, ordinances and regulations enacted by governing bodies. In fact, the Pennsylvania state planning code requires that updated or amended zoning ordinances be generally consistent with adopted comprehensive plans. Given the purpose and scope of this plan, it should be consulted by Borough officials when confronted with new problems, issues and decisions.

The adoption of this plan will require the respective Borough planning commissions of Glenolden and Prospect Park to review and comment on certain proposed planning and development actions of the Borough councils. The particular proposed planning and development actions that will be subject to planning commission review are:

- The construction or alteration of any street, public ground, pier head or watercourse;
- The development, removal or sale of any public structure;
- The adoption, repeal or amendment of a zoning ordinance or subdivision ordinance, official map or capital improvements program; and
- The construction, extension or abandonment of a water or sewer line or sewerage treatment plant

Recommendation for or against the above proposed actions will be required by the planning commissions, which shall include a specific statement as to the proposed action's consistency with the newly adopted plan. However the commissions' recommendations will not be legally binding, as those proposed actions that are not consistent with the plan cannot be invalidated or be subject to a legal challenge or appeal based on this inconsistency.

Four critical components for the successful attainment of the objectives and recommendations of this multi-municipal plan are:

1. Utilization of principal implementation tools such as the zoning ordinance, capital improvements program, and the official map and the various program funding streams available for municipal planning and development from Delaware County, the state of Pennsylvania, the federal government, nonprofit organizations and private sources such as banks and financial institutions and corporate and institutional entities;
2. Selection and designation of a Plan Implementation task force responsible for overseeing and guiding implementation activities;

3. Preparation and adoption of a joint implementation agreement by Glenolden and Prospect Park Boroughs;
4. Regular consultation and use of the plan by the Glenolden and Prospect Park Borough Councils and other planning and management boards, commissions, and staff.

## **PRINCIPAL IMPLEMENTATION TOOLS**

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Discussed below are some of the basic tools and documents that can be used to implement comprehensive plans.

### **Zoning Ordinance**

The zoning ordinance is the principal tool for implementing the comprehensive plan and for regulating the use of land. As noted in Chapter 8, Land Use, the zoning ordinances of Glenolden and Prospect Park would benefit from selected changes and amendments to update and refine the types of uses allowed in particular locations. The amendments to the ordinances should be prepared in accordance with this plan as required by the State planning code.

One of the principal advantages of updating or amending a zoning ordinance based on a comprehensive plan is that its districts and provisions will be based on a carefully devised map showing the proposed future uses of land, as opposed to being prepared in a haphazard fashion and will thus likely require fewer additional amendments and also be legally more defensible if ever challenged.

### **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 improvements to land with nonresidential buildings or the division of land or space among two or more prospective occupants. The SALDO also 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 or revisions to existing development.

Glenolden and Prospect Park both use the County subdivision and land development ordinance of 1981 as their governing ordinance. The County is approaching the completion of a new *model ordinance*. The model ordinance will not be adopted by the County as an official document but rather will serve as a model code containing provisions the municipalities within the County may adopt in whole or part. It should also be noted that the County will likely repeal the existing County Subdivision and Land Development ordinance of 1981. Therefore Glenolden and Prospect Park will need to adopt the new model

ordinance or another ordinance in order to regulate future proposed subdivisions and land developments. The County model ordinance, presently under preparation is expected to be complete and available for municipalities to review and adopt sometime in 2011.

### **Official Map**

Article IV of the state planning code enables municipalities to prepare an official map. This map is intended to show the location of public lands and facilities, including:

- Public streets, watercourses and grounds, including widenings, extensions, openings or closing of such.
- Existing and proposed public parks, playgrounds and open space reservations.
- Pedestrian ways and easements.
- Railroad and transit rights-of-way and easements.
- Flood control basins, floodways and flood plains, 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 for a fixed period of time. 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, community facilities and other public infrastructure. When combined and made consistent with a municipal SALDO, zoning ordinance, and comprehensive plan, an official map can give strength and validity to the municipal vision and goals for future growth and development.

Although largely developed, it is recommended that Glenolden and Prospect Park consider preparing an official map so that they would have an opportunity to acquire certain parcels for important public purposes. In this manner, the Boroughs could take proactive measures in shaping important components of their future development.

### **Capital Improvements Program**

The Capital Improvements Program (CIP) and capital budget are another method 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.



Capital programming is a process designed to anticipate what community projects are needed over the next several years. Typically, potential desired projects are ranked according to a set of criteria that should include:

- Consistency with the comprehensive plan recommendations
- Fulfillment of an urgent or pressing need
- Extent of service provided
- Savings that will accrue as a result of the project
- Relationship with other projects in the Borough or abutting municipalities
- Economic impact
- Public support

Projects may be completed in phases and last for several years. 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 its needs 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 commissioners, managers, engineers and members of other local boards should work together in selecting and prioritizing projects for the capital improvements program. 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 capital improvements program and budget. They simply consider mid-range and long-range projects during the course of formulating the annual budget. In order to improve the planning for municipal projects and purchases and improve local financial conditions, the Boroughs should take the following steps:

- 1) Implement a formal capital improvements program 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 the board of commissioners and planning commission, the Borough engineer, Borough manager and other appropriate officials.
- 3) Promote multi-municipal cooperation, coordination and purchase of services, products, and capital improvements to reduce costs.

### **Code Enforcement Program**

Code enforcement programs and initiatives are also methods that can be used for implementing this plan. Both Boroughs opted in to local enforcement of the Uniform Construction Code (UCC) in 2006. The UCC plays an important role in assuring that development, redevelopment and rehabilitation activities employ proper materials and construction methods, do not fall below industry standards, or create safety hazards.

Glenolden employs a full time code enforcement officer and inspectors while Prospect Park has a part-time officer. The codes officer and inspectors have the primary responsibility for inspecting all building components of new construction, additions, alterations, and the repair of structures. Given the age of substantial portions of the Boroughs' housing stock and some of the older commercial structures, an effective and diligent enforcement program will be a key component of maintaining the condition and appearance of the Boroughs' corridors and neighborhoods.

### **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.

The U.S. system of law emphasizes private rights, and it is therefore 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. Each person who is 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 residents of the Boroughs.

### **IMPLEMENTATION TASK FORCE**

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Due to the complexity of coordinating activities and reaching consensus among two or more municipalities, one of the principal conclusions of this plan is that there should be a specific group whose primary mission is the implementation of the Glenolden and Prospect Park comprehensive plan. Additionally it is recommended that the task force contain some members of the Borough of Norwood who could coordinate the implementation of that Boroughs 2004 comprehensive plan with this plan.

Once a comprehensive plan has been adopted, there is a danger that the plan will not actually be consulted and used as an integral part of shaping decisions and actions of the municipal body. So it is important that a permanent group and structure be established to coordinate, oversee and maintain the process of implementing this plan. Only in this manner will this plan continue to be a dynamic and useful document into the future and not languish after completion. Policies and recommendations of the plan need to be shepherded forward and carried out, and this requires a permanent group or task force created solely for this purpose.

An implementation task force would serve as the “keeper of the plan” and its sole purpose would be to make sure that the recommendations contained in the plan were being implemented. The first job of the task force would be to thoroughly review the comprehensive plan with an emphasis on the Two-Year Action Agenda chapter and to prioritize the activities and programs recommended for the first two years after adoption. The task force would also organize and present the selected implementation tasks to their Borough Councils and other stakeholders to gain their support. The respective governing bodies, developers, nonprofits, and other stakeholders would then execute the implementing actions.

Examples of some of these actions are the adoption of recommended ordinances, the formation of new boards and commissions, the preparation and submittal of applications for funding to local, state and federal agencies and the awarding of contracts for specific projects. At the end of each year, the task force would issue a report indicating the progress being made towards implementing the various plan recommendations. The group would also be responsible for reviewing and updating the plan at regular intervals as recommended in this report. The task force would consist of representatives from Glenolden and Prospect Park, as well as possibly Norwood Borough. These representatives would include municipal officials and might also include members of the business community, various community and civic organizations and citizen representatives.

A community assistance planner from DCPD would be available after completion of the plan to work with the Boroughs in facilitating the start-up and ongoing operation of an implementation task force if the Boroughs desired such assistance. Additionally, in its role as a facilitator, DCPD would be able to identify and apply for state funding to help pay for the implementation of specific components of the plan.

## **IMPLEMENTATION AGREEMENT**

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Article XI of the Pennsylvania state planning code, Intergovernmental Cooperative Planning and Implementation Agreements, states that the governing bodies of municipalities may enter into intergovernmental cooperative agreements in accord with Pennsylvania law to develop, adopt, and implement a comprehensive plan. **One of the principal benefits of an implementation agreement for an adopted multi-municipal comprehensive plan is the authority to distribute land uses among the entire plan**

**area so that each individual municipality is not required to provide zoning for all legally allowable uses.**

For instance, if an implementation agreement were adopted among Glenolden and Prospect Park, one of the Boroughs, if desired would not have to zone for industrial and other heavy commercial uses if they were allowed in the other. Without an adopted implementation agreement, the authority to distribute land uses among multiple jurisdictions is not allowed. Prior to the year 2000 amendments to the state planning code, 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 State planning code does not require a joint zoning ordinance to enable this distribution, although the participating municipalities may adopt such ordinance, if they desire.

However, there are additional benefits to adopting an implementation agreement. The process of preparing and adopting an agreement naturally entails the Boroughs determining which plan recommendations are of the highest priority for joint implementation and for individual municipal implementation. The adoption of an implementation agreement also establishes a structure and process to assist the Boroughs in working together in a cooperative fashion moving forward. *Additionally, Pennsylvania state agencies are required to consider and may give priority to applications for funding for multi-municipal planning entities with adopted implementation agreements.*

The Pennsylvania Intergovernmental Cooperation Law and as noted above, the state planning code govern the content of intergovernmental cooperation agreements such as a plan implementation agreement. The Intergovernmental Cooperation Law requires that intergovernmental cooperation agreements contain the following:

1. Conditions of the agreement.
2. Duration of the agreement term.
3. Purpose and objectives of the agreement.
4. Manner and extent of financing of the agreement.
5. Organizational structure necessary to implement the agreement.
6. Manner in which personal or real property shall be acquired, managed, licensed or disposed of in the implementation of the agreement.

In addition, the MPC states that implementation agreements shall:

1. Establish a process which participating municipalities will employ to achieve general consistency between the plan and the various ordinances of the participating municipalities within three years;
2. Establish a process for review and approval of developments of regional significance proposed in participating municipalities;
3. Establish role and responsibilities of participating municipalities in implementing the plan, including provision of infrastructure services and affordable housing.

The formulation of the specific implementation agreement for Glenolden and Prospect Park, were they to agree to enter into one, would be discussed and decided upon over the course of several meetings by the implementation task force and a DCPD Community Assistance Planner who as noted above would be available to work with the Task Force. If an agreement were to be formally adopted by the respective Borough Councils then the implementation task force, along with the DCPD liaison would continue to meet on a monthly or bi-monthly basis to ensure the various procedural requirements of the agreement were being met. The acceptance of the implementation agreement and the adoption of consistent ordinances and actions would lend legitimacy to an adopted comprehensive plan the Boroughs and the County had worked on.

## **CHAPTER 11**

### **TWO-YEAR ACTION AGENDA**

## CHAPTER 11

### TWO-YEAR ACTION AGENDA

After the comprehensive plan is adopted, municipalities sometimes find 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 can be delayed.

For these reasons, this Two-Year Action Plan identifies the specific recommendations in this document that the plan task force felt were the highest priority to be carried out or substantially in progress within the first two years after adoption of the Plan. It groups the recommendations into six categories of actions to help define and classify them.

The short-term actions identified in this section are essentially stepping stones that will lay the foundation for effective and successful implementation of the comprehensive plan. The Boroughs should annually track their progress and develop a revised agenda every two years as implementation moves forward.

This sequence is intended only as a guideline as 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.

Within each category of action the recommendations are numbered according to how they appear in the plan. So for instance the very first item listed below, number 3-15 would be the 15<sup>th</sup> recommendation of Chapter 3. In some instances the recommendations listed below have been abbreviated from their full text in the plan. To see the full text of recommendation see the chapter in which it appears.

#### **ESTABLISH BOARDS, COMMISSIONS, COMMITTEES, AND PARTNERSHIPS**

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- 3-15 Prospect Park should create an official historic preservation advisory board such as a Historical Commission, either individually or jointly with Glenolden and possibly Norwood Boroughs.
- 4-16 Form an Environmental Advisory Council, either individually or jointly, that could provide an effective forum and advisory body to address local environmental issues, particularly in regard to watershed management and public education.
- 5-4 Create a citizen advisory housing committee made up of homeowners, renters and borough officials to develop a program to address present and future housing rehabilitation and home improvement needs.

- 7-13 Consider the creation of joint infrastructure authority or other cooperative committee or board that could plan for utilities and roads in the Boroughs and implement a streetscaping program for MacDade Boulevard and Chester Pike.
- 8-7 Consider joint economic development and community revitalization initiatives such as the formation of an economic development advisory committee or a commercial district revitalization nonprofit organization to oversee and coordinate commercial district planning and improvements in the Boroughs.
- 9-13 Form a multi-municipal committee, including Norwood Borough, to explore options for the location and funding of a community center or centers to serve the Boroughs.

#### **REVISE AND ENFORCE ORDINANCES**

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- 3-4 Consider adopting demolition ‘delay’ ordinances to protect scattered sites of historic significance in the Boroughs from removal.
- 3-5 Consider enacting an Act 167 Local Historic District Ordinance for areas identified within this plan as potentially meeting the criteria for designation as historic districts.
- 5-15 Review existing ordinances relating to conversions of single-family residences to multi-family structures. Glenolden should consider specifying a maximum number of units per building that can be developed from a conversion.
- 8-1 Glenolden should create a new Neighborhood-Business-Main Street zoning district whose boundaries would roughly align with those of the Neighborhood Commercial-Mixed Use future land use classification along Chester Pike and MacDade Boulevard as shown on the future land use map. The new zoning district should allow residential uses on the upper stories of buildings over commercial uses.
- 8-2 Consider the creation of an ‘Official Map’ as enabled by the Pennsylvania state planning code to reserve and signal municipal intent to acquire critical or otherwise important parcels, sites, or portions thereof for future public acquisition and use.
- 8-6 Prospect Park should rezone the Keesler property at Route 420 and Ward Avenue to a commercial designation that would allow a mix of retail, service, recreational/amusement and public community uses.
- 9-3 Individually or jointly adopt a shade tree ordinance that would include provisions for the establishment of a shade tree commission and development of an ongoing program to increase and maintain tree cover in the commercial areas of the Boroughs.



## **MAINTAIN AND UPGRADE RESIDENTIAL AREAS**

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- 5-2 Develop a program to address poorly maintained and undesirable conditions in targeted apartment buildings, multi-family and single-family homes. Investigate the applicability of the range of housing funding programs discussed in this plan and utilize those identified as most appropriate to accomplishing the needed improvements.

## **IMPROVE COMMUNITY FACILITIES AND SERVICES**

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- 6-2 Pursue environmentally sustainable ‘green’ and energy saving building technologies for municipal construction and renovation projects to reduce long-term energy costs and environmental impacts.
- 6-4 Consider use of new regional approaches, in addition to mutual aid agreements, for the provision of police and fire protection services. One such approach could be the formation of a regional police and fire safety committee with representatives from Glenolden and Prospect Park, as well as possibly Norwood and Folcroft Boroughs.
- 6-8 Conduct ongoing sewer system inflow and infiltration studies to identify deficiencies in the municipal collection systems of Glenolden and Prospect Park.

## **IMPROVE TRAFFIC FLOW, PROVIDE STREETSCAPING, AND BICYCLE AND PEDESTRIAN FACILITIES**

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- 7-4 Glenolden should work with Amtrak and PennDOT to rectify problems at the Chester Pike/South Avenue intersection where Amtrak’s bridge spans Chester Pike.
- 7-5 Prospect Park should upgrade and improve traffic signals along the Lincoln Avenue Corridor, particularly in the downtown area between Maryland Avenue and Chester Pike.

## **MAINTAIN AND UPGRADE NONRESIDENTIAL AREAS**

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- 8-9 Glenolden should develop a revitalization plan for the traditional commercial core of MacDade Boulevard from approximately Ashland to Knowles Avenue, and for the portion of the Chester Pike corridor through the Borough. The plan should address building conditions, streetscape improvements, potential new public spaces, traffic, roadway and parking conditions, and the overall market potential of the corridors.

# **APPENDIX**

## APPENDIX A

A business inventory that was conducted for Glenolden's portions of MacDade Blvd and Chester Pike found a total of 93 businesses. This survey was categorized in Table A-1 below using the Federal North American Industry Classification System (NAICS), which is also used by the US Census Bureau. This survey established that the three largest business categories in Glenolden, in descending order, are: Retail, Other Services (repair and maintenance, personal and laundry, civic and professional organizations), and Food Services. This information reinforces the day-to-day and scheduled service-oriented position of the Borough's businesses in the marketplace.

**TABLE A-1**

<b>GLENOLDEN BUSINESS CATEGORY INVENTORY</b>		
<b>Business Category</b>	<b>Number of MacDade Boulevard and Chester Pike Commercial Corridor Businesses</b>	<b>Percentage of MacDade Boulevard and Chester Pike Commercial Corridor Businesses</b>
Retail	24	25.8%
Other Services (Repair and Maintenance, Personal and Laundry, Civic and Professional Organizations)	24	25.8%
Food Services	17	18.3%
Professional, Scientific and Technical Services	8	8.6%
Health Care and Social Assistance	5	5.4%
Real Estate, Rental and Leasing	3	3.2%
Manufacturing	3	3.2%
Finance and Insurance	2	2.1%
Arts, Entertainment and Recreation	2	2.1%
Information	2	2.1%
Administrative and Support Services	1	1.1%
Wholesale	1	1.1%
Transportation and Warehousing	1	1.1%
Construction	0	0.0%
Educational Services	0	0.0%
Public Administration	0	0.0%
<b>Total</b>	<b>93</b>	<b>100.0%</b>

*Source: Delaware County Planning Department 2009*

Of these 93 commercial enterprises, Retail and Other Services matched for the highest percentage of businesses found in the borough at 26% respectively. It is healthy to have a good mix of retail and other services operating in a municipality. Other Services however encompass several categories, for instance, Repair & Maintenance, Personal & Laundry, and Civic & Professional Organizations. When Other Services are broken down into their more detailed categories, we learn that category 811111 accounts for nearly half of all the other services found in Glenolden at 41.7%. It is important to recognize that 811111 is

the NAICS code for General Automotive Repair, which helps the Borough understand their business mix at a detailed level and suggests an area where there might be an over concentration of business types.

<b>81-Other Services (Glenolden)</b>		
812990	1	4.2%
<b>811111</b>	<b>10</b>	<b>41.7%</b>
81211	5	20.8%
812310	2	8.3%
812113	2	8.3%
812210	1	4.2%
81121	2	8.3%
812930	1	4.2%
<b>Total</b>	<b>24</b>	<b>100.0%</b>

An inventory was also conducted of Prospect Park business along Lincoln Avenue and the portion Chester Pike in the Borough and also found an identical total of 93 businesses which are categorized in Table A-2. The same three categories as in Glenolden – Retail, Other Services and Food Services – also comprise the largest percentage of businesses.

**TABLE A-2**  
**PROSPECT PARK BUSINESS CATEGORY INVENTORY**

<b>Business Category</b>	<b>Number of Lincoln Avenue and Chester Pike Commercial Corridor Businesses</b>	<b>Percentage of Lincoln Avenue and Chester Pike Commercial Corridor Businesses</b>
Retail	27	29.0%
Other Services (Repair and Maintenance, Personal and Laundry, Civic and Professional Organizations)	23	24.7%
Food Services	17	18.3%
Health Care and Social Assistance	8	8.6%
Finance and Insurance	5	5.4%
Professional, Scientific, and Technical Services	3	3.2%
Real Estate, Rental and Leasing	3	3.2%
Wholesale	3	3.2%
Manufacturing	2	2.1%
Arts, Entertainment, and Recreation	1	1.1%
Administrative and Support Services	1	1.1%
Construction	0	0.0%
Educational Services	0	0.0%
Public Administration	0	0.0%
Transportation and Warehousing	0	0.0%
Information	0	0.0%
<b>Total</b>	<b>93</b>	<b>100.0%</b>

*Source: Delaware County Planning Department 2009*

Similar to Glenolden, within the Other Services category automotive establishments comprise a large percentage of the category (39%). Codes

<b>81-Other Services (Prospect Park)</b>		
812990	1	4.3%
<b>811111</b>	<b>5</b>	<b>21.7%</b>
81211	6	26.1%
812310	2	8.7%
812113	1	4.3%
811490	1	4.3%
<b>811113</b>	<b>1</b>	<b>4.3%</b>
812910	1	4.3%
811420	1	4.3%
<b>811122</b>	<b>2</b>	<b>8.7%</b>
811192	1	4.3%
<b>811121</b>	<b>1</b>	<b>4.3%</b>
<b>Total</b>	<b>23</b>	<b>100.0%</b>

#### NAICS Sub-Codes

<b>811111</b>	General Automotive Repair
<b>811113</b>	Automotive Transmission Repair
<b>811122</b>	Automotive Glass Replacement Shops
<b>811121</b>	Automotive Body, Paint, and Interior Repair and Maintenance