

2005



# LANSDOWNE AND EAST LANSDOWNE COMPREHENSIVE PLAN

DELAWARE COUNTY PLANNING DEPARTMENT

**COMPREHENSIVE PLAN**  
**FOR THE**  
**BOROUGHES OF LANSDOWNE AND EAST LANSDOWNE**

**2005**  
*(Updated with 2010 Census and Other Demographic Data)*

**Prepared for the citizens of the Boroughs of**  
**Lansdowne and East Lansdowne**  
**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**

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## **LANSDOWNE BOROUGH**

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<b>Borough Council</b>	Norman Council, President Laura Fryer, Vice President William T. Smith Elliot Borgman Ann C. Hill Jane Madden Eugene Wayne
<b>Mayor</b>	Jayne C. Young
<b>Borough Officials</b>	David Forrest, Manager Barbara A. Henry, Secretary Robert Scott, Solicitor Rich Bevilacqua, Engineer Steven Travers, Code Enforcement Officer Edward Middleman, Building Inspector
<b>Planning Commission</b>	Peter Driscoll, Chairman Sandra Takacs Suzanne McElroy Carl Candeloro Bill Smith

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<b>Borough Council</b>	George Bobnak, President Lindsay Crosby, Vice President William Callahan Rick Byrne Robert Kleinberg Damon Oberlton Walter Miller
<b>Mayor</b>	James France
<b>Borough Officials</b>	Marius Russo, Manager Geraldine Del Prato, Secretary Janice Sawicki, Solicitor NDI Engineering, Engineer Marius Russo, Zoning Officer John Johnston, Sr., Building Inspector
<b>Planning Commission</b>	William Callahan Rick Byrne

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\* Former staff member



Borough of Lansdowne  
12 E. Baltimore Avenue  
Lansdowne, PA 19050

RESOLUTION NO. 2005-6

(A resolution approving and adopting the Joint Comprehensive Plan for the  
Boroughs of Lansdowne and East Lansdowne)

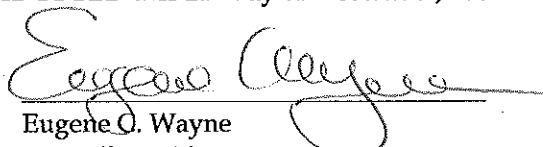
WHEREAS, the Borough of Lansdowne deemed it in the best interest of the Borough to update the Comprehensive Plan; and

WHEREAS, a Joint Comprehensive Plan, including maps, charts, and text, has been prepared by the Delaware County Planning Department, working with a task force of elected and appointed officials and community members of the Borough, indicating recommendations for the future development, redevelopment and revitalization of the Borough; and

WHEREAS, a public hearing was held on January 06, 2005, pursuant to public notice, and no substantial revisions in the proposed Joint Comprehensive Plan resulted therefrom.

NOW, THEREFORE, BE IT RESOLVED that the Council of the Borough of Lansdowne does hereby approve and adopt the "Joint Comprehensive Plan for the Boroughs of Lansdowne and East Lansdowne," dated 2005 and that this plan shall henceforth constitute the Comprehensive Plan of the Borough of Lansdowne under and in accordance with Article III of the Pennsylvania Municipalities Planning Code, Act 247 of 1968, as amended.

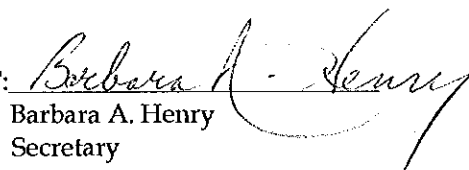
ADOPTED this 21<sup>st</sup> day of December, 2005

  
Eugene O. Wayne  
Council President

APPROVED this 21<sup>st</sup> day of December, 2005

  
Jayne C. Young  
Mayor

ATTEST:

  
Barbara A. Henry  
Secretary

BOROUGH HALL  
EAST LANSDOWNE, PA 19050  
JANUARY 9, 2006

RESOLUTION 04-06

WHEREAS, the Borough of East Lansdowne has deemed it in the best interest of the Borough to update their Comprehensive Plan by developing a Joint Comprehensive Plan with the Borough of Lansdowne; and

WHEREAS, a Joint Comprehensive Plan, including maps, charts, and text, has been prepared by the Delaware County Planning Department, working with a task force of elected and appointed officials of the Boroughs of Lansdowne and East Lansdowne, indicating recommendations for the future development of the Boroughs; and

WHEREAS, a joint public hearing was held on January 6, 2005, pursuant to public notice, and no substantial revisions in the proposed Joint Comprehensive Plan resulted therefrom,

NOW, THEREFORE, BE IT RESOLVED that the Council of the Borough of East Lansdowne does hereby approve and adopt the "Lansdowne and East Lansdowne Comprehensive Plan" dated 2005 and that this Joint Comprehensive Plan shall henceforth constitute the Comprehensive Plan of the Borough of East Lansdowne under and in accordance with Article III of the Pennsylvania Municipalities Planning Code, Act 247 of 1968, as amended.

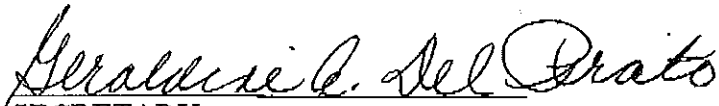
ENACTED AS PRESENTED THIS 9<sup>TH</sup> DAY OF JANUARY, A.D. 2006.

BOROUGH OF EAST LANSDOWNE


BY:

  
\_\_\_\_\_  
PRESIDENT OF COUNCIL

ATTEST:

  
\_\_\_\_\_  
SECRETARY

APPROVED AS ENACTD THIS 9<sup>TH</sup> DAY OF JANUARY, A.D. 2006.

  
\_\_\_\_\_  
MAYOR

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# **CHAPTER 1**

## **INTRODUCTION**

# **CHAPTER 1**

## **INTRODUCTION**

A comprehensive plan is a long-range planning tool used to define an area's vision, goals, and policies. An effective plan accurately communicates citizens' needs and desires about their community and recommends specific strategies to achieve those values. A typical plan sets a 10-year vision for the community.

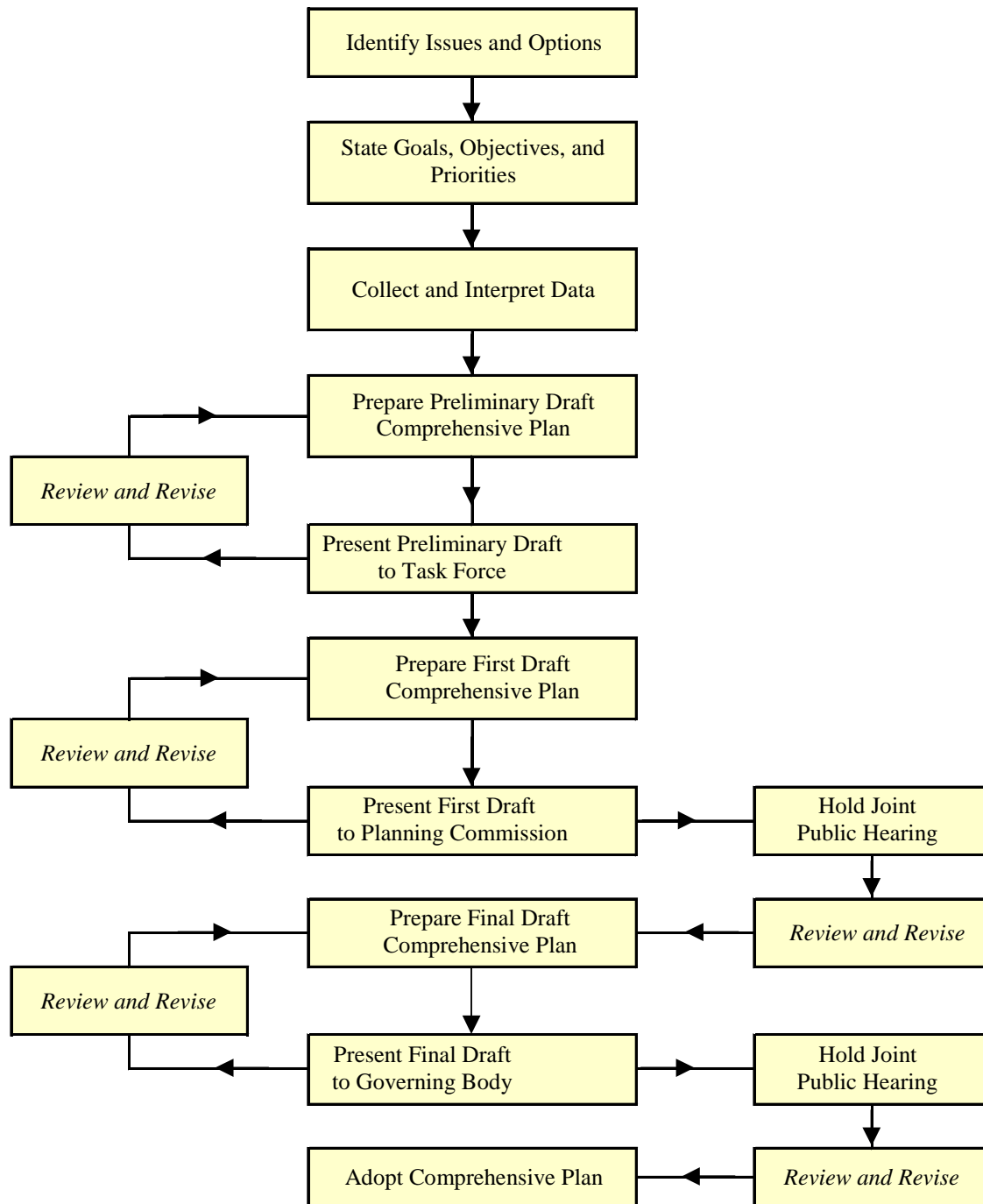
The process of revising Lansdowne and East Lansdowne's comprehensive plans began in spring 2003. The Boroughs determined that the policies in the 1983 (Lansdowne) and 1976 (East Lansdowne) plans needed updating to guide the communities into the 21<sup>st</sup> century and the new millennium. The goals set for the comprehensive plan update were to create a document that is based on the community's vision of the future of Lansdowne and East Lansdowne. The Boroughs wanted to complete a document that is user friendly, incorporates all of the amendments to the previous plans, and is more comprehensive than previous plans.

The Comprehensive Plan Task Force (CPTF) provided general guidance throughout the planning process. The CPTF is comprised of citizens from diverse backgrounds and interests and includes two Borough Council members, two Borough Managers, one Planning Commissioner, and three members of the local business community. The CPTF provided a variety of input including general policy guidance, strategies for receiving public input, ideas for inclusion in the plan through brainstorming, and review and refinement of plan drafts. The Planning Commissions and Borough Councils also reviewed plan drafts and held public meetings to engage the community in the planning process and receive public input.

The comprehensive plan is a document prepared to assist in guiding future growth and development. It contains sections on various aspects of the Lansdowne and East Lansdowne community, such as community development goals and objectives, environment, housing, transportation, and land use. It is officially adopted by the Borough Councils of each municipality and is implemented to a large extent by zoning and subdivision and land development ordinances. The plan must be periodically reviewed and updated and must have the understanding and support of local residents, the Planning Commissions, and the Borough Councils.

A comprehensive plan is more than just a document disclosing past and present land use trends with a proposed course of action. It is a process of organizing for the future, and creates a strategy for land use patterns of tomorrow. In some cases, even a lack of planning can be considered a strategy for future development. Community planning is an organized way or process of thinking about tomorrow. Thinking about how a community changed in the past can help predict what changes might occur in the future. When this type of thinking translates into action, it needs to be done in an orderly fashion and made part of a routine administrative process.

The Planning Process



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

The 2003 planning process began with a review of the community's vision of the Boroughs and an overall evaluation of the future elements expected to shape land use throughout the Boroughs. The *Vision Statement* represents the overall long-range vision for the Boroughs. The remainder of the plan contains detailed analyses and action strategies to help achieve this community vision.

## VISION STATEMENT

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

The vision of the Boroughs is...

*"...to create a community that cherishes its heritage, fosters socially and economically healthy environments, encourages safe human-scale development, and efficiently uses land, infrastructure, and public facilities and services."*

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

### **The Boroughs are striving toward a community that:**

- Maintains and encourages stable, blight-free neighborhoods where homeowners and residents can invest with reasonable assurance that their investment is secure;
- Preserves the layout of the Boroughs, ensuring compatible, neatly spaced residences along streets that are pedestrian oriented and discourage high volumes of vehicular traffic and speeds;
- Encourages diversity in land uses, economic development, housing opportunities, and social and cultural activities;

- Encourages and supports business, government, and citizens to work together to attain common goals and fully capitalize on the community's resources;
- Capitalizes on its unique cultural characteristics to develop new retail and service opportunities;
- Supports planned and designed public spaces and facilities that promote the maximum opportunity for social interaction and engagement;
- Offers age-appropriate recreational facilities and programs to residents of all abilities;
- Promotes the conservation of open spaces and the provision of parks and public recreational facilities designed for all members of the community, regardless of age, interest, or physical ability;
- Encourages outdoor recreational activities, festivals, and events;
- Provides and supports pedestrian-oriented and human-scaled streetscapes, and an urban design that fosters a sense of place, pride of place, belonging, and accessibility for all members of the community;
- Provides a setting that encourages people to locate, remain, or return to the Boroughs out of choice because they offer a healthy, safe, and enriching environment in which to raise their families;
- Preserves its cultural resources by supporting the protection and rehabilitation of historically or architecturally significant structures and sites;
- Provides an integrated network of multi-use paths/trails utilizing public rights-of-way and stream valleys; and
- Provides and maintains attractively landscaped entranceways and streetscapes containing shade trees along clean, well-maintained streets.

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

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

The term *goal*, as used in this plan, is an expression of the generalized end-points or ultimate purposes that the Boroughs strive to achieve. *Objectives*, on the other hand, are more

specific and measurable actions necessary to move towards these goals. In most cases, several objectives must be achieved or nearly achieved before the goal is reached.

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

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

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

## **LANSDOWNE'S AND EAST LANSDOWNE'S PLANNING HISTORY**

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This plan is a multi-municipal comprehensive plan for Lansdowne and East Lansdowne. Before the adoption of this plan, the Boroughs were using comprehensive plans prepared in 1976 (East Lansdowne) and 1983 (Lansdowne). At the time, both documents met the requirements of the MPC, but today they are extremely out of date and do not comply with the year 2000 amendments to the MPC.

## **PLANNING FUNDING SOURCES**

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On behalf of the Boroughs, DCPD secured a Land Use Planning and Technical Assistance Program (LUPTAP) state grant in the amount of \$21,850 and a Community Development Block Grant (CDBG) in the amount of \$17,480. The remaining 10% of the total project cost (\$43,700) was provided by the Boroughs. The state grant was obtained through the Pennsylvania Department of Community and Economic Development (DCED), the block grant was obtained through the Delaware County Office of Housing and Community Development (OHCD), and the local match was divided equally between the two participating Boroughs.

## **PLANNING PROCESS**

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In April 2003, Lansdowne and East Lansdowne began working with DCPD to update their comprehensive plans. This plan is the result of an extensive effort by many people. The DCPD staff performed much of the research and drafted the text in coordination with the

CPTF consisting of representatives from each Borough. This CPTF and DCPD staff met regularly to exchange information and review the work performed by DCPD.

This document contains significant data describing conditions in the Boroughs as they were in 2003-2004. Much of the information was obtained from an analysis of U.S. Census data, Zoning Hearing Board records, and County documents such as subdivision reviews, parcel records, and maps. Information concerning the Boroughs' existing development was obtained from land use surveys conducted by DCPD staff in 2003.

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

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In June 2000, Pennsylvania adopted its own “smart growth” legislation uniquely tailored to the traditions, law, and politics of Pennsylvania. Act 67 (House Bill 14) and Act 68 (Senate Bill 300) both amend the MPC. These reforms enable counties and municipalities to take more control over their destiny by planning together for both development and conservation of resources, and, most importantly, implementing such plans through cooperative agreements and consistent ordinances and actions.

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

**Promote the protection of rural resources:** The laws require all municipalities to plan and zone for natural and historic resources and agricultural lands. Within a multi-municipal plan, it is easier to protect larger areas of land from intense development by designating growth areas in or around existing developed places and rural resource areas for more limited development.

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

**Provide funding incentives:** The laws authorize state agencies to provide funding priority under state funding programs for multi-municipal planning and implementation.

**Require state agencies to incorporate local plans in decision-making:** The laws require state agencies to consider and/or rely upon the multi-municipal plan in making funding and permitting decisions.

**Address regional issues:** The laws enable municipalities to identify and address issues that are regional in nature, such as sewer and water provisions, emergency services, agricultural preservation, transportation issues, and developments of regional scope. Planning for these issues together can eliminate duplication of



efforts, encourage communication among municipalities, and create opportunities for more efficient use of resources.

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

**Protect against curative amendment lawsuits:** Municipalities within a multi-municipal planning area no longer necessarily have to provide for every use. The laws now direct the court in a zoning challenge to look at the availability of uses under the zoning ordinances of municipalities participating in a plan and not to limit its consideration to the zoning ordinance being challenged where all municipalities have adopted and are implementing a multi-municipal plan.

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

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

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

## PLAN ORGANIZATION

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The plan is organized into 12 chapters. Each section has been carefully prepared to support and enhance the other sections but is not dependent on them. This allows the sections to act independently as well as cooperatively with one another to meet the overall vision of the region. The general organization of the plan is as follows:

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<sup>1</sup> *Planning Beyond Boundaries: A Multi-municipal Planning and Implementation Manual for Pennsylvania Municipalities*, 10,000 Friends of Pennsylvania, 2002.

- **Chapter 1 – Introduction:** provides an overview of the comprehensive plan and includes the *Vision Statement*.
- **Chapter 2 – Community Profile:** presents a brief history of the Boroughs and analyzes their demographic characteristics.
- **Chapter 3 – Community Facilities and Services:** describes the level and adequacy of community facilities and services such as police protection, fire protection, library service, and Borough administration.
- **Chapter 4 – Historic Preservation:** provides a detailed history of the area and a plan for the preservation of the Boroughs' cultural and historic resources.
- **Chapter 5 – Environment:** describes the area's natural features and explores the region's environmental issues.
- **Chapter 6 – Parks, Recreation, and Open Space:** discusses existing conditions of parks and open space areas and presents recommendations for additional recreational areas, facilities, and programs.
- **Chapter 7 – Housing:** presents various housing conditions and recommendations to improve them.
- **Chapter 8 – Transportation:** discusses methods to enhance and expand the local and regional transportation system.
- **Chapter 9 – Land Use:** provides an inventory of present land uses, a discussion of principal problem areas, and recommended actions for the revitalization of the Boroughs.
- **Chapter 10 – Implementation:** discusses the tools and strategies available to the Boroughs to implement the recommendations stated in the plan.
- **Chapter 11 – Two-Year Action Agenda:** lists the priority actions that the Boroughs should take within the first two years after adoption of this plan.
- **Chapter 12 – Funding and Technical Assistance:** lists the funding agencies and programs and sources of technical information needed to pay for and properly implement plan recommendations.

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

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This plan has been written in a consistent and straightforward manner and is intended to be either read from cover to cover OR consulted as needed as a reference. The reader can flip to any chapter, read the existing conditions for the topic discussed, and continue to

the recommendations designed to alleviate any deficiencies or shortcomings. A funding program and/or source of technical assistance follows each recommendation, where applicable. Chapter 12 – Funding and Technical Assistance, provides a description of the applicable funding programs, sources of technical assistance, and specific contact information. The sources of funding and technical assistance are listed alphabetically and are divided into two sections – *Funding Programs* and *Technical Assistance*.

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

Similarly, when Council or other local boards or officials are considering specific matters, they should consult the goals and objectives as well as the text of the specific chapter that addresses the topic in question to see if it provides guidance and direction through its recommendations. The goals, objectives, and recommendations outlined in the report are based on the combined input from local residents, staff, and elected and appointed officials, as well as that of DCPD.

Unfortunately, in many cases, municipalities ignore their own comprehensive plan, which contains valuable information on how to approach and make decisions on the very topics with which they are having difficulty. Therefore, the plan should be used as a reference for providing guidance on a wide variety of issues, problems, and challenges facing the Boroughs.

# **CHAPTER 2**

## **COMMUNITY PROFILE**

## **CHAPTER 2**

### **COMMUNITY PROFILE**

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

#### **REGIONAL SETTING**

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The Borough of Lansdowne is located in eastern Delaware County (see Map 2-1 – Regional Setting). Clifton Heights Borough borders Lansdowne to the west, Upper Darby Township to the north and east, and Yeadon to the south. East Lansdowne is located east of Lansdowne and is bordered on all sides by Upper Darby Township. Delaware County lies just west and in the metropolitan statistical area of the City of Philadelphia in the region known as the Delaware Valley. The Delaware Valley is centrally located between Washington D.C. and Boston in the highly developed East Coast “megapolis.”

Lansdowne Borough occupies 1.2 square miles and has a population of 10,620 (Census 2010). East Lansdowne has a population of 2,668 (Census 2010) and covers an area of 0.2 square miles. The Boroughs are easily accessible by public transit on the SEPTA Media-Elwyn regional rail line and by bus service on five routes. Baltimore Avenue runs east-west through the Boroughs and provides access via car to Philadelphia and Route 476, linking the Boroughs to I-95 and the Pennsylvania Turnpike. Lansdowne and Union Avenues in Lansdowne provide access to destinations north and south of the Boroughs, and Long Lane connects East Lansdowne with the 69th Street Terminal in Upper Darby Township.

#### **A BRIEF HISTORY**

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##### **East Lansdowne Borough**

East Lansdowne's history differs from other present-day Delaware County communities. The joining of numerous individual farm parcels in a piecemeal fashion created most other townships and boroughs; however, East Lansdowne retains the distinction of having been one family farm bought specifically for residential development. As is true with nearby municipalities, there is the connection of the original farm parcel with notable settling families – in this case the Sellers/Lewis/Smith families.

At the turn of the century, this area was geographically a part of Upper Darby Township, and belonged to Dr. George Smith. Dr. Smith, a well known figure in the region's development, was a State Senator, a Delaware County Judge, the enactor and advocate of the public school system, first Superintendent of Schools of Delaware County, President of the School Board of Upper Darby, on the Board of Directors for the West Chester and Philadelphia Railroad, an incorporator of the Delaware County Mutual Insurance

Company, and founder of the Delaware County Institute of Science, among a vast many distinctions. He is also well known for his book on the history of the County, published in 1862. Smith's wife, Mary, was originally part of the Upper Darby Lewis family and a cousin of the Sellers and Pennocks. Although the Smiths are known to have lived in Upper Darby, this farm which was to become East Lansdowne Borough was a part of the Smith family's land holdings.

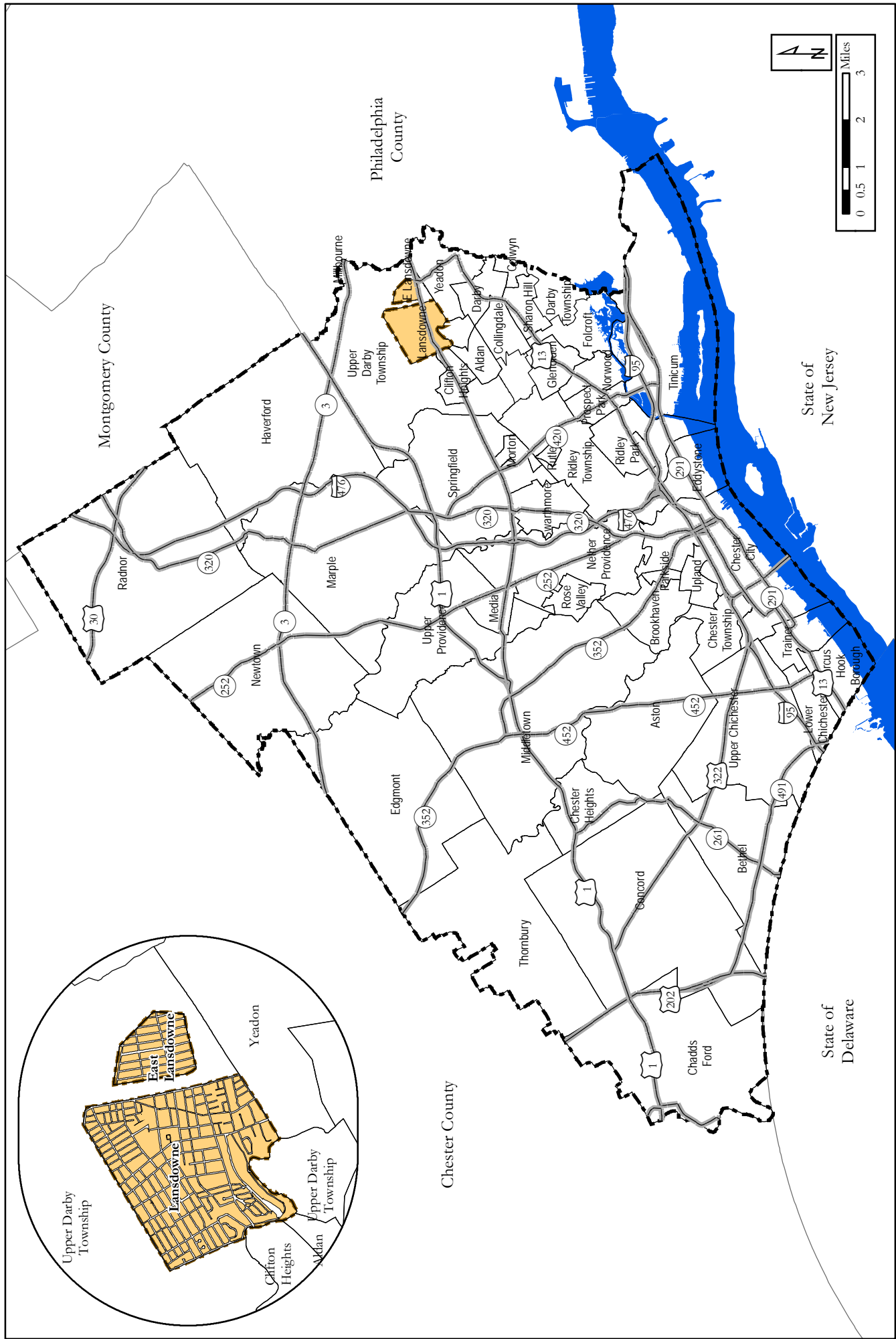
In 1902, Wood, Harmon & Company purchased the farm from the Smith family heirs. This real estate firm was headed by Clifford B. Harmon, a pioneer aviator and balloonist. Harmon called his new development East Lansdowne and brought in civil engineers Harris and Damon from Darby to survey and plat the approximately 130 acres into streets and lots. Opening day for lot sales was June 9, 1902. The prices for lots were between \$160 and \$440, \$2 down and \$1 - \$2.20 per week. There were no taxes, no mortgages, and no interest for a year. With an offer as desirable as this, development began to occur. There were already 30 homes built and occupied by June of the following year, including one twin house and one store.

The town experienced a building boom following its separation from Upper Darby and incorporated on June 3, 1911. Growth happened rapidly in an overall view of municipal development. The land surface of East Lansdowne was built out by the 1940s, and the decade of the '50s saw the population of this Borough peak at approximately 3,500. The residents had previously started up the "East Lansdowne Improvement Association" in 1904 to serve as the unofficial governing body. From this group grew Fire Company No. 1, as well as the idea to form their own municipality. Every property owner was eligible for membership in the East Lansdowne Improvement Association and was likewise encouraged to advocate in all measures for the ultimate benefit of the community. Although the Association was dissolved in 1916 for the forming of the first Borough Council, the ideals of true community have never been forgotten in East Lansdowne.

### **Lansdowne Borough**

Until the late 19<sup>th</sup> century, the Borough of Lansdowne was part of rural Upper Darby Township. However, settlement in this area began towards the end of the 17<sup>th</sup> century. Much of the land was first surveyed for George Wood, grandfather of Jacob Bonsall, in 1682. Around this time, Lansdowne was little more than a crossroads at Lansdowne Avenue (then called Darby-Haverford Road) and Baltimore Avenue.

In Lansdowne's early days, Darby Creek attracted men such as Joseph Cruikshank and Morris Trueman to build industry in the form of textiles, paper, and cotton and dye mills, with the Beehive Mills in 1778 and the Kellyville Mills in 1812. Lansdowne's locale was a center for the florist trade, with successful businesses operated by William Leonard, August Valentine Doemling, and the Pennock family. There was also a small settlement of Quakers associated with some of these early business families who were quite influential in the founding and development of the community. When the rail lines made their way through the future Borough in the mid/late 1800s, the stage was set for continued development.



East Lansdowne  
and  
Lansdowne  
Boroughs

## Regional Setting Map 2 - 1

### NOTES:

1. USGS - County and Municipal Boundary
2. U.S. Department of Commerce, Bureau of the Census, TigerLine Files, 2000 - Major Roads
3. Delaware County Board of Assessments - Roads

### Disclaimer

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



Prepared by  
Delaware County  
Planning Department  
2005

The addition of a second rail track by the Pennsylvania Railroad in the 1880s assisted in the construction boom by making it easier for wealthy Philadelphians to find retreat in the picturesque countryside. This also helped the rail company's business to expand with the increased transporting of building materials and later, people. Lavish mansions and tourist hotels began to dot the landscape, some of which still exist today, having been converted into apartments after World War I.

Towards the end of the 19<sup>th</sup> century, a division was beginning to form between those focused on opportunities for real estate development in what was soon to become Lansdowne and proponents of the agrarian ideals of Upper Darby Township. Advocates of development won, and by the June 7, 1893 incorporation, the new Borough was becoming a fashionable commuter suburb for the middle class, with both residential and commercial growth extending on either side of the railroad tracks. Around the turn of the century, a large number of the homes built were those that give Lansdowne its prominent and distinct visual character. These are the large vernacular twins and singles with roomy porches, placed neatly on tree-lined streets. The variety of sizes of early American architectural styles provided an appealing place to live and work. Renowned architects such as Frank Furness left their mark on community treasures of homes, buildings, and even the train station. The trolley line along Baltimore Avenue constructed in 1902 added yet another attractive amenity, in the form of another transit link to and from Lansdowne.

As Lansdowne continued to gain distinction as a desirable community to live, schools, parks, meeting halls, civic associations, businesses, churches, and a movie theatre were added to meet the needs of the residents. The built environment which remains in this Borough provides a glimpse into Lansdowne's progressive past – one that was clearly centered on the needs of the residents, who remain committed to their community.

## **DEMOGRAPHICS**

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In order to realize the present and future needs of the Boroughs and their residents, a broad analysis of demographic factors needs to be undertaken. Reviewing population trends and estimates, age distribution, and employment enables the Boroughs to better understand the needs and concerns of the community. This examination helps to determine the amount and type of services that are and will be required and also provides an understanding of the Boroughs' future position within the County. All demographic data are produced by the U.S. Department of Commerce, Bureau of the Census, including the 2000 and 2010 Census, and five-year estimates (2006-2010) from the American Community Survey.. Forecasts for the years 2020-2040 were provided by the Delaware Valley Regional Planning Commission (DVRPC).

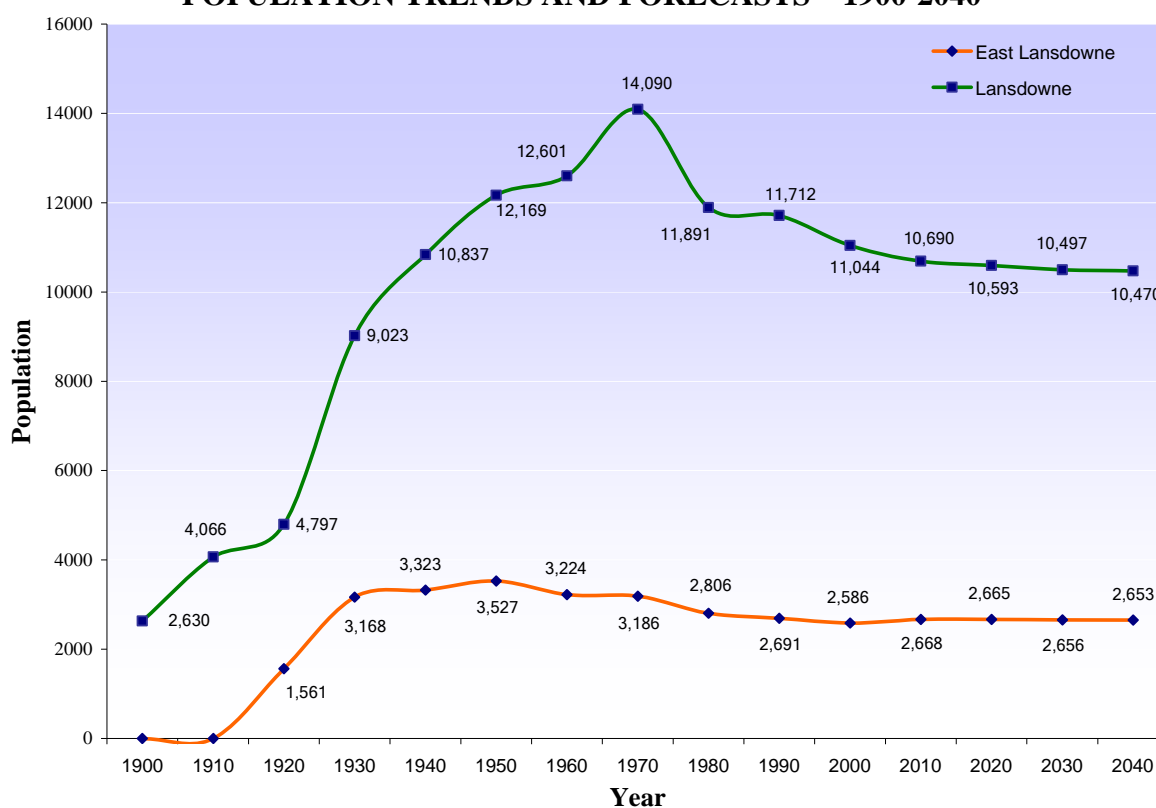
### **Population Trends and Forecasts**

In close proximity to Philadelphia, Lansdowne and East Lansdowne have experienced trends common to inner-ring communities close to urban centers over the past 40 years. After the 1950s when most urban centers were losing population to the suburbs, the population of first generation suburbs was increasing. Between 1950 and 1970,



Lansdowne's population increased by 13.6% from 12,169 to 14,090. However, between 1970 and 1980, the Borough lost almost 2,200 residents, more than 16% of its total population. This trend has stabilized in recent years although the Borough continues to lose residents. East Lansdowne has experienced a similar trend, losing nearly 19% of its total population between 1970 and 2000, though it gained nearly 100 residents between 2000 and 2010. Population forecasts prepared by DVRPC suggest that the Boroughs will see their population counts stabilize after decades of population loss. Lansdowne is projected to lose 2.1% of its population through 2040 while East Lansdowne is projected to lose less than 0.6% during the same period.

**FIGURE 2-1  
POPULATION TRENDS AND FORECASTS – 1900-2040**



Source: U.S. Department of Commerce, Bureau of the Census, 2010; DVRPC, 2012 (Years 2020-2040 are projections)

**TABLE 2-1**  
**POPULATION FORECASTS**

	2000 <sup>^</sup>	2010 <sup>^</sup>	2020*	2030*	2040*	Absolute Change 2010- 2040	Percent Change 2010- 2040
<b>East Lansdowne</b>	<b>2,586</b>	<b>2,668</b>	<b>2,665</b>	<b>2,656</b>	<b>2,653</b>	<b>-15</b>	<b>-0.6%</b>
<b>Lansdowne</b>	<b>11,044</b>	<b>10,620</b>	<b>10,593</b>	<b>10,497</b>	<b>10,470</b>	<b>-150</b>	<b>-1.4%</b>
<b>Clifton Heights</b>	6,779	6,652	6,649	6,638	6,635	-17	-0.3%
<b>Upper Darby</b>	81,821	82,795	83,262	84,887	85,354	2,559	3.1%
<b>Yeadon</b>	11,762	11,443	11,401	11,256	11,214	-229	-2.0%
<b>Delaware County</b>	550,864	558,980	560,990	567,980	569,980	11,000	2.0%
<b>Philadelphia</b>	1,517,550	1,530,000	1,550,000	1,600,000	1,630,000	100,000	6.5%

Source: <sup>^</sup> U.S. Department of Commerce, Bureau of the Census (2000-2010 Population Counts); \* Delaware Valley Regional Planning Commission, July 2012 (2020-2040 Forecasts)

### **Racial Composition**

An analysis of the racial composition of the Boroughs reveals a population that is increasingly multiracial and multiethnic. Both Boroughs have seen a decreased White population, with an increase in African-American, Asian and Hispanic residents. The Black population has grown considerably in East Lansdowne, and now comprises the majority of the Borough population. Lansdowne and East Lansdowne have seen significant changes in their ethnic and racial demographics compared to neighboring municipalities and Delaware County; all which have seen their populations diversify since the 2000 Census (see Table 2-2).

### **Age Distribution**

The age distribution of a community helps to identify the levels of service and infrastructure necessary to meet the future needs of various age groups. Figures 2-2 and 2-3 show the age distribution in the Boroughs in 2010. Both Boroughs have seen a shift in their middle-aged populations since 2000, as residents from the “baby boom” generation enter the 45-54 and 55-64 age groups. Nevertheless, the median age in the Boroughs have conversely decreased in East Lansdowne (from 36.7 to 34.7) and increased in Lansdowne (from 38.0 and 39.7) between 2000 and 2010.

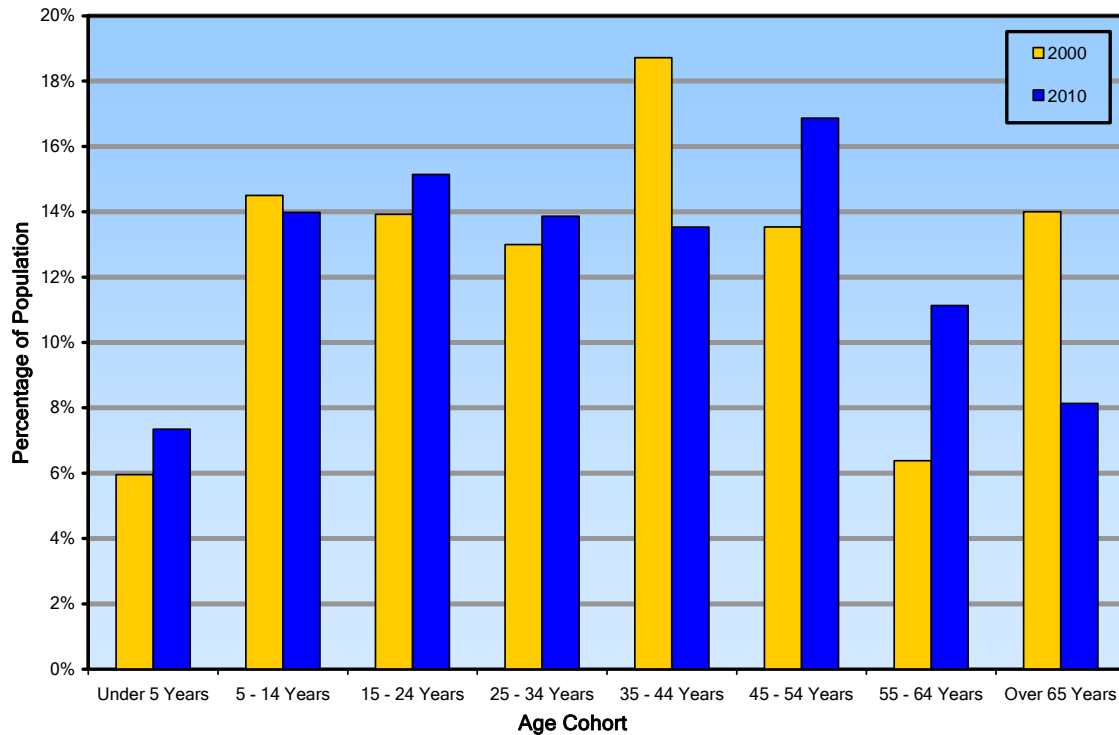
In East Lansdowne, this can be explained by the increase in residents under 34 years old (three out of the four youngest age cohorts increased in population), and the steep decline in residents aged over 65 years, who were most likely replaced by families. The aging of Lansdowne’s population can be attributed to the decrease in younger residents, and possibly through the aging of members in the Borough households, as adult residents shift into the 45-54 and 55-64 age cohorts, and younger residents into the 15-24 cohort.

**TABLE 2-2**  
**RACIAL AND ETHNIC COMPARISON - 2000-2010**

	East Lansdowne		Lansdowne		Clifton Heights		Upper Darby		Yeadon		Delaware County		Philadelphia	
Race/ Ethnicity	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010
White	71.2%	30.5%	75.3%	47.1%	94.2%	82.3%	77.3%	56.6%	15.6%	7.5%	80.3%	72.5%	45.0%	41.0%
Black	20.5%	55.8%	19.0%	44.6%	2.9%	11.4%	11.3%	27.5%	80.8%	88.6%	14.5%	19.7%	43.2%	43.4%
American Indian, Eskimo & Aleut	0.1%	0.1%	0.1%	0.2%	0.1%	0.2%	0.1%	0.2%	0.2%	0.2%	0.1%	0.2%	0.3%	0.5%
Asian and Pacific Islander	6.0%	9.0%	2.9%	3.6%	1.5%	3.3%	8.9%	11.2%	0.9%	0.8%	3.3%	4.7%	4.5%	6.4%
Other	0.5%	1.3%	0.4%	0.7%	0.4%	0.4%	0.5%	1.9%	0.5%	0.6%	0.6%	0.9%	4.8%	5.9%
Two or More Races	1.7%	3.1%	2.4%	3.8%	0.9%	2.4%	1.9%	2.7%	1.9%	2.1%	1.2%	2.0%	2.2%	2.8%
Hispanic (of any Race)	1.2%	4.3%	1.5%	3.3%	1.0%	2.2%	1.6%	4.5%	1.0%	1.9%	1.5%	3.0%	8.5%	12.3%

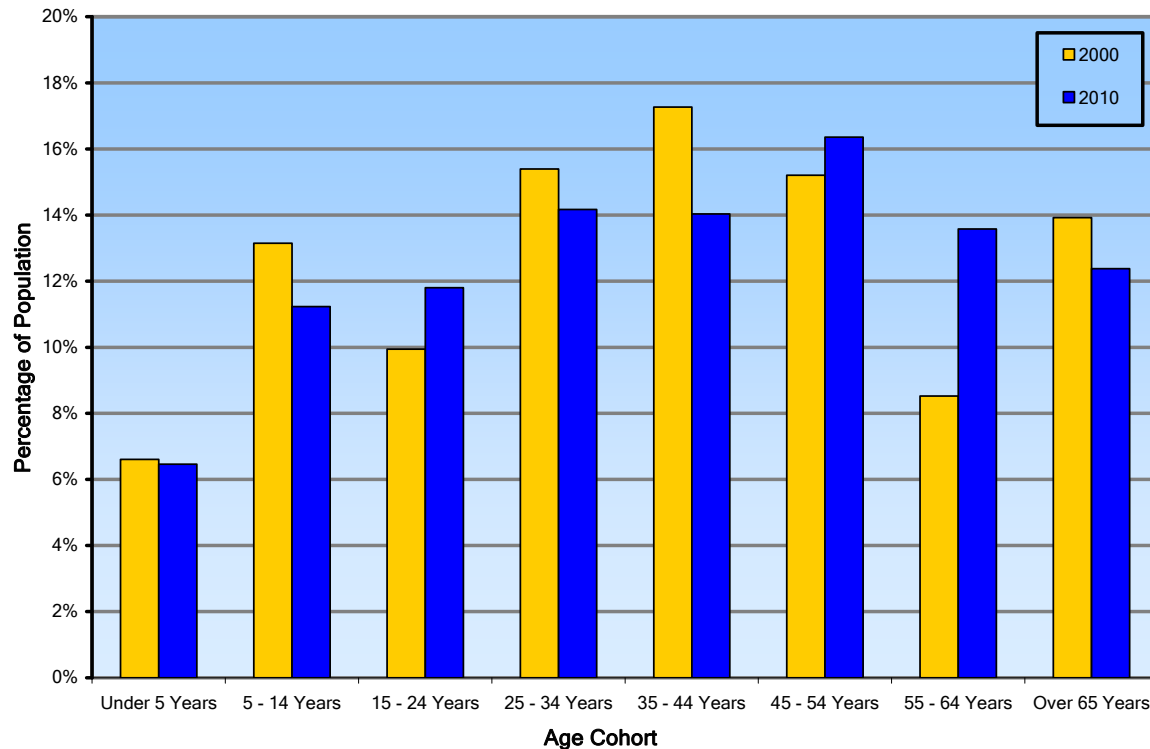
Source: U.S. Department of Commerce, Bureau of the Census, 2000-2010

**FIGURE 2-2**  
**AGE DISTRIBUTION IN EAST LANSDOWNE**



Source: U.S. Department of Commerce, Bureau of the Census, 2000-2010

**FIGURE 2-3  
AGE DISTRIBUTION IN LANSDOWNE**



Source: U.S. Department of Commerce, Bureau of the Census, 2000-2010

### **Income**

Income is frequently used as an indicator of the vitality of a community. Income is directly related to job availability and translates into purchasing power. Therefore, one can estimate the demand for goods and services by analyzing the income of the population. The U.S. Census Bureau has two aggregated categories for income: household and family. Household income is the income of the householder and all other individuals 15 years old and over in the household, whether they are related or not. Because a household can consist of one person, household income is usually less than family income. Family income is the total income of all members 15 years old and over related to the householder and is treated as a single amount.

Although the median household income in the Boroughs increased by over 76% (76% in Lansdowne and 77% in East Lansdowne) between 1990 and 2010, much of this increase was due to inflation. After adjusting the income figures to compensate for inflation, the “real” increase in the median household income was only 5.5% in Lansdowne and 6.4% in East Lansdowne during this twenty-year period. Table 2-3 shows unadjusted median household income between 1990 and 2010 and Table 2-4 shows median household income figures that have been adjusted using the Consumer Price Index (CPI). The CPI is a percentage comparison of price levels in different time periods.

**TABLE 2-3  
UNADJUSTED INCOME**

Municipality	Median Household Income			Median Family Income		
	1990	2000	2010 (est.)	1990	2000	2010 (est.)
Clifton Heights	\$30,587	\$39,291	\$43,417	\$36,565	\$48,919	\$46,005
<b>East Lansdowne</b>	<b>\$31,321</b>	<b>\$44,205</b>	<b>\$55,574</b>	<b>\$39,896</b>	<b>\$53,021</b>	<b>\$60,761</b>
<b>Lansdowne</b>	<b>\$35,795</b>	<b>\$47,017</b>	<b>\$63,009</b>	<b>\$44,171</b>	<b>\$60,305</b>	<b>\$72,641</b>
Upper Darby	\$32,356	\$41,489	\$52,572	\$40,027	\$52,500	\$65,521
Yeadon	\$35,951	\$45,450	\$46,629	\$42,726	\$55,169	\$59,637
Philadelphia	\$24,603	\$30,746	\$36,251	\$30,140	\$37,036	\$45,619

Source: U.S. Bureau of the Census, 2000; American Community Survey, 2006-2010

**TABLE 2-4  
ADJUSTED INCOME**

Municipality	Adjusted Median Household Income			Adjusted Median Family Income		
	1990	2000	2010 (est.)	1990	2000	2010 (est.)
Clifton Heights	\$51,030	\$49,754	\$43,417	\$61,004	\$61,946	\$46,005
<b>East Lansdowne</b>	<b>\$52,255</b>	<b>\$55,977</b>	<b>\$55,574</b>	<b>\$66,561</b>	<b>\$67,140</b>	<b>\$60,761</b>
<b>Lansdowne</b>	<b>\$59,719</b>	<b>\$59,537</b>	<b>\$63,009</b>	<b>\$73,694</b>	<b>\$76,364</b>	<b>\$72,641</b>
Upper Darby	\$53,982	\$52,537	\$52,572	\$66,780	\$66,480	\$65,521
Yeadon	\$59,045	\$57,553	\$46,629	\$71,283	\$69,860	\$59,637
Philadelphia	\$41,047	\$38,934	\$36,251	\$50,285	\$46,899	\$45,619

Source: U.S. Bureau of the Census, 2000 ; American Community Survey, 2006-2010. Income adjusted in 2010 dollars using the 'CPI Inflation Calculator' from the Bureau of Labor Statistics.

While both Lansdowne and East Lansdowne witnessed a slight increase in their adjusted median household income, nearby municipalities have seen their incomes become less stable since 1990. This includes a nearly 15% decrease in adjusted income in Clifton Heights, and over 20% in Yeadon. Trends in adjusted income can provide insight into the stability of a community. From this perspective, East Lansdowne and Lansdowne have remained relatively stable in terms of their human capital.

### **Education**

The education levels of the respective Boroughs help to underline an important link between education and wealth. Both Lansdowne and East Lansdowne have seen the percentages of the population with post-secondary degrees increase, along with the County. Adjusted incomes in the two Boroughs did not necessarily increase according to the increase in educated residents – East Lansdowne’s adjusted median household income decreased between 2000 and 2010. However, East Lansdowne contains a population that is slightly less educated than Delaware County taken as a whole, with Borough households earning a lower median income than the County average. This is

consistent with Lansdowne, whose residents have both a higher educational attainment and higher median household income than the average County resident. These trends indicate that the median household income of East Lansdowne should increase when education levels approach the County average.

**TABLE 2-5**  
**INCOME AND EDUCATION, 2000 - 2010 \***

Education	East Lansdowne		Lansdowne		Delaware County	
	2000	2010	2000	2010	2000	2010
<b>High School Graduate or Higher</b>	81.8%	90.0%	90.9%	95.3%	86.5%	90.5%
<b>Bachelor's Degree or Higher</b>	18.6%	22.5%	34.6%	36.9%	30.1%	34.7%
<b>Graduate or Professional Degree</b>	5.5%	6.7%	13.6%	14.5%	11.9%	14.5%
<b>Median Household Income (Adjusted)^</b>	\$55,977	\$55,574	\$59,537	\$63,009	\$63,431	\$61,876

Source: U.S. Department of Commerce, Bureau of the Census, 2000-2010; American Community Survey, 2006-2010

\* Education percentages refer to the portion of each population **over 25 years of age** that has attained the specified level of education.

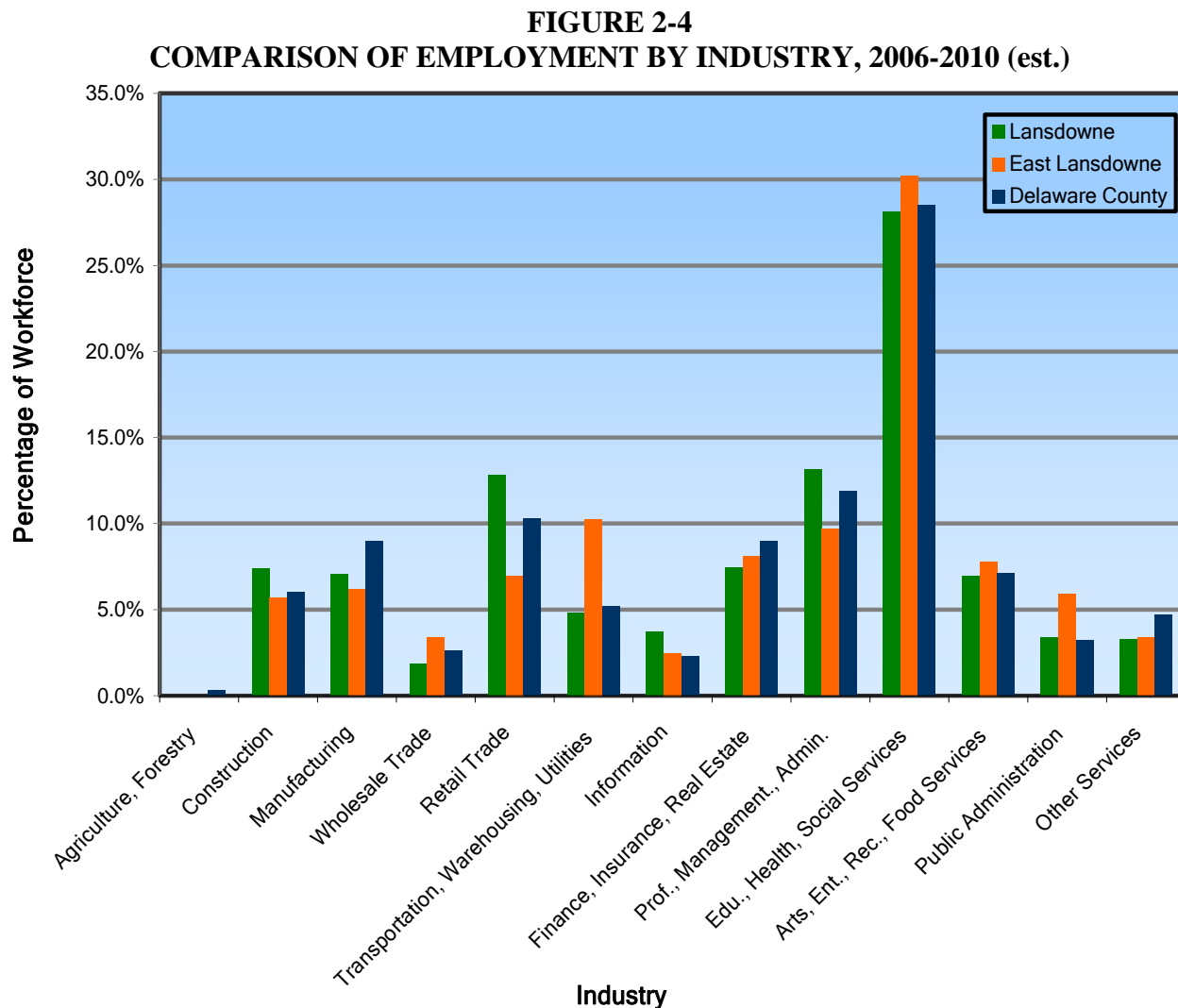
^ 2000 Income adjusted to 2010 dollars using the 'CPI Inflation Calculator' from the Bureau of Labor Statistics.

## **Employment**

An indication of economic health in a community is the content of the labor force, that is, the type of employment that is prevalent. A strong economy can generally be characterized as having a diverse labor force, with a significant supply of jobs that require semi-skilled and skilled employees. These types of jobs are usually found in industries such as manufacturing, construction, professional services, finance, insurance, real estate, education and health, and public administration. Industries that require less skill and usually provide the lowest wages include retail trade, entertainment, and food services. Figures 2-4 and 2-5 show the breakdown of employment by industry in Lansdowne and East Lansdowne.

The highest percentage of the labor force in both Boroughs consists of employees in the educational, health and social services, with over 28.1% in Lansdowne and over 30.1% in East Lansdowne. The retail trade industry constitutes 12.8% of the labor force in Lansdowne and 7.0% in East Lansdowne. The professional, management, and administrative industry make up 9.7% and 13.1% of the labor force in East Lansdowne and Lansdowne respectively. In most categories, both Boroughs boast a workforce that is

similar to the rest of the County. When analyzing the distribution of employment, the labor force in both Boroughs can be considered diverse, with a significant number of workers in the higher skilled and higher wage industries.



Source: U.S. Bureau of the Census; American Community Survey, 2006-2010

Since 2000, the percentage of employed residents in the Boroughs has remained fairly stable, with a modest decrease in Lansdowne and a modest increase in East Lansdowne. Delaware County has experienced an increase of 5.8% since the year 2000. As Census figures in Table 2-6 show, the Boroughs continue to have a lower rate of unemployed residents than the County, although the percentage of unemployed has increased notably in Lansdowne, from 3.3% in 2000 to 6.3% in 2010.

**TABLE 2-6**  
**EMPLOYMENT-PERSONS 16 YEARS AND OVER, 2000 AND 2010 (est.)**

Employment Status	East Lansdowne		Lansdowne		Delaware County	
	2000	2010	2000	2010	2000	2010
<i>In Labor Force</i>	65.2%	67.4%	71.4%	70.7%	63.3%	65.3%
<i>Armed Forces</i>	0%	0%	0%	0%	0%	0.1%
<i>Civilian Labor Force</i>	65.2%	67.4%	71.4%	70.7%	63.3%	65.3%
<i>Employed</i>	61.4%	64.9%	68.2%	66.3%	60.2%	60.4%
<i>Unemployed</i>	3.8%	3.4%	3.3%	6.3%	8.4%	7.3%
<i>Not in Labor Force</i>	34.8%	32.6%	28.6%	29.3%	36.7%	34.7%
<i>Population 16 Years Old and Over</i>	2,025	2,057	8,665	8,747	429,983	442,655

Source: U.S. Department of Commerce, Bureau of the Census, 2000; American Community Survey, 2006-2010

\* All 'Employment Status' figures are percentages of 'Population 16 Years Old and Over'

## RECOMMENDATIONS

The Boroughs should...

- 2-1 Continue to monitor any changes in population to ensure that current community facilities and services adequately meet the needs of Borough residents.
- 2-2 Encourage new residents to engage in the political process to try to ensure a diverse representation.
- 2-3 Ensure that a wide variety of community programs and events are provided that meet the needs of a culturally diverse population.

## ECONOMIC DEVELOPMENT

### Commercial Development in Lansdowne Borough

Less than 4% of the Borough's total land area is devoted to commercial uses. The Lansdowne Economic Development Corporation (LEDC) commissioned a study in late 2002 to analyze the market for commercial development in the Borough. *The Market for Commercial Development in Lansdowne*, prepared by Susan Huffman and Associates, takes an in-depth look at the challenges facing the Borough and recommends strategies to work towards their goal of economic revitalization. A complete economic development plan is beyond the scope of this comprehensive plan, therefore, the aforementioned study will form the basis for economic development planning in Lansdowne.

The following section is based largely upon the findings from the 2002 report, with some updates to reflect recent developments. The purpose of the section is to provide a description of the Borough's shopping areas and identify some of the problems and



opportunities as they relate to economic development. For a more complete analysis of economic development within Lansdowne please refer to *The Market for Commercial Development in Lansdowne, 2002*.

There are seven defined commercial areas in Lansdowne in which people can shop. They include the Central Business District, the Baltimore Avenue corridor, and a number of neighborhood commercial areas. The following is a brief description of each.

**Lansdowne Avenue and Baltimore Pike** is the major shopping area in the Borough, and the center of the Central Business District, where the greatest concentration of stores and the maximum amount of foot traffic occurs. This is probably the one location in the community where there are a variety of retail goods and services available, and where the atmosphere of a traditional retail center in a small town has been retained. Lansdowne has been fortunate to see several businesses recently take root in the main business district, including a supermarket (Bottom Dollar Foods), regionally recognized restaurant (Sycamore), and a local-owned movie theater (16:9 Cinema). There is a music store that draws its customers from other locations, as well as a jeweler, a frame store/art gallery, and several offices.

**East Baltimore Pike, from Highland Avenue east to the Upper Darby border.** There are several popular destinations on these blocks of East Baltimore Avenue, including a veterinarian, a Rite Aid, and several business services. There are also several vacancies, however the old Bell Atlantic building, an anchor of the block east of Lansdowne Ave, has been rehabilitated by Appligent, Inc. (a software development company with Fortune 500 clients), and is currently used as their office space. The blocks closest to the Upper Darby border have fewer retail establishments and more business services, building contractors, and automotive related uses.

**West Baltimore Pike, from Runnemede Avenue to the Clifton Heights border.** Most of West Baltimore Pike is multi-family residential. The unit block is the location of a small convenience commercial strip center, and the 100 block consists primarily of apartment buildings. The 200 block of West Baltimore Pike is the location of a small, early 20<sup>th</sup> century strip center with angled parking in front whose tenants are primarily business or medical services, rather than traditional retailers.

**Shadeland Avenue, between Berkeley and Drexel, on the Upper Darby Township border.** This small convenience center was built in the early 20<sup>th</sup> century, and as of 2005 was 100% occupied by several food/convenience stores, a cleaner, two schools, and a building contractor.

**West Marshall Road, between Owen and Windermere,** is on the Borough's northern border, across from Upper Darby. This small convenience commercial center has a Shop n' Bag, an antique store, a bank, and a realtor. It is strengthened by another row of stores facing it on the Upper Darby side of the street, including two take-out restaurants, a

flower shop, hair salon, dog grooming establishment, a dry cleaner, and a neighborhood bar.

**Plumstead Avenue, between Crawford and Lansdowne's eastern boundary with Upper Darby.** Plumstead runs one way east, and the commercial area extends for a little over a block. In addition to a Wawa, a furniture store, a pharmacy, and several take-out or fast food restaurants, there are business, personal, and medical services, and building trades.

**Union Avenue, between Baltimore Pike and Florence.** Union Avenue forms the eastern boundary with Upper Darby Township. Most of the retail establishments on Union Avenue are actually located on the Upper Darby side of the street. The Lansdowne side of Union Avenue is primarily automotive related. South of Baltimore Pike lays a stretch of Union Avenue that is industrial space, much of it under-utilized. Users are primarily automotive, but some other tenants, including a caterer and a cabinetmaker, have located there as well.

### **Commercial Development in East Lansdowne**

Around 4% of the Borough is devoted to commercial uses. There are two defined commercial areas in East Lansdowne. The main shopping area is Baltimore Avenue from Hirst Avenue to Church Lane. Baltimore Avenue forms the southern boundary with Upper Darby Township. On the East Lansdowne side there are numerous retail and service establishments along the corridor, including a strip mall style shopping plaza, restaurant/deli stores, and two gas stations. There are also a number of vacancies, most notably the gas station at the intersection of Hirst and Baltimore Avenues. The Upper Darby side of the corridor is zoned for manufacturing and light industrial which is inconsistent with the commercial zoning on the East Lansdowne side.

The other commercial area is along Church Lane/Long Lane from Glenwood to Baltimore Avenue. This is a neighborhood commercial area consisting of some small retail stores and service establishments in addition to an automotive use.

### **Economic Development Problems and Opportunities**

Both Lansdowne and East Lansdowne have a number of assets on which they can build in order to revitalize their commercial areas. These include:

- Density and its walkable nature;
- Personal and small town character;
- Architecture;
- Community that is committed to its revitalization;
- Regional rail service.

At the same time, the Boroughs are two of many inner ring suburbs across the country that were originally built to house the first generation of commuters, but have since been left behind as the middle class moved outward in search of larger lots, parking, and better schools. These issues, as they relate to retail and other commercial uses include:

- A population that, although not necessarily older and less affluent than that of second tier suburbs, may be perceived as such;
- Insufficient available land for larger retailers;
- Parking issues, especially near the SEPTA stations;
- Inadequate supply of retail goods and services;
- Traffic congestion;
- A small number of properties that are beginning to look “run down”;
- Relatively high turnover among retail tenants.

The first step for any community in a revitalization effort is to first understand what its competitive position is in relation to other commercial areas with which it competes, identify the appropriate types of goods and services that should be represented in its commercial areas, and then develop strategies that it can use to bring about economic revitalization. Lansdowne have taken that first step by preparing the 2002 report on the market for commercial develop in the Borough. East Lansdowne should consider hiring a consultant to prepare a similar report to provide a framework for revitalization.

Lansdowne Borough also prepared a Redevelopment Area Plan in 2004 to facilitate property acquisition and increase the marketability of key commercial sites. Since the plan was completed there have been a number of inquiries from developers about various sites throughout the CBD, resulting in new commercial tenants. The website, [Lansdownesfuture.org](http://Lansdownesfuture.org), continues to list vacant properties in the CBD for prospective tenants. The website is run by the Lansdowne Economic Development Corporation (LEDC). In early 2005, Lansdowne became a member of the National Main Street Program to further their commercial district revitalization efforts.

In addition, through the former Delaware County Renaissance Program and in cooperation with the EDCCOG, the Boroughs completed the Baltimore Avenue Revitalization Plan with planning and engineering consultants McCormick Taylor and Associates in 2007. The purpose of the plan is to promote economic redevelopment along the corridor by building on existing strengths, mitigating negative features, preserving community character, and improving accessibility.

## **RECOMMENDATIONS**

The Boroughs should...

- 2-4 Use the Baltimore Avenue Revitalization Plan as a guide to seek funding to implement the recommended strategies.

Funding Programs: TEA 21  
Home Town Streets, Safe Routes to School  
Main Street Program (Lansdowne)

- 2-5 Work with the Delaware County Redevelopment Authority to implement the Redevelopment Area Plan.

Funding Program: Delaware County Redevelopment Authority

Technical Assistance: Delaware County Redevelopment Authority

- 2-6 Address design issues that impact the physical attractiveness of the commercial areas. While Lansdowne's central shopping area does not appear to be particularly deteriorated, some façade improvements would be appropriate on some of the buildings. Some sections of Baltimore Avenue and Long Lane in East Lansdowne are also in need of façade improvements. In addition, sidewalks, landscaping, and signage issues should also be addressed.

Funding Programs: Main Street Program (Lansdowne)  
Home Town Streets, Safe Routes to School

Lansdowne Borough should...

- 2-7 Work with the LEDC to produce a "developers' package", using data from this report to highlight the community's assets in order to bring investors into it. Features that could be highlighted in a business-oriented brochure would include the availability of fiber optic cable, transit accessibility, and the favorable business tax climate.

Funding Program: Main Street Program

Technical Assistance: DCED  
Pennsylvania Downtown Center

- 2-8 In cooperation with the LEDC, establish an ongoing relationship with the Delaware County Commerce Center to keep them informed of the Borough's economic development goals and activities, and to make sure that all available sites are listed on the Commerce Center's web site.

- 2-9 Work to attract additional businesses/restaurants that would complement the new Sycamore Restaurant and other recent arrivals.

**CHAPTER 3**

**COMMUNITY FACILITIES AND SERVICES**

## **CHAPTER 3**

### **COMMUNITY FACILITIES AND SERVICES**

Providing suitable, accessible community facilities and services is a principal function of local government, and one that affects the quality of life of every citizen. Therefore, the effectiveness of local government is measured to a great extent by its ability to plan for and finance these facilities and services adequately. Map 3-1 – Community Facilities shows the location of community facilities throughout the Boroughs.

**GOAL:** To ensure that the Boroughs and other community service providers actively respond to the needs and demands of residents and that the delivery of those services happens in the most cost-effective manner.

#### **ADMINISTRATION AND FACILITIES**

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**Objective 3-1:** To provide administrative services and facilities that meet the needs and desires of current and future residents and businesses.

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

#### **Borough Administration**

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

In more than 200 boroughs, Lansdowne and East Lansdowne included, the chief administrative officer is a Manager (or Secretary) appointed by Council. The Manager is responsible for carrying out the policies and enforcing the ordinances of Council, relieving Council from routine day-to-day administration.

Each Borough Council is supported by a Manager and/or Secretary, a Solicitor, an Engineer, a Code Enforcement Officer (CEO), and a Building Inspector. In addition, the Councils' efforts are supported by a Planning Commission and Zoning Hearing Board.

Lansdowne Borough was incorporated in 1893, and East Lansdowne was incorporated in 1911. Both Boroughs have a mayor-council form of government. Borough Council appoints a Solicitor and Engineer as well as members of the Board of Health, Zoning Hearing Board, and Planning Commission in addition to a Tree Advisory Board, Library Board, and Recreation and Park Board in Lansdowne. The chief administrative officers are the Borough Managers.

In recent years, Lansdowne Borough has been transitioning from an older style town bureaucracy with one Manager, one Secretary, and perhaps a part-time CEO to a more modern organization capable of dealing with the many challenges facing the community. Lansdowne now employs three CEOs and a Secretary for the code enforcement department; a Manager and full-time assistant; and a Finance Clerk. A part-time Treasurer is currently in charge of Borough finances; however, the Borough indicated the need for a full-time finance director.

### **Municipal Properties**

Lansdowne Borough Hall sits on the southeast corner of Baltimore and Lansdowne Avenues (see picture right). Built in 1903, the two-story, 4,000 square foot structure was originally used as the Borough firehouse, a use that remained until 1984. The Baltimore Avenue façade shows the framing of two large firehouse doors. The first floor conference room houses the bicentennial quilt and a model of Lansdowne Borough circa 1910.

In addition to Borough Hall, Lansdowne also owns and operates the Twentieth Century Club on South Lansdowne Avenue, a National Register-listed building that houses the recreation department and hosts various community events. The Borough garage provides approximately 7,000 square feet of space for maintenance and storage and is located on South Union Avenue.

Lansdowne recently expanded its code enforcement activities to create a joint code enforcement program with Yeadon Borough. The Boroughs are considering the possibility of a site to house the expanded department.

The East Lansdowne municipal building is located on the southeast corner of Emerson and Lexington Avenues in East Lansdowne. Built in 1920, the building was expanded to accommodate the firehouse in 1931. In 2003, the firehouse was relocated, and the municipal building was partially renovated to create a meeting room and more space for Borough use.



Lansdowne Borough Hall and Borough Greene



East Lansdowne Municipal Building



## **Borough Services**

### **Communication and Information Dissemination**

Communication is a vital component of Borough government. Effective communication between Boroughs and local residents and business owners is integral to building and maintaining a successful community. Information relating to meeting schedules, local ordinances, permits and fees, special events, and so on needs to be available to community residents to keep them informed of what is going on in their community. There are several ways in which a Borough can communicate with its residents, including newsletters, bulletin boards, cable television, and websites. Currently, Lansdowne and East Lansdowne are doing a great job of communicating with their constituents. Both Boroughs maintain a website in addition to using newsletters, flyers, and bulletin boards to disseminate information.

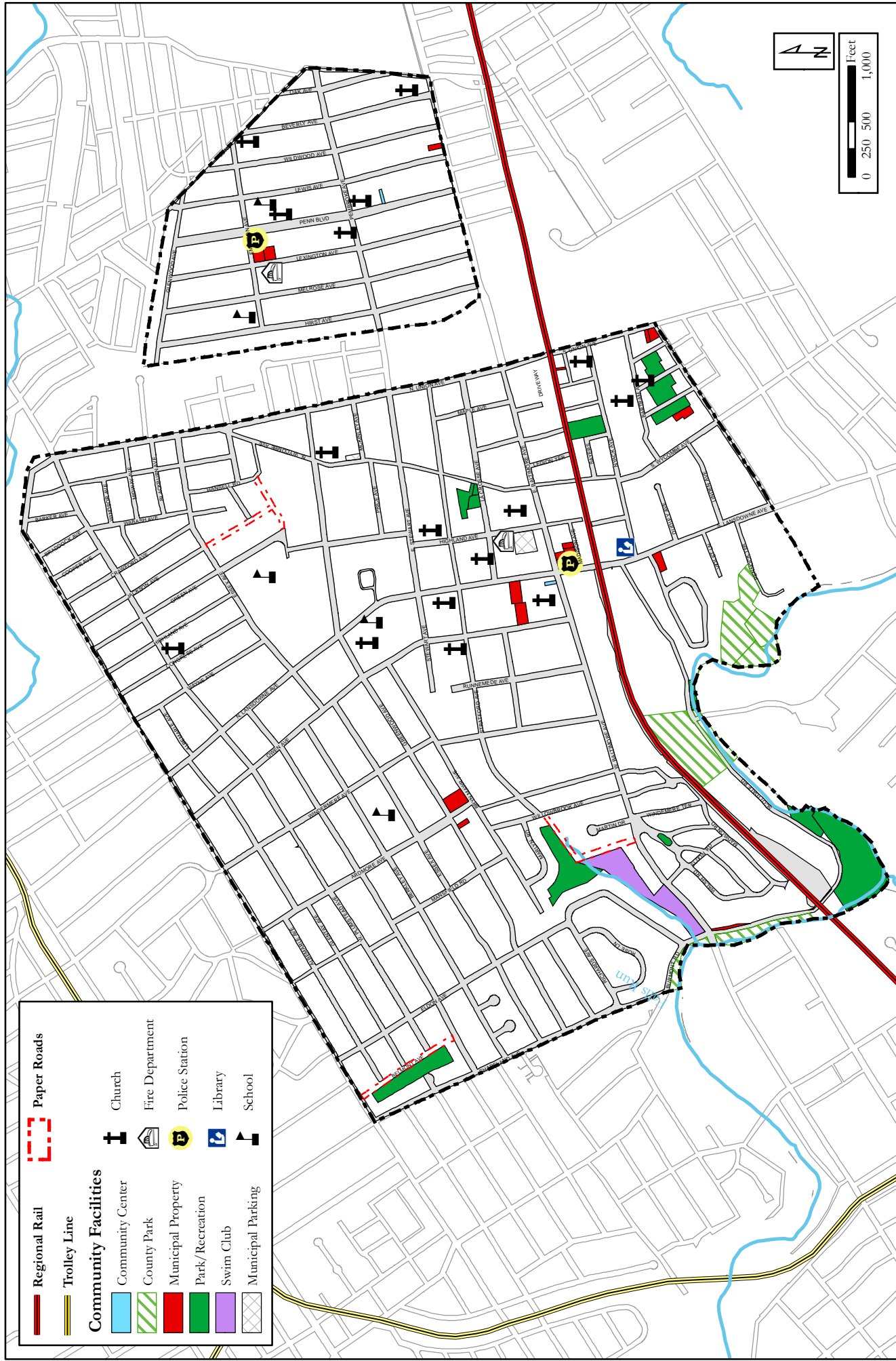
A website is probably the most effective tool for communicating with residents. Although not all residents will have internet access at their homes, access to the web is available at the library. Having a Borough website makes things much more convenient for many residents who can visit the virtual Borough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

East Lansdowne has developed a new website to better meet the needs of its residents, and Lansdowne indicated that it would like to expand the services it offers through its website to allow residents to conduct certain Borough business via the internet, such as registering for community events/programs, downloading Borough forms, applying for permits, reporting complaints, and paying fees for selected Borough services. The Boroughs should evaluate which services would streamline Borough operations and be most useful for residents and update their websites accordingly.

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

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

Lansdowne Borough has indicated that it would like to use GIS to streamline and enhance Borough operations. Among the operations Lansdowne would like to utilize



GIS for are sanitary and storm sewer management, code enforcement, and emergency services. Some of the benefits GIS offers in these areas are:

- It could be used to show the location of sanitary sewer lines for the purpose of approving digging activities;
- It could be used to show the location of storm sewers and keep track of the flow of sanitary and storm sewers;
- Housing conditions and code enforcement violations/citations could be mapped;
- The Police Departments could use it to keep track of locations of reported incidents of crime, neighborhood watch areas, and patrol routes;
- Parking and speeding violations could be mapped to show patterns/concentrations;
- It could be used to show locations and number of accidents throughout the Boroughs.

In addition to the operations identified above, there are a number of other areas of local government for which Lansdowne and East Lansdowne could use GIS. GIS could be used to help the Boroughs respond to questions about zoning, tax parcel information, streets, utilities, etc, and it could help identify demographic and health and human services information, such as age groups, voting patterns, occupations, and usage of municipal services. GIS could also be a tool for economic development, identifying vacant or underutilized sites available for development and for simulating development alternatives. For public works and day-to-day management purposes, GIS could be used to map sidewalks and pavements in need of repair, the locations of signs, signals, street trees, manhole covers, and underground and overhead utilities, and routing for sanitation and snow removal.

To get started, the Boroughs should first conduct a GIS needs assessment to gain a better understanding of how they could utilize GIS to improve Borough operations. The Boroughs should also consider the type of hardware and software that will be needed to use GIS. DCPD and the Delaware County Board of Assessments can provide digital aerial photos, base maps, and selected data layers (municipal boundaries, parcels, roads, etc.) to municipalities for GIS development which means significant savings for the Boroughs as the cost to replicate the information from scratch would be extremely expensive.

## **RECOMMENDATIONS**

The Boroughs should...

- 3-1 Lansdowne should secure a site to house the joint code enforcement program with Yeadon.
- 3-2 Continue to communicate with residents via a variety of mediums while looking for ways to enhance Borough operations through effective communication.

- 3-3 Evaluate which services to offer residents via the internet based on which would be most useful, and update their websites accordingly.

Technical Assistance: Pennsylvania State Association of Boroughs  
(PSAB)

- 3-4 Conduct a GIS needs assessment to establish which departments would use GIS and for what they would use it.

- 3-5 Install GIS software on Borough computers.

Funding Program: Department of Environmental Protection (DEP)  
GIS Grants

Technical Assistance: DEP  
ESRI

- 3-6 Secure training for Borough staff to use GIS software.

Technical Assistance: ESRI

## **FINANCIAL STRUCTURE**

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Almost any action that the Boroughs may take to revitalize neighborhoods, attract businesses, increase open space, etc. will have ramifications for its tax base. The following is a brief discussion of the Boroughs' existing tax base, with some suggestions on as to where the Boroughs' might look for new revenue sources, and the advantages and disadvantages of levying any new taxes.

Tables 3-1 and 3-2 show the sources of revenue upon which Lansdowne and East Lansdowne currently relies. Both Boroughs are heavily dependent on real estate taxes, but neither has levied one tax that is heavily used by other municipalities – the earned income tax.

**TABLE 3-1****LANSDOWNE BOROUGH REVENUE SOURCES - TWO YEAR PERIOD (2000-2001)**

REVENUE SOURCE	AMOUNT	PERCENT
Real Estate Tax	4,787,280	30.5%
Realty Transfer Tax	220,984	1.4%
Intergovernmental Revenues - Federal	0	0.0%
Intergovernmental Revenues - State	605,671	3.8%
Intergovernmental Revenues - Local	66,521	0.5%
Sewer Revenue	1,669,517	10.6%
Solid Waste	1,348,652	8.7%
Business Gross Receipts	0	0.0%
Licenses and Permits	167,224	1.1%
Interest and Rents	311,935	2.1%
Other Tax & Charges	6,119,208	38.9%
Fines & Forfeits	118,088	0.7%
Parking	243,946	1.5%
Recreation and Culture	44,362	0.2%
<b>Total</b>	<b>15,703,388</b>	

Source: Pennsylvania Department of Community and Economic Development, Municipal Summary Information

**TABLE 3-2****EAST LANSDOWNE BOROUGH REVENUE SOURCES - TWO YEAR PERIOD (2000-2001)**

REVENUE SOURCE	AMOUNT	PERCENT
Real Estate Tax	1,077,222	61.60%
Realty Transfer Tax	29,499	1.70%
Intergovernmental Revenues - Federal	972	0.05%
Intergovernmental Revenues - State	96,618	5.50%
Intergovernmental Revenues - Local	8,910	0.50%
Sewer Revenue	0	0%
Solid Waste	131,424	7.50%
Business Gross Receipts	35,846	2.00%
Licenses and Permits	40,517	2.30%
Interest and Rents	75,505	4.30%
Other Tax & Charges	148,639	8.75%
Fines & Forfeits	73,864	4.20%
Parking	29,324	1.60%
Recreation and Culture	0	0%
<b>Total</b>	<b>1,748,340</b>	

Source: Pennsylvania Department of Community and Economic Development, Municipal Summary Information

Table 3-3 summarizes data on the four Pennsylvania counties in the Delaware Valley Region where municipalities may levy the Earned Income Tax. The current limit for the

tax is 1%, and municipality may share this tax with its school district, which many do. The table shows that close to 84% of Chester and Montgomery County municipalities levy this tax, and 75% of Bucks communities do so. Only 26.5% of Delaware County communities levy the tax.

**TABLE 3-3**  
**EARNED INCOME TAX**

County	# of municipalities	# with EIT	# with School District EIT	% with EIT	% with School District EIT
Bucks	56	42	40	75.0%	71.4%
Chester	74	62	55	83.8%	74.3%
Delaware	49	13	4	26.5%	8.2%
Montgomery	62	52	50	83.9%	80.6%

EIT = Earned Income Tax

Source: Earned Income/Occupational Tax Rates 2002, Pennsylvania Department of Community and Economic Development

A municipality that levies the Earned Income Tax receives 100% of the tax from all of its employed residents and has the option of sharing part of the proceeds with its School District. It also receives 100% of the tax from persons commuting to the municipality to work if their home jurisdiction does not levy an Earned Income Tax. If a municipality does not levy the tax, all residents working outside of the municipality are taxed at their place of work if located within a municipality that has an Earned Income Tax, and no tax is returned to their municipality of residence. The one exception is Philadelphia, which has a wage tax that takes precedence over any other jurisdiction's earned income tax.

Because of the very large and growing number of municipalities that levy the Earned Income Tax (70% in the four county area), it is likely that many of the Boroughs' residents are paying this tax where they work and that Lansdowne and east Lansdowne does not realize any benefits. While there is a case to be made that jurisdictions that do not levy this tax are in a better position to attract new business, it is a potential source of revenue that may become more feasible as more neighboring municipalities enact it.

Small cities and boroughs have fewer financial resources to provide services or manage problems. The average tax capacity of an older city or borough in Southeastern Pennsylvania is less than half that of an affluent suburb.<sup>1</sup>

## RECOMMENDATIONS

3-7 Consider levying the Earned Income Tax to create an additional source of revenue.

Technical Assistance: DCED

<sup>1</sup> *Revitalizing our Small Cities & Boroughs*, 10,000 Friends of Pennsylvania, 2003

## **EMERGENCY SERVICES**

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**Objective 3-2:** To maintain and enhance the level of emergency service by providing adequate facilities and modern service vehicles, attracting volunteers, and continuing support for a high level of training for service personnel.

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

The County Emergency Services Training Center in Darby Township, which opened in the fall of 1992, provides course instruction, training grounds, and facilities for 78 volunteer fire companies, 33 ambulance services, and 31 municipal police departments in Delaware County. Facilities include an indoor pistol range, burn building, confined space training, three-story live fire training building, propane training area, flashover simulator, driver's training area, and six classrooms.

### **Police Protection**

#### **Lansdowne Police Department**

The Lansdowne Police Department was established shortly after the Borough was incorporated on June 7, 1893. The department is fully staffed with 16 full-time employees consisting of one chief, one detective, five sergeants, and nine patrol officers. The sworn police officers are all hired under Civil Service guidelines and must pass a Civil Service examination before being hired or receiving any promotion through the ranks. All Lansdowne police officers are full-time officers. The Borough does not employ part-time police. Police protection is provided 24 hours a day, 365 days a year.

Although the department is currently fully staffed, the Chief suggested that the addition of three more officers would provide greater flexibility of scheduling and create the ability to utilize specialty units and directed patrols without the need for overtime. According to the Federal Bureau of Investigation (FBI), the suggested officer-to-citizen ratio for adequate police protection is 1.9 full-time officers per 1,000 residents. In 2003, with 16 full-time officers, the Borough falls short of this standard with 1.45 officers per 1,000 residents. The hiring of three additional officers would bring the department closer to the suggested ratio.

In order to keep abreast of innovative police techniques and for professional development, annual training is mandatory for all police officers. On average, officers

receive 40-plus hours of continuing education through training classes, firearms training, and emergency vehicle operation courses.

The police building is located on the same site as Borough Hall and is fully handicapped accessible. The building has a total of ten rooms for police department use including a reception room, a meeting room, several offices, a squad room, a processing room, and holding cells. Due largely to the age of the structure, there are a number of maintenance concerns with the building in addition to a lack of space. The Borough suggested that the police department could use more space for a training and fitness area and for storage.

The police fleet consists of eight vehicles: three marked patrol units, one unmarked unit, one detective's vehicle, a parking enforcement officer's car, and a chief's car. Some of the vehicles are old with outdated equipment. The Chief suggested that he would like to see vehicles replaced more frequently in order for the department to be able to function at optimal efficiency.

### **East Lansdowne Police Department**

The East Lansdowne Police Department is located in the municipal building on Lexington Avenue. The building consists of four rooms, a chief's office, a patrol room, a secretary's office, and a holding room. The department employs 13 staff in total, one chief, two full-time patrol officers, and ten part-time patrol officers. With a population of 2,586 (Census 2000) the Borough has an officer-to-citizen ratio of 1.16 full-time officers per 1,000 residents, significantly less than the suggested FBI standard of 1.9 full-time officers. However, this standard does not account for part-time officers. The department provides round the clock protection to the Borough with one vehicle on patrol at all times and an additional vehicle on Friday and Saturday nights.

### **Municipal Police Consolidation**

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

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



possibilities of combined and contracted police services and where appropriate implement such services.

Without regard to the support for police consolidation just discussed, elected officials in Pennsylvania are seriously considering this approach to solving many of the problems associated with providing municipal police services. Continuously rising costs and increasing complexity force municipal officials to consider other methods of providing police services at a higher level of efficiency. A reduction of funding at the federal and state levels has placed additional pressure on elected officials to scrutinize all of the services they provide, including law enforcement. During the 1990s and early 2000s, the number of regional police departments in Pennsylvania has jumped 130%, according to DCED.

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

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

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

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

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

results. Consolidating police services opens the door to improving training and efficiency.

**Improved management and supervision** – Because of limitations in time and personnel, police chiefs in smaller police departments often function in the capacity of a patrol officer and are unable to devote the necessary effort to developing sound management systems. Therefore, developing and implementing procedures that would result in maximum productivity and return of the tax dollar spent are often placed in the background. Experience has shown that increased efficiency in police department management has been a positive result from regional police programs.

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

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

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

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

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

**Loss of local nonenforcement services** – Police officers in Pennsylvania and elsewhere in the country perform many duties that cannot really be considered police functions but

are often very much a part of the job of a police officer in the community. Collecting monies from parking meters, delivering messages and communications for other municipal officials, raising and lowering the flag, running errands, and issuing licenses and permits are some of them. Consequently, when police consolidation takes place, these services are usually discontinued, and the municipality must look for other ways of performing them.

#### **Fire and Ambulance Service**

##### **Lansdowne Fire Company**

Lansdowne Fire Company provides primary fire protection and emergency medical service (EMS) to the Borough of Lansdowne. It also provides mutual aid fire and EMS service to the Boroughs of Clifton Heights, East Lansdowne, and Yeadon and Upper Darby Township. It provides coverage using two engines, one ladder, one rescue, an ambulance, and one chief's car. The members of the Lansdowne Fire Company are all volunteers and receive no pay for responding to calls 24 hours a day, 7 days a week. The membership is composed of about 50 dedicated people from both Lansdowne Borough and the surrounding communities. It is the goal of the Lansdowne Fire Company to continue to provide fire and EMS service to the Borough and surrounding communities for many years to come.

##### **East Lansdowne Fire Company**

The East Lansdowne Fire Company was organized in 1911 and provides fire protection and emergency medical service to the Borough. Originally, the firehouse was located in the municipal building. In 2003, the fire company relocated to a site across the street from the municipal building at 164 Lexington Avenue. The company provides fire protection using two engines, two ambulances, and a multi-purpose vehicle. Currently, there are a total of 30 active volunteers serving the company.



## RECOMMENDATIONS

The Boroughs should...

- 3-8 Continue to support the high level of service supplied by the County Emergency Services Department.
- 3-9 Evaluate staffing needs of the police departments to establish whether or not additional officers or staff members should be hired.
- 3-10 Lansdowne Police Department should pursue funding for the renovation, rehabilitation, and possible expansion (or relocation) of the police department building.

Funding Program: Local Government Capital Loan Program

- 3-11 Consider the feasibility of creating a consolidated, multi-municipal police force to reduce the cost of providing police services.

Funding Programs: Regional Police Assistance Program (DCED)  
Shared Municipal Services Program (DCED)

Technical Assistance: DCED

## LIBRARY SERVICE

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**Objective 3-3:** Provide the highest level of library service to area residents.

The Lansdowne Public Library provides library service to Lansdowne residents and residents of surrounding communities. The library is a member of the Delaware County Library System (DCLS) and participates in the “Access Pennsylvania” statewide database project. These programs help prevent duplication of library efforts, thereby reducing the costs of certain programs and materials. Through the DCLS, patrons can take advantage of the 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 eliminates the need for expansive storage spaces to house a complete literary collection.

### **Lansdowne Public Library**

The Lansdowne Public Library was established on November 28, 1899, by a group of interested citizens working with members of the Lansdowne School Board. The library’s first home was in one room of the Highland Avenue School, located at Baltimore and Highland Avenues. At the time of its formal grand opening, the library’s collection consisted of 1,345 books. Six years later the library’s collection had grown to 3,190

books, and its membership had reached 676. As a result, the library moved to a larger facility – a renovated baker’s shop on a corner of the school grounds. On March 13, 1929, Lansdowne Borough Council, under the laws of the State of Pennsylvania, assumed all responsibility for maintaining a free, non-sectarian library supported by a tax levy of 1/2 mill.

The library moved once again on April 17, 1934. This time the library moved into an old ice cream parlor at 47 South Lansdowne Avenue. On January 12, 1942, the Library Board of Trustees and Lansdowne Borough Council entered into an agreement to discontinue the separate levy of 1/2 mill. Instead, the library would receive an appropriation from the Borough budget. The amount of the appropriation would be determined annually according to the estimated financial needs of the library. Both the Library Board and Borough Council reaffirmed this agreement on October 20, 1970. Eight years later at the general election of November 7, 1978, Borough Council passed an ordinance to create a library fund so that “it may continue its current level of support to the Lansdowne Library.”

**TABLE 3-4**  
**LANSDOWNE PUBLIC LIBRARY - HOURS**  
**OF OPERATION**

Days	Hours
Monday - Thursday	9am - 9pm
Friday	9am - 6pm
Saturday	10am - 4pm (July and August: 10am - 2pm)
Sunday	1pm - 4pm (July and August: Closed)

Source: Lansdowne Borough Public Library, 2012

The Friends of the Lansdowne Public Library (FLPL) was formed in October 1970. The mission of the FLPL was “to encourage, develop, and promote community awareness of the services and opportunities for improvements of the Lansdowne Public Library.” This organization continues to support and promote the library.

The groundbreaking ceremony for the new library building took place on Saturday, June 19, 1982. The new location, 55 South Lansdowne Avenue, was conveniently located next door to the old library building. When it came time to move from one place to the next, a human chain was formed, and material was passed from one hand to the next. The library move occurred in November of 1982 with the official dedication following on October 15, 1983.

The Lansdowne Library was the first library of the DCLS to be automated. The library’s collection was outfitted with bar codes in order to be scanned out to patrons and then scanned back in upon return. The automated circulation system was up and running in 1990.

In 2000, the Lansdowne Public Library received a grant supported in part through a contract with the Office of Commonwealth Libraries, Department of Education, with funds provided from the Keystone Recreation, Park, and Conservation Fund. The grant was earmarked to renovate the interior of the library. The renovation not only provides the community with a brighter and more accessible library, but also with shelving and other furnishings that allow for greater expansion of print and nonprint collections.

Today, the Lansdowne Public Library has over 8,500 registered Lansdowne borrowers. The collection has grown to over 56,000 catalogued print and nonprint items, five public access internet stations, two public non-internet computers, and two children's CD-ROM computers. Thanks to the DCLS and the State of Pennsylvania, patrons have in-library and remote access to databases that offer genealogical, literary, scientific, business, medical, and school-related information and more.

#### GENERAL LIBRARY STATISTICS

Number of catalogued items	61,437
Books per capita	6
Registration	5,150
Circulation	103,055
Circulation per capita	9
Local government income	\$241,076.00
State government income	\$65,463.00
Total operating income	\$343,430.00
Income per capita	\$31.10

Source: Lansdowne Public Library, 2004

The library has gone through renovations recently including a new HVAC system in 2008, and a roof replacement in 2009. A rain garden on the front lawn was also installed in 2010. Also, space is beginning to become an issue, and the library will need to expand in the coming years to accommodate additional materials and programs. According to the American Library Association's publication *Planning the Small Public Library Building*, a library should contain a minimum gross

floor area of 12,089 square feet per 12,000 people. Lansdowne's population of 10,620 (2010 Census) equates to a 10,699 square foot spatial requirement. Currently, the library building has 5,699 square feet of floor space – little more than 50% of the minimum gross floor area suggested for a community of Lansdowne's size. Furthermore, this does not account for the fact that the library also provides service to surrounding communities.

## RECOMMENDATIONS

The Boroughs should...

- 3-12 Continue to support the high level of library service provided by the Lansdowne Public Library.
- 3-13 Consider potential options for expanding current library facilities to increase the space available for new materials, special events, and programs.

## **EDUCATION**

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**Objective 3-4:** To improve the level of educational services available to Borough residents.

### **William Penn School District**

The William Penn School District (WPSD), comprising six Boroughs (Lansdowne, East Lansdowne, Yeadon, Darby, Aldan, and Colwyn), was created in 1972 as a result of a Pennsylvania State mandate. The district has ten school facilities and serves approximately 5,300 students. Of the ten school district facilities, three are located within the Boroughs: Penn Wood High School, Ardmore Avenue Elementary School, and the East Lansdowne Basic Magnet School.

The district is served by 337 teachers and 61 teachers' aides as of 2009. It also employed six speech therapists, five psychologists, eleven counselors, and 45 lunchtime monitors as of 2005. Schooling is offered to children from kindergarten through grade 12.

Student enrollment projections are important when considering the carrying capacity of the school district facilities. The 10-year enrollment projections for the WPSD show an overall increase in student population over the next ten years. Enrollment is projected to increase from 5,305 (in 2010) to 5,918 by the year 2020. Therefore, this poses the question of whether the district facilities can support the projected influx of students.

The local property tax is the largest source of revenue for schools in the district. Approximately 70% of the local property tax is levied by the WPSD. Property taxes account for 49% of school funding, with 42% from the State and 8% from federal funds. The school district also subsidizes its budget with revenues from grants.

### **District Curriculum**

The district offers a variety of courses and programs. The Before and After School Foundations program is held at Walnut Street Elementary, Park Lane Elementary, and Penn Wood West in Darby Borough and the Evans Computer Magnet School in Yeadon. In addition, there are grant funded programs of "Caring Community" at Evans and "Responsive Classroom" at Aldan Elementary School. Extensive curricular assistance programs are held during the year and over the summer in reading, writing, mathematics, and SAT preparation. The Penn Wood High School in Lansdowne offers five Advanced Placement (AP) courses, numerous electives, and vo-tech options for students. Prior to graduation, all seniors are required to complete a senior project that assists the school and the community-at-large. Academically talented classes are conducted on the elementary and junior high level. Pennsylvania System of School Assessment (PSSA) teacher-conducted tutoring is offered in all schools for students below proficiency, and early intervention reading programs for non-special education students take place in all

elementary schools throughout the year. Numerous special programs are available for special education students, which make up 20% of the district's enrollment.

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

While the tax base earmarked for funding schools in the WPSD has declined over the past two decades, school enrollment has increased from 4,778 students in 1990 to 5,305 students in 2010, an 11% increase. The racial composition of the district's students has changed drastically since 1985, when 68% of the students were White and 32% were Black and Other Races. In 2002, only 17% of the students were White, 77% were Black, and 2% were Other Races.

### **Private and Parochial Schools**

There are also three additional schools in the area. St. Philomena is a Catholic Elementary School located at Baltimore and Highland Avenues that provides education for students in grades K-8. The Lansdowne Friends School, located at Lansdowne and Stewart Avenues, is a private school providing education for students in grades K-6. St. Cyril of Alexandria Catholic School is located in East Lansdowne and provides education for grades K-8.

## **RECOMMENDATIONS**

The Boroughs should...

- 3-14 Bring stakeholders in the WPSD together by forming a "public education task force" with residents and local officials from the communities that are in the WPSD and School Board officials to develop a consensus on the needs of the WPSD and on what resources or programs must be developed to address those needs.
- 3-15 Where possible, coordinate land use planning and community development activities with the WPSD's plans.
- 3-16 Actively promote involvement in public education by all segments of the community.
- 3-17 Facilitate public dialogue about educational values and objectives, and increase community members' commitment to public education.
- 3-18 Encourage residents and local officials to increase participation in the decision-making process by actively participating in School Board meetings.



The school district should...

- 3-19 Design policies to attract and maintain a high-quality teaching work force reflective of the community to prepare students to meet the demands of the 21<sup>st</sup> century.
- 3-20 Support efforts to increase state funding for schools.
- 3-21 Take appropriate actions to lower the student/teacher ratio.
- 3-22 Ensure that teachers are well prepared in content and effective methods of instruction and are well versed in research about effective learning and teaching.

## UTILITIES

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**Objective 3-5:** To ensure continued availability of necessary public services such as sewage treatment, water supply, and solid waste disposal.

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

The Boroughs of East Lansdowne and Lansdowne are completely sewered. East Lansdowne estimates its sanitary sewer system's age at 75 years, and Lansdowne estimates that portions of its system are as old as the town. Most of the sewer lines are composed of terracotta pipe (all of East Lansdowne is terra cotta) or cast iron. Problems characteristic of an aging conveyance system have arisen in these Boroughs.

Both Boroughs currently recognize the County's 2002 Act 537 Sewage Facilities Plan as their Official Municipal Act 537 Sewer Plan. This plan incorporates the results of individual municipal infiltration and inflow<sup>2</sup> (I&I) studies prepared by each of the municipalities and makes recommendations for the repair and future maintenance of each of the systems. Other general recommendations include implementation of a downspout disconnection program and consideration of a municipal flow-metering program. Specific recommendations for the Boroughs include complete reconstruction of trunk sewers at specified locations and initiating a methodical pipe-cleaning program. Through adoption of the sewage facilities plan, the municipalities are committed to a long-term program implementing the corrective actions identified in the individual I&I studies.

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<sup>2</sup> Inflow is defined as the water discharged into a sewer system including illegal service connections from such sources as roof leaders, sump pumps, cellar and yard drains, foundation drains, drains from springs and swampy areas, faulty manhole covers, storm waters, surface runoff, or streams. The ideal standard for inflow is zero gallons per day (gpd). Theoretically, these sources are controllable and should not be discharging to the sewer system.

Source: Delaware County Act 537 Sewage Facilities Plan, Municipal & Authority Inflow and Infiltration Study Summary Report, DCPD, 2000

Lansdowne's sanitary sewer system is tributary to the Darby Creek Joint Authority (DCJA) system, which in turn is tributary to the DELCORA (Delaware County Regional Water Quality Control Authority) sewer system. Wastewater flows from DCJA are currently pumped to the City of Philadelphia for treatment at the Philadelphia Southwest Pollution Control Plant (PSWPCP) via the Darby Creek Pump Station (Calcon Hook Road, Darby Township) which is owned and operated by DELCORA.

East Lansdowne is part of a multi-municipal agreement among five Delaware County municipalities and the Philadelphia Water Department, sending its sewage through Upper Darby Township's system which connects directly to the City of Philadelphia at a metered interceptor, integrating the flows into the City system for eventual treatment at PSWPCP.

During 1997, the previously mentioned I&I study was performed in Lansdowne Borough. The study indicated that the Borough's system is in need of manhole inserts, manhole repair/replacement, chemical grouting, slip lining, and 980 linear feet of sewer replacement (see Table 3-5). An I&I study was not undertaken for East Lansdowne as part of the Act 537 planning process. This study could be performed and would help identify areas in the Borough's system warranting repair.

**TABLE 3-5**  
**RECOMMENDED I&I REDUCTION PROGRAM**

	Sewer System (linear feet)	Inserts (each)	Manhole Repairs/ Replace (each)	Sewer Replacement (linear feet)	Chemical Grouting (linear feet)	Sewer Slip Lining (linear feet)
Lansdowne	136,900	120	200	980	950	3,300
East Lansdowne	no study	no study	no study	no study	no study	no study

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

The County's Act 537 plan, which normalized gallons/cost across all municipalities in the study area, determined that implementation of the recommended corrective action plan could result in a significant reduction in flows into the regional sewer system. The annual estimated rehabilitation costs based on a 5-year program period, as well as the estimated return on investment over 20 years, is illustrated in Table 3-6.

**TABLE 3-6**  
**BENEFITS OF IMPLEMENTATION OF I&I REDUCTION PROGRAM**

	Estimated I&I Reduction (gal/day)	Estimated I&I Cost	Cost per I&I Gallon Removed	Annual Cost/EDU	Investment Return (20 years)
Lansdowne	529,000	\$471,513	\$0.89	\$23.39	26.1%
East Lansdowne	no study	no study	no study	no study	no study

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

Lansdowne currently pays DCJA for its share of the total flows into the system based on a proportionate share of equivalent dwelling units (EDUs). This annual billing share is approximately \$640,000/year, which in turn is passed on to municipal customers at a rate of \$3.72 per 1,000 gallons discharged. East Lansdowne currently pays PSWPCP for its sewage disposal costs. The cost to municipal customers is \$85 each yr. for residential use; business rates depend on the usage. If the Boroughs were to implement the corrective action plans recommended in the County's Act 537 Plan Update, metering may be necessary to document the associated flow reductions. In order to ensure that the Boroughs are credited for these reductions in flow, it may also be necessary to work with DCJA to amend its agreement with tributary municipalities to allow billing to take place on a metered basis.

### **Water Service**

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

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

While municipal solid waste disposal is a service provided at no charge by the County to all municipalities, the various methods and associated local costs for its collection can differ. East Lansdowne currently contracts with Waste Management for twice-weekly collection of residential waste. The cost to the Borough for this service is \$81,635 in 2004 (\$79,258 in 2003). In turn, the Borough bills homeowners \$85/year. Lansdowne Borough has its own municipal department for collection of residential waste, which had a budget of \$700,000 and billed homeowners \$180.00 in 2003. Both Boroughs bill homeowners as a separate fee, that is, it is not rolled in with the regular tax bill. Bulk waste collection as well as commercial collection is privately contracted. All residential and commercial waste is taken to a County transfer station for subsequent transport to the American Refuel plant in the City of Chester, where it is incinerated. The incinerator ash is subsequently transported to a County-owned landfill in Berks County.

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

PA Act 101 (Municipal Waste Planning, Recycling, and Waste Reduction Act of 1988) requires municipal curbside source separation and collection in municipalities with a population of over 5,000. As such, Lansdowne has a curbside recycling program, but East Lansdowne does not (2000 pop. 11,044 and 2,586, respectively). Lansdowne collects clear glass, newspapers, aluminum, tin, and bi-metallic cans. In addition to these curbside

collections, Lansdowne Borough has one igloo drop-off center in the Borough parking lot (12 E. Baltimore Avenue) for the collection of brown, clear, and green glass. East Lansdowne has an igloo drop-off center at its municipal building.

There are presently no Delaware County Solid Waste Authority (DCSWA) igloos in the Boroughs for aluminum, but the Solid Waste Authority could provide one, given a week's notice. Independent contractors could be retained for collection of additional recyclable items. (There are also igloos and recycling drop-off for all types of recyclable materials at a private company in Lansdowne, not affiliated with DCSWA, the Accurate Recycling Corp. at 508 E. Baltimore Avenue.

The DCSWA reports that for the year 2002, Lansdowne Borough delivered 4,989 tons of solid waste to the County's transfer station and recycled 1,672 tons of waste, a recycling rate of 25.1%. The sum of these two tonnages equals the total municipal solid waste for the Borough, 6,661 tons. East Lansdowne Borough delivered 1,494 tons of solid waste to the County's transfer station and recycled 399 tons of waste, a recycling rate of 0.6%. Its total municipal solid waste for 2002 was then 1,504 tons. Table 3-7 shows detailed solid waste statistics for 2002.

**TABLE 3-7**  
**SOLID WASTE MANAGEMENT STATISTICS**

	<b>Lansdowne</b>	<b>East Lansdowne</b>	<b>Combined</b>
Population (Census 2000)	11,044	2,586	13,630
Curbside Program?	Y	N	N/A
Total Trash	5,070.97	1,602.16	6,673.13
Total Recycling	1,232.51	13.82	1,246.33
Total Municipal Solid Waste	6,303.48	1,615.98	7,919.46
Recycling Rate*	20.0%	1.0%	16.0%
<i>Recycling Includes:</i>			
Igloo (drop-off) glass	35.22	0	35.22
Curbside paper	477.16	0	477.16
Mixed plastics (commercial)	0	0	0
Yard waste (curbside)	227.45	0	227.45
All commercial	368.88	13.82	382.70
Curbside glass and cans**	64.04	0	64.04
Contracted residential waste hauler (2003)	MUNICIPAL	WASTE MANAGEMENT	N/A
Times per week residential waste collected (2003)	2	2	N/A
Cost of service to Borough (per year)	2003 DEPT. BUDGET: \$700,000	2004 CONTRACT: \$81,635 (up from \$79,258 in 2003)	N/A
Cost Borough bills homeowner (per year)	\$180.00	\$85.00	N/A

\* Total Trash/Total Municipal Solid Waste = Recycling Rate

\*\*includes clear glass and bimetallic, tin, and aluminum cans

Sources: DCPD, 2003; Delaware County Solid Waste Authority, 2003

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

## **RECOMMENDATIONS**

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

The Boroughs should...

- 3-23 Continue implementing the corrective action plans specified in the Boroughs' 1996 I&I studies included by reference in the Act 537 plan.

Funding Program: Pennsylvania Infrastructure Investment Authority (PENNVEST)

Technical Assistance: DEP Wastewater Operator Outreach Program

- 3-24 Consider implementation of a sewage flow-metering program to ensure return on investment from implementation of the corrective action plan.

Funding Programs: CDBG  
Pennsylvania Infrastructure Investment Authority (PENNVEST)

Technical Assistance: DEP Wastewater Operator Outreach Program

- 3-25 Work closely with Aqua Pennsylvania to ensure continued water service to the Borough residents.

- 3-26 East Lansdowne should consider performing an I&I study to identify areas in its collection system in need of repair.

Funding Programs: CDBG  
PENNVEST

Technical Assistance: DEP Wastewater Operator Outreach Program,

- 3-27 Consider working with the County Recycling Coordinator to arrange for the collection of aluminum at the Borough igloo drop-off centers or with private collection firms for additional recyclable materials such as plastics.

Technical Assistance: Delaware County Solid Waste Authority

- 3-28 Lansdowne should consider expanding its curbside recycling program to include more materials such as plastics and colored glass. East Lansdowne should consider working with the County Recycling Coordinator to investigate the potential for igloos at a publicly accessible Borough location.

Technical Assistance: Delaware County Solid Waste Authority

- 3-29 East Lansdowne should continue to pursue its practice of competitively bidding its twice-weekly collection service when its current contract with Waste Management expires.

Technical Assistance: Delaware County Solid Waste Authority

**CHAPTER 4**

**HISTORIC PRESERVATION**

## CHAPTER 4

### HISTORIC PRESERVATION

The pasts of the Boroughs of East Lansdowne and Lansdowne are evident in their contemporary built environments. Visual reminders, such as street patterns, landscaping, homes, and buildings promote the area's proud heritage. The significant historic places in each Borough are community assets, and planning for the protection of these resources is the mission of this chapter. Many older communities across the County are recognizing that if they are to thrive in the future, they must not ignore their history but embrace and build upon it.

Much like how a community's built environment arrives to present day through phases, the historic preservation of these resources is also a process. Preservation consists of three steps: **identification**, **evaluation**, and **protection**. First, a community must *identify* those buildings, areas, or landscapes which exhibit historical characteristics and significance. Once a general listing has been created, each record must be carefully *evaluated* to collect and document correct historical and physical data in order to determine the level of integrity it has retained and where the resource fits in with the history of the community, region, or nation. Finally, the community establishes appropriate and secure methods of *protection* so that these resources will be preserved for future generations.

Municipalities who value their roots foster a stronger sense of community identity. Since East Lansdowne and Lansdowne still exhibit much of their history through the built environment and desire to protect their unique characters, the Boroughs should continue to actively pursue historic preservation through the steps described above and as guided by this chapter.

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

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**Objective 4-1** – *Identify* elements contributing to the area's unique historic community character, including development patterns, and design strategies for retaining and preserving those most valued.

The community character of the plan area, East Lansdowne and Lansdowne Boroughs, is comprised of historical development patterns which predominate in both municipalities.





Historic Lansdowne Theater



Victory Temple in East Lansdowne, built in 1911

Since the physical growth of a community provides the built environment that residents and visitors use in shaping their version of that place's identity, these elements are essential to examine.

### **Historic Development Patterns**

Like many Delaware County municipalities, both East Lansdowne and Lansdowne began as agricultural communities, gradually evolving as commuter suburbs with the development of trolley and rail lines in the mid 19<sup>th</sup> century. The historical growth patterns coincide with modern-day neighborhoods and municipal boundaries, providing illustration to the steps in these Boroughs' evolutions. The patterns discussed in this section contribute to the contemporary identity of the area and provide the basis for guiding new development as well as preservation and revitalization.

### **Residential**

**Early agricultural farmstead development** – There are reminders of this agricultural development period, including some still-existing boundary lines, scattered farmhouses, and early County roads – like Baltimore Avenue and Lansdowne Avenue (then called Haverford-Darby Road). However, much of the overall sense of the area as it was in the 18<sup>th</sup> and early 19<sup>th</sup> centuries has been transformed over time.

In the earlier days of Delaware County, East Lansdowne was a single farm, owned by Dr. George Smith. Atlases indicate that there was just one farmhouse and barn. Other farms and wooded parcels abutted this one, except on the southernmost side of the current municipality. This is where Baltimore Avenue separated one farm from another and now, one municipality from another.

Lansdowne was also sprawling farms and countryside; however, this larger land area was comprised of a patchwork of over 25 individually owned parcels. There are still a small number of structures remaining that pay homage to the early farming days of the area, including the Borough's oldest house on Owen Avenue. During this period of development, both municipalities were considered part of Upper Darby Township.

**19<sup>th</sup> century mansion/summer home development** – Like other first-generation suburbs, agricultural parcels in Lansdowne were bought by wealthy City dwellers and transformed into elite mansions and summer homes. Sometimes the farmhouses were adapted; more often new homes were constructed. Some of these large homes were built for the executives of the mills and factories that were once the basis for the regional economy. Many of these architectural gems still exist, adding another layer to the rich development patterns that formed the community/region.

At this time, East Lansdowne was still one farm. While there were no construction projects by the well-to-do, the 120 acres of open space must have added to the fresh country setting for those spending time in the area.

Lansdowne, on the other hand, found popularity with the trend of country estate and mansion building as well as tourist hotels. The Pennock family had its successful florist business in South Lansdowne, as well as its large Victorian residence. These wealthy families, including Colonel Thomas Scott, once president of the Pennsylvania Railroad Company, each built one or a handful of noteworthy structures throughout Lansdowne. A number of the original hotels and large homes still exist today, but now as unique apartment buildings, like the Essex House, “Devonshire,” and the Windermere. Carriage houses are another surviving element from this time, as are the remains of the exotic Japanese garden that once existed around a Windermere Avenue home.

**Early suburbanization (1880s to turn of the century)** – With rising industrialism in the late 1800s, environmental conditions of city living were worsening, and new perspectives on rural living became widespread. In 1858, the West Chester and Philadelphia Railroad line was laid across the region. There were three stations providing easy access to East Lansdowne and Lansdowne: Fernwood, the Darby Road station (now Lansdowne station), and Kellyville. Commuter suburbs were in their infancy, expanding so that neighborhoods within walking distance to the rail line were quite popular.

During this period, Lansdowne experienced a small development boom, which now provides much of the distinct built environment for which it is known. Developers began to show interest in the area, and the neighborhoods of large Victorian twins and singles were built, still visible today in the National Register districts (see pg. 8 for more detailed explanation). Still popular at this time was the “anti-city” attitude that proliferated during the summer retreat development of a few years earlier, when the “Romantic” outlook dominated in all art forms. Gingerbreading and other decorative elements on the cottages and turreted Queen Anne homes provide illustration.

**Later suburban development (turn of the century to pre-WWII)** – After the turn of the century, many large landholdings were beginning to be developed, especially with the approaching popularity of the automobile. Because of this, homes could be built farther away from the train lines and closer together.

This period saw almost all of East Lansdowne’s growth, in a time where towns were built with homes close together on grid-patterned streets. Wood, Harmon, and Company bought the farm tract in 1902, had it surveyed and parceled out into 1,458 lots, and began building and selling homes, both twins and singles of various styles. They took time to provide various amenities to their new residents when developing during this time, such as the flower pots that lined the center of wide Penn Boulevard, new cement sidewalks, gas street lamps, and shady street trees planted every year from Borough funds. The land surface of East Lansdowne had been completely developed by 1940, assuring the community’s visual layout will remain as a testament to early suburban development.

Lansdowne’s northern neighborhoods illustrate much of this fashion of expansion – with the varied twins and singles and comfortable tree-lined streets, extending farther away from the railroad lines. However, the Borough also experienced pockets of “themed” development during the 1920s, such as Gladstone Manor and Montbard.





Smith Family Farmhouse in East Lansdowne



Willowbrook in Lansdowne, an example of early mansion development





Queen Anne style house in East Lansdowne



Early Suburban development, East Lansdowne

## **Industrial**

### **19<sup>th</sup> and early 20<sup>th</sup> century industrial development**

Having been developed as a unified residential community, there was no plan for industrial development in East Lansdowne. The mills and factory complexes in adjacent Upper Darby and nearby Lansdowne provided jobs for many of the Borough's early residents, and they could retreat back to their community of homes each evening.

Darby Creek, flowing as Lansdowne's southwest boundary, provided a point of early industrial development in the form of grist and paper mills. A number of the original mill buildings and houses, including owner Joseph Cruikshank's residence at 213 Scottdale Road, are still standing in the area called Matthew's Hollow along the creek. Later, this area as well as The Knoll were used in the filming of several movies by the Lubin Film Company. Also notable was the Pennock family's florist business, which had its start in early Lansdowne.

Structures from the days of early industry were built to last, using strong materials such as stone from native quarries. Although there may not be much lucrative use today for a gristmill in Delaware County, the buildings are priceless reminders of the industrious settlers of Lansdowne and East Lansdowne and the region as a whole. Also, these are distinctive structures, their preservation essential to maintaining a unique identity for the area. Adaptive reuse, or giving an entirely new function to the inside of an older building, is an innovative way to use the buildings while retaining the character of the area.

## **Commercial**

### **Early commercial centers**

The small commercial areas of East Lansdowne were, and still are, situated along the periphery of the community, along Baltimore Avenue, Long Lane, and Oak Avenue, as these edges corresponded with existing or developing commercial and industrial nodes of adjacent towns. The first store was Davis's Drug Store on the northeast corner of Baltimore Avenue and Lewis Avenue, built in 1902. The pattern for the growth of these areas corresponds with factors contributing to the normal creation of self-sufficient communities, such as the trolley lines that ran down Baltimore Avenue. Much of the commercial growth along this main road took place between 1911 and 1914.

Lansdowne's main commercial center is located at and around the intersection of Baltimore and Lansdowne Avenues and developed there around the 1890s and early 1900s as an early crossroads development. From office buildings to the National Register-listed Lansdowne Theatre, this "heart of the community" provides an excellent example of local commercial districts, essential to Borough residents before the days of shopping malls and driving to superstores. There are also a small number of other commercial groupings scattered around the perimeter of the community, such as the Tudor-style strip on Baltimore Avenue, west of Martin Drive.



South Lansdowne Avenue: examples of early commercial development in Lansdowne still exist today

## RECOMMENDATIONS

The Boroughs should...

- 4-1 Identify (or continue to identify) significant neighborhoods that are successful examples of both early and later suburban development patterns. Develop significant design criteria for each neighborhood, including elements such as set-back, bulk, height, roof lines, architectural styles, building types, and other streetscape features such as well-designed sidewalks, curbs, and street trees.

Funding Programs: CDBG  
PHMC  
DCED Elm Street Program

Technical Assistance: DCPD

- 4-2 Develop voluntary design guidelines using the design criteria established for each neighborhood. The information may include preferred rehabilitation and maintenance alternatives and can be made available to residents and developers as they apply for construction permits in order to preserve the historic nature of the housing stock. The process and results provide awareness to residents.

- Funding Programs: CDBG  
PHMC  
DCED Elm Street Program
- Technical Assistance: DCPD
- 4-3 Target historic business centers and established strips, which offer opportunity for continued retail use, and consider “Main Street” type programs.
- Funding Programs: CDBG  
National Trust Main Street Program  
DCED Main Street Program
- Technical Assistance: DCPD
- 4-4 Identify vacant or underutilized commercial or industrial sites for adaptive reuse and consider creating redevelopment schemes that take advantage of the historic character of these places.
- Funding Programs: DCED Community Revitalization Program  
Historic Tax Credits
- Technical Assistance: DCPD

## **HISTORIC RESOURCES**

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**Objective 4-2:** Prepare Borough-wide inventories that represent a full range of significant historic resources providing the necessary documentation for evaluation and preservation.

Historic preservation is the act of safeguarding significant places from the past. *Historic resources* can include any portion of a community’s built environment that is 50 years or older, important to the individuals of the community, the region, or the nation. Similarly, they may encompass all of a community’s key features, including elements like parks and open space and archaeological resources left beneath the ground by residents of long ago. Some of these older resources are significant and should be protected and preserved, while others may meet this age criterion but have little historic significance and not warrant protection.

The historic resources that make up the Boroughs of East Lansdowne and Lansdowne are not only represented in the composition and development patterns. The above section focused on preserving the regional character by understanding the “big picture” better, such as protecting neighborhoods and commercial districts; it is also essential to evaluate architectural styles and each individual resource that makes each Borough what it is.





Gladstone Manor in Lansdowne

### **Snapshots and Architectural Styles**

These two Boroughs may share a common name and a regional similarity, but they are indeed individual communities with separate histories and unique characters.

**East Lansdowne** is almost exclusively residential, and having been sold, designed, and built within a very short period of time has given it a very orderly and consistent feel as a community. Except for the small commercial districts along Baltimore Avenue and Oak Avenue, and Long Lane, the Borough is filled with shady tree-lined residential streets, providing a uniquely safe, walkable, and homey environment. There is an abundance of Victorian vernacular, Craftsman Bungalow, and American Foursquare styles of homes, present in both twins and singles, illustrating the fashion and themes of early 20<sup>th</sup> century residential architecture. Many of these homes have retained a great deal of integrity, including a great quantity of original fish-scale shingles on the Victorians. Baltimore Avenue, as the southern boundary, affords good access to nearby Delaware County communities as well as a direct link to Philadelphia. Penn Boulevard, running north to south down the center of town, remains a wide street, serving as a reminder of days when the trolley line ran through from 69<sup>th</sup> Street.

**Lansdowne** is an excellent example of a commuter suburb with a more gradual development history. Growth patterns are evident, starting at the railroad tracks, extending towards the commercial heart at Baltimore and Lansdowne Avenues, and stretching out into variations of residential neighborhoods developed over time. Large mansions and estates have been cleverly adapted into modern-day apartments. Many of the characteristic Victorian homes are well kept, exhibiting the grandeur with which they were originally constructed. Pockets of architecturally similar housing exist throughout

the town, from singles to twins to rowhousing. Though Lansdowne seems to have an overwhelming number of Queen Anne Victorian homes, there are many very well-maintained Colonials, Tudors, Dutch Colonials, American Foursquares, Federal, and Georgian Revivals. The abundance of tree-lined streets and sidewalks offers a feeling of an established and friendly community. This is further supported by the variety of landscapes, including a number of parks and the Darby Creek greenway. Lansdowne retains a rich historical feel while providing modern-day suburban living.

While Lansdowne and East Lansdowne are their own separate communities, they still share similar architectural types prevalent throughout Delaware County. Although many styles of buildings can be found in the Boroughs, the following images highlight some of the most commonly seen. For a complete architectural styles guide of Delaware County with greater explanation of detail, please contact DCPD.

The varied mix of these architectural styles is what fills each Borough with the visual images and community identity with which they are often associated.

### **Windshield Surveys**

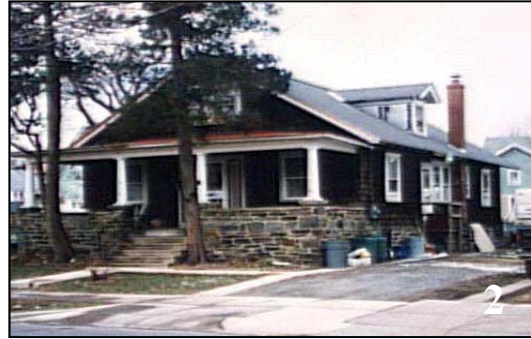
The inventories created for this comprehensive plan are intended to summarize each Borough's historic built environment. These preliminary inventory lists, also known as windshield surveys, are a crucial first step for preservation planning. These inventories are separated by Borough, instead of for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

These windshield surveys were created through research and site visits. They are not complete listings of every resource within the Boroughs. They should be considered as the groundwork for a more comprehensive and detailed survey each community should complete to ensure local preservation.

### **National Register Designation**

Significant community treasures, both above-ground architectural or below-ground archaeological, can be determined worthy of receiving national distinction. These historic resources are placed on the National Register of Historic Places. Resources can be listed individually or as part of a district. To receive listing on the Register, a resource must be noteworthy on the grounds of displaying distinctive characteristics of that particular

#### 4 Historic Preservation



#### Local Examples of Architectural Styles

1. Stick Victorian style
2. Craftsman style
3. Foursquare style
4. Queen Anne style
5. Georgian style
6. Dutch Colonial style
7. Tudor style

period, potential to yield important historic or prehistoric information, and/or association with events in history or the lives of significant persons. Although this designation shows a high level of historic merit, it does not offer ultimate protection to the resource in question, with the exception of a review requirement when federal funding is involved.

Currently, East Lansdowne does not have any community resources listed on, or determined eligible for, the National Register. However, this does not mean that there are no significant buildings or potential National Register resources in the Borough.

Lansdowne Borough currently has four properties listed on the National Register as well as one that has been determined to be eligible for listing. Those listed are the Henry Albertson Subdivision, Lansdowne Park Historic District, the Lansdowne Theatre, and the Twentieth Century Club of Lansdowne. Penn Wood High School is eligible and can be placed on the Register once the application process is completed.

**TABLE 4-1**  
**LANSDOWNE HISTORIC RESOURCE WINDSHIELD SURVEY**

<b>Map #</b>	<b>Name/Location</b>	<b>Comments</b>
1	215 West Berkley	Built c.1800s; farmhouse originally part of the Isaac Lobb property and sheep farm
2	Montbard**	Proposed district; built in the 1920s; designed by Henry Koedding to have the appearance of a French Village
3	156 West Plumstead Avenue*	Example of brick and stone twin, various styles prevalent in this area; likely built c1910-1920s
4	Ardmore Avenue Elementary School - 161 West Ardmore Avenue	Built c.1920s when Griffith's Lake was drained and filled
5	Lobb Farmhouse - 14 East Albemarle Ave	Built 1858; stucco over stone Federal style farmhouse
6	236 Wabash Avenue*	Example of twins of various styles, prevalent in this part of town; including Tudor, Victorian, Craftsman; likely built c1910-1920s
7	Lansdowne High School	National Register Eligible; built 1927; designed by Joseph Linden Heacock and built by John McShain in the Italian Renaissance style
8	Countess Brolasky's - 23 East Greenwood Avenue	Built c.1880; stone and wood Queen Anne Victorian mansion
9	Lansdowne Park Historic District**	National Register Listed; built between 1889-1898 up to 1912; variety of styles including Dutch Colonia, Tudor and Georgian Revival; and different Victorians; possibly the largest collection of Queen Anne-style buildings in the region

**TABLE 4-1**  
**LANSDOWNE HISTORIC RESOURCE WINDSHIELD SURVEY**  
**(continued)**

Map #	Name/Location	Comments
10	Lansdowne Presbyterian Church - Lansdowne and Greenwood Avenues	Built 1915
11	Lansdowne Friends School 110 North Lansdowne Avenue	First built 1902 with second floor erected 1907, additions and alterations 1950; Tudor Revival style; originally a residence
12	Lansdowne Meeting NW Corner of Lansdowne and Stewart	Built 1831 by the Orthodox members who split from Darby Meeting
13	Henry Albertson Subdivision Historic District**	National Register Listed; built between 1880s – 1940s; variety of styles including Colonial and Tudor Revivals, Queen Anne Victorians; Frank Furness may have designed namesake's house on Balfour Circle
14	The Windmere - 164 West Baltimore Avenue	Built c.1880s by Dr. DeForest Willard; Italianate apartment building; originally a tourist hotel
15	Willowbrook - 14/16 Ardmore Avenue	Built c.1836-65; part of the estate of Dr. DeForest Willard; Italian Villa style
16	Pilling Estate - 42 Windermere Avenue	Built c.1889-92; had noted Japanese gardens designed by S. Furukawa
17	72 Windermere Avenue	Built 1892-98 by Homer Stewart; owned by Hannah Pennock; Queen Anne style estate
18	20/22 Runnemedede Avenue	Built 1892-98; Romanesque style
19	30 Runnemedede Avenue*	Built 1892-98; Queen Anne style; similar homes very prevalent throughout the borough
20	Polly Bonsall House - 12 Owen Avenue	Built 1732, 1790 by Jacob Bonsall; oldest home in the borough; also used as a social club; Georgian Vernacular style
21	35 West LaCrosse*	Built c.1892-1902; Queen Anne/Shingle style twin home; representative of many homes in the borough
22	Barker Building - 14-16 North Lansdowne Avenue	Only portion of the original Barker Building is 14-16; Built 1896; early commercial building; Second Empire style
23	St. John the Evangelist - Baltimore and Lansdowne Avenues	Built 1900
24	Lansdowne Theatre - 29 North Lansdowne Ave	National Register Listed; built 1927 in the Hollywood Moorish style



**TABLE 4-1**  
**LANSDOWNE HISTORIC RESOURCE WINDSHIELD SURVEY**  
**(continued)**

<b>Map #</b>	<b>Name/Location</b>	<b>Comments</b>
25	Lansdowne Baptist Church - Lansdowne and LaCrosse Avenues	First section towards the rear of the lot built 1887 with second section closer to the road built c. 1910s-1920s.
26	St. Philomena's Roman Catholic Church – Baltimore and Highland Avenues	Built c. 1899-1900. Church was dedicated on May 27, 1900. Second floor addition and tower added in 1925. School built 1907 and present rectory built c. 1925.
27	William Penn Tree - 47 East LaCrosse	1682; Recognized as having stood when William Penn arrived in Pennsylvania; town logo
28	Funeral Home - 67-69 East Baltimore Avenue	Built 1895; bought and converted by Beers Funeral Home in 1914 – 1948; Queen Anne style
29	Lansdowne Trust Company - Baltimore and Lansdowne Avenues	Built 1925 for the Trust Company; most recently Fidelity Bank
30	Borough Hall - 12 East Baltimore Avenue	Built 1903; served as the home for the Lansdowne Fire Company until 1986
31	25 South Lansdowne Avenue	Built 1893; originally opened as a grocery store by Edward F. Pearson and became a Co-operative market in 1966; Second Empire style
32	Pennock Building - 27-35 East Lansdowne Avenue	Built c.1891 by Casper Pennock; site of the Post Office 1896-1919
33	Philadelphia Suburban Water Co.22 Madison Avenue	Built c.1902-1910; designed by John Torrey Windrim
34	Lansdowne Train Station	Built 1902; designed by Frank Furness; restored after fire in 1992
35	Gladstone Manor**	Proposed district; built in the 1920s; designed by E.A. Wilson to have the appearance of an English Village
36	Matthew's Hollow Proposed District**	Built c.1778-1820s; millhouses for the nearby grist and paper mills; named for John Matthews – owner and operator; includes notable homes including 213, owned by Joseph Cruikshank
37	The Knoll Proposed District**	Built 1904; group of 5 homes built by Quaker families; various styles
38	Devonshire - 99 Lansdowne Court	Built c.1857 believed by Col. Thomas Scott president of the PA railroad; Queen Anne style

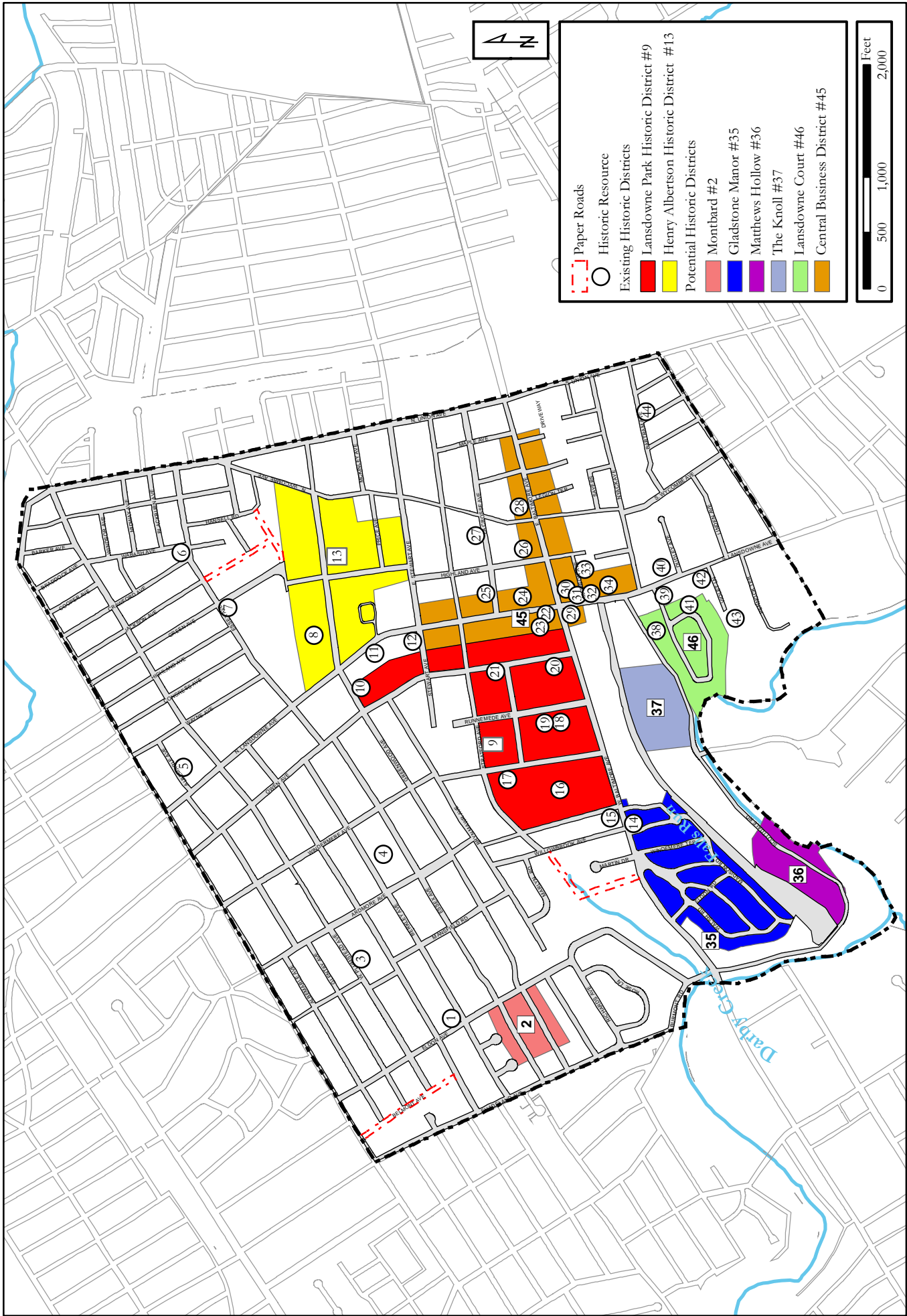
**TABLE 4-1**  
**LANSDOWNE HISTORIC RESOURCE WINDSHIELD SURVEY**  
**(continued)**

<b>Map #</b>	<b>Name/Location</b>	<b>Comments</b>
39	Twentieth Century Club 84 - South Lansdowne Avenue	National Register Listed; built 1911 as a women's club; Tudor Revival community center and club house
40	Ath-Dara - 85 South Lansdowne Avenue	Built c.1901 by Seymour Eaton; converted into apartments with two adjacent buildings in 1929; Tudor Revival mansion
41	86 Lansdowne Court	Built c.1875; converted into apartments; Victorian
42	100 South Lansdowne Avenue	Built in many building campaigns c.1850-c.1935 believed by the Bonsall family; Georgian Vernacular style
43	Violet - 35 Violet Lane*	Built c.1870 by Pennock family; Victorian style
44	Bethel AME Church - Bartram and Maple Avenues	Built c. 1915, remolded in 1954
45	CBD (Central Business District) Historic District**	Central Business District, develop around the train station in late 1800s and early 1900s with commercial structures, religious institutions, and some homes when public transit came to area. Second wave of development in 1920s.
46	Lansdowne Court**	Originally Scott Estate; Subdivided in 1907 by William C. Shuster; Homes built 1907-1942 in various styles, including Colonial Revival, Tudor Revival, English Cottage, and Victorian.

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

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

Source: DCPD Windshield Surveys, 2003.







**TABLE 4-2**  
**EAST LANSDOWNE HISTORIC RESOURCE WINDSHIELD SURVEY**

Map #	Name/Location	Comments
1	270 Hirst Avenue*	American Foursquare style example
2	254/256 Hirst Avenue*	Victorian style twin example
3	236 Hirst Avenue*	Craftsman Bungalow style example – built c.1910
4	112 Hirst Avenue*	Victorian Vernacular example – built prior to 1909
5	28/30 Melrose Avenue*	Dutch Colonial twin example (see also 62/64 Beverly Avenue)
6	142 Melrose Avenue*	American Foursquare style example – built prior to 1909
7	147 Melrose Avenue*	Queen Anne Victorian example – built c. 1902
8	210 Lexington Avenue*	Craftsman Bungalow style example – built prior to 1909
9	Borough Hall - Emerson and Lexington Avenues	Built 1913/1930
10	164 Lexington Avenue	Stone and frame Victorian, owned by Fire Company, with intact stone barn/carriage house – built c. 1902
11	110 Lexington Avenue	Stick Victorian home – built c. 1902
12	500 block Pembroke Avenue**	Large Victorian Vernacular and American Foursquare twins and singles – built c. 1910
13	Victory Church - 601 Pembroke Avenue	Previous Trinity ME Church – built c. 1911
14	68 Lexington Avenue	Smith family farmhouse; built 1863
15	500 block Baltimore Avenue**	Early commercial row, Tudor style – built c. 1920s
16	11 Penn Boulevard*	Victorian Vernacular example – cosmetically altered; built prior to 1909
17	Immanuel Lutheran Church - Penn Boulevard and Pembroke Avenue	Built 1907
18	104 Penn Boulevard*	Victorian Vernacular example – built prior to 1909
19	120 Penn Boulevard*	Victorian Vernacular example – built prior to 1909
20	St. Cyril's Church - 153 Penn Boulevard	Built 1928
21	156 Penn Boulevard*	Craftsman Bungalow style example
22	168 Penn Boulevard*	Victorian Vernacular example
23	163 Lewis Avenue*	Queen Anne Victorian example – built prior to 1909
24	43 Lewis Avenue	First home built in East Lansdowne in 1902, by the Shoemaker family
25	31/33 Lewis Avenue*	Tudor style twin example
26	25/27 Lewis Avenue*	Craftsman style twin example
27	22 Lewis Avenue	Dutch Colonial home
28	64 Wildwood Avenue*	Colonial Revival example – built prior to 1909
29	130/132, 134/136, 138/140 Beverly Avenue**	Group of Craftsman style twin homes

**TABLE 4-2**  
**EAST LANSDOWNE HISTORIC RESOURCE WINDSHIELD SURVEY**  
**(continued)**

Map #	Name/Location	Comments
30	Oak Avenue Commercial Building	Tudor style building with half timbering

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

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

Source: DCPD Windshield Survey, 2003

### **Archaeology**

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

The entire Borough of East Lansdowne is included in the zone of Suburban Park development (1900-1940). This designation suggests a low potential for below-ground archaeological resources due to previous ground disturbance, reflecting the history of the Borough having been developed during one short period, from farm to town.

According to the plan, Lansdowne has retained a few small areas of potential for underground artifacts, mostly in the undisturbed areas surrounding the banks of Darby Creek. These relate to the mill complexes, which once produced various goods on these streams, such as cotton and paper. However, it is believed that most native and early settler historic sites have likely been damaged due to the high-density suburban development that occurred.

### **RECOMMENDATIONS**

The Boroughs should...

- 4-5 Create a complete and official survey of historic resources from the inventory provided in this plan, where more specific information concerning the most

significant places would be collected and further preservation planning could be based. The plan should be amended to include this survey when completed.

Funding Programs: CDBG  
PHMC grants

Technical Assistance: DCPD

- 4-6 Consider nominating key historic resources and districts to the National Register.

Funding Program: PHMC grants

Technical Assistance: DCPD

- 4-7 Consider applying for a joint municipal grant for creating and distributing maintenance manuals for the key architectural styles they share.

Funding Program: PHMC grants

Technical Assistance: DCPD

## **PRESERVATION PLANNING IN THE BOROUGH**

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**Objective 4-3:** To assess preservation efforts to date for both municipalities and determine which are the most appropriate levels of local participation for *protecting* historic resources.

Historic preservation can be mandated, encouraged, and protected at all levels of government in various capacities. 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. While nationally recognized designations may promote awareness of historic resources, preservation is most directly effective at the *local* level, since the municipality is the only body legally allowed to create and mandate preservation regulations. Not taking full advantage of these legal opportunities may result in the Boroughs losing valuable historic fabric and community character.

The Borough Councils are the only level of government able to create legal preservation regulations. The MPC specifically enables local governments to plan for and regulate cultural resources. However, simply having the MPC as a guide for local municipalities does not ensure protection. It is the responsibility of each Borough to become an active participant in preservation.

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

A Historical Commission or task force is the most common type of group that can be appointed by the municipality to formally oversee the Borough's preservation efforts. Usual activities can include recording historical data, identifying significant community resources in survey format, acting as a review board for historic overlays and districts as well as subdivision and land development plans, redevelopment, and revitalization plans, advising residents and officials on potential historical activities, and recommending incentives and methods for preservation. Though not mandated by law, its members are appointed by Borough Council and should include both Borough residents and officials. Another way to create a formally recognized advisory body is by establishing a task force or subcommittee of Borough Council or the Planning Commission. Neither East Lansdowne nor Lansdowne currently has an appointed Historical Commission.

### **Municipal Historic Ordinances**

Local governments have the ability to protect historic resources through ordinances. Many communities are wary of historic ordinances, however, as they feel they may limit a homeowner's personal control over his property. This is simply not the case. Historic ordinances are created to directly reflect the characteristics the community values most and can be as rigid or as flexible as the Borough decides. An ordinance can influence rehabilitation, demolition, new development, and financial incentives. The ultimate goal of such an ordinance is to maintain the shared character of the community.

### **Certified Local District (Act 167)**

Adoption of a Certified Local District through an Act 167 historic district ordinance is the most important tool for protection of clusters of historic resources in a municipality. Once certified by PHMC, this ordinance provides local review of changes in the district. It places another layer of regulation upon the base zoning of the area, whether it is commercial, residential, or industrial. The district does not need to be listed on the National Register. State-enabling Act 167 (1961 P.L. 282) authorizes the local government to:

- Delineate an historic district within the municipality;
- Establish an Historical and Architectural Review Board (HARB), that serves in an advisory capacity to the municipal governing officials;
- Determine guidelines to regulate physical changes within the district; and
- Create a review process for the HARB leading to granting or not granting changes within the district.

Many misconceptions exist about this kind of ordinance. It is true that the design guidelines can be very strict and may place limits on many homeowners' exterior alterations. However, the guidelines should reflect community values relative to the district and can be created to be as strict or as lenient as desired. In some cases, they may only affect new construction or any additions (not alterations) made to existing housing.

Districts may regulate all changes including the color of paint on the existing structure. Examples of elements that can be regulated by design guidelines are height, bulk, roof line, proportions, façade openings, compatibility with architectural detail, building materials, color, fences, walls, and exterior lighting. It is strongly advised that residents of the proposed district be included very early in the planning process to elicit their cooperation. The steps for establishing an historic district ordinance and examples of model historic district ordinances prepared by PHMC are available at DCPD.

The Act 167 local district has distinct advantages for historic preservation, most notably local control and design guidelines that are tailored to the individual municipality. It is the most effective way in which to preserve the community as well as the buildings. The potential disadvantages center around neglecting the requirement of community involvement from the very beginning and the necessity of having HARB members who are knowledgeable about architectural styles and are able to consistently interpret and enforce the guidelines.

**Advantages:**

- A prescribed process is mandated by the Act
- The guidelines are customized to the locality
- It is the most effective way in which to preserve the character as well as the buildings

**Disadvantages:**

- Residents of the district must be involved from the very beginning of the decision making process to create a district which is acceptable to all
- HARB members must be knowledgeable about architectural styles and interpretation of the guidelines

### **Historic Zoning Overlay District**

Another useful tool for municipal level preservation is the zoning overlay district, adopted into the community's local zoning ordinance. Whether the historic resources are clustered in groups or widely scattered, a zoning overlay includes the resources identified in the official municipal survey. This overlay can apply regulations and incentives in addition to those of the base zoning. These regulations can address such factors as:

- Historic impact studies as a part of the existing land development process;
- Demolition of historic resources;
- Design guidelines;
- Buffering or visual protection;
- Additional or conditional uses; and
- Alterations and additions.

Incentives, such as special and conditional use opportunities, can be given to the property owners of these identified resources. A developer of a property that contains an identified

historic building can be offered incentives to retain and reuse the structure. Some incentives could include an expansion in uses, increased density, and parking bonuses.

The review body for activities that take place within an historic overlay district is generally a Historical Commission. This is an appointed advisory board, but its general responsibilities can consist of more than its review function. Like a HARB, the Historical Commission can review for appropriate alterations within the overlay zones, but it may also become the “keeper” of the history of the municipality and be in charge of updating the survey, providing informational distributions to the citizens, and National Register nominations.

Historic overlay zoning has advantages similar to the Act 167 district in its flexibility to the needs of the community and advisory review body. It is especially useful for protection of scattered sites and resources. Perhaps in the case of Lansdowne and East Lansdowne, the incentives for reuse of historic buildings are the greatest benefit. However, it is necessary that the municipality complete an official historic resources survey before it is able to establish the zoning overlay.

Advantages:

- It provides flexibility of restrictions and incentives
- Areas with a high archaeological potential can be included with protective measures directed toward ground disturbance.
- It encourages reuse of historic structures

Disadvantages:

- The criteria for the classification of the historical and archaeological sites must be precise and thorough

### **Historic Conservation Districts**

Neighborhoods with a special architectural character can be preserved without putting a financial burden onto the homeowner through a Conservation District Ordinance. This is similar to a Historic District (Act 167) but with less stringent requirements in retaining the authentic historic fabric. For example, homeowners in a conservation district may use aluminum siding, but they may not enclose their front porches because that would undermine a defining feature of the neighborhood.

A conservation district ordinance may also offer the homeowners a financial incentive by making low-interest revolving loans available to them from the municipality (see **Financial Incentives for Rehabilitating Historic Properties** below). In addition, the review board established with the district would also serve as an advisory group offering construction and architectural expertise and advice.

Advantages:

- Minimum design control
- Financial incentives

- Expert consultations

Disadvantages:

- Destruction of some of the historical fabric of the buildings
- Needs consent of most of the homeowners involved
- Establishing the financial base for the loans

Protection of historic resources at the local level can be achieved through any number of ordinances and zoning activities, whichever best meets the needs of the community. The Act 167 district and HARB approach, as well as municipal zoning through overlay districts, conservation districts, local landmark designations, and demolition ordinances are all viable legislative tools for preservation. Neither Borough currently has historic ordinances in place, which leaves the municipalities vulnerable to losing precious resources (see Appendix B for additional information regarding preservation tools).

### **Citizen Involvement**

East Lansdowne and Lansdowne have incredibly proud citizens, and without the support of these dedicated residents, the towns would not exist. Citizen involvement is an integral part of the preservation process. The Greater Lansdowne Civic Association serves as an overseer of Lansdowne's history, a group of dedicated individuals who are striving to preserve the elements that give Lansdowne its historical feel and charm. However, the group is a private entity, not under the guidance of the municipality. The MPC provides for the role of a formally recognized municipal advisory body, and this provision should be utilized.

### **Financial Incentives for Rehabilitating Historic Properties**

The majority of state and federal funding available to local governments is for planning activities such as conducting historic resource surveys, developing preservation ordinances, and creating historical commissions. Given the lack of funding for rehabilitation activities, the best source of funding is the municipal governing body. However, a limited number of funding sources for rehabilitating historic properties does exist, and those are discussed below.

#### **Tax Incentives**

Federal Tax Credits - Sites on the National Register of Historic Places (or those in a National Register Historic District) are eligible for federal tax credits for rehabilitation. This applies only to income producing structures but can be an incentive for revitalization of an area.

Property Tax Abatement and Freeze – A municipality has the authority to develop its own incentive for preservation. Lansdowne could explore the possibility of lowering or freezing the municipal tax for historic structures undergoing rehabilitation.



## Community Development Block Grants

Another source of funds for the rehabilitation of historic resources is the Community Development Block Grants (CDBG) Program. These federally sponsored grants are awarded each year for projects that benefit mainly low- and moderate-income areas, but there is also a provision for funding historic rehabilitation.

Lansdowne might consider applying for CDBG funding to establish a pool of funding that would enable it to offer financial incentives, in the form of low-interest loans, to homeowners wishing to rehabilitate their historic property.

## RECOMMENDATIONS

The Boroughs should...

- 4-8 Consider the creation of an official historic preservation advisory body such as a Historical Commission.

Funding Program: PHMC grants

Technical Assistance: DCPD

- 4-9 Consider establishing an Act 167 district, using the boundaries of existing National Register historic districts for example, and form an accompanying HARB to maintain the consistency of the historic buildings and landscape (Lansdowne).

Funding Program: PHMC grants

Technical Assistance: DCPD

- 4-10 Consider establishing historic preservation ordinances or historic overlay districts and amending preservation language into the Borough's zoning ordinance (see Appendix B for specific examples).

Funding Program: PHMC grants

Technical Assistance: DCPD

- 4-11 Form its own citizen-led group (East Lansdowne) or Lansdowne should consider extending an invitation to East Lansdowne to become a part of the Greater Lansdowne Civic Association to become a combined force for area preservation.

Technical Assistance: DCPD

# **CHAPTER 5**

## **ENVIRONMENT**

## CHAPTER 5

### ENVIRONMENT

The natural environment is an important consideration in the comprehensive planning process since it can directly affect the type, location, and intensity of land use. Although the Boroughs are almost completely developed, the natural environment is still an important consideration when balancing development and redevelopment with environmental protection. For this reason, this chapter focuses on soils, topography, wetlands, floodplains, stormwater, and water quality issues affecting the two Boroughs.

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

#### NATURAL FEATURES

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**Objective 5-1:** To manage natural features such as soils, floodplains, and wetlands in a manner that preserves their productivity and function, protects the public from harm, and provides for the continued viability of the resources.

#### Soils and Topography

With the exception of areas along Darby Creek in Lansdowne, most of the soils in the area consist of a soil group called Made Land, which refers to the type of soil mixture present after grading or filling by earthmoving equipment during the construction of buildings or other improvements. Made Land soils can be composed of many different native soils in almost any combination and typically display few of the characteristics of the original native soils. Topography is analyzed by examining the nature and severity of slopes in a given area. According to the *Soil Survey of Chester and Delaware Counties, Pennsylvania*, the Boroughs are generally flat; however, there are areas of very steep slopes (Manor soils – 35-60% slope) along Darby Creek in Lansdowne (see Map 5-1, Natural Features).

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

Lansdowne use the County's Subdivision and Land Development Ordinance to regulate development. This ordinance does not contain provisions for steep slope regulation. Because of the very steep slopes along Darby Creek, Lansdowne should consider adopting a steep slope ordinance. East Lansdowne does not possess any areas of steep slopes and therefore does not need to consider regulation.

### **Agriculture and Woodlands**

As noted above, the study area is highly urbanized and nearly built out. While soils are important indicators of the potential for agricultural and forestry uses, the primary soil type in the study area falls within the Made Land category and is not particularly suitable for such uses. Areas containing soils other than Made Land tend to follow the stream corridors; however, pockets of woodland soils, some of which are hydric or have hydric inclusions, are scattered throughout the area. The only woodland areas of any significance are located in Borough and County parks located along the Darby Creek stream corridor.

Preservation of these remaining areas of woodlands is extremely important. Woodlands serve vital roles for the natural environment. The vegetation found within woodlands serves as a source of food and habitat for birds, mammals, and other wildlife. When located along stream valleys, the canopy shades the water, keeping temperatures cooler which is important for the survival of many aquatic species. The root system of these riparian trees also stabilizes the stream banks, preventing erosion and sedimentation of the waterway. Woodlands also offer recreational opportunities to nearby residents. Furthermore, they are aesthetically valuable, maintaining and enhancing the visual character and providing visual relief from the urban landscape. Woodlands are an essential resource and every step should be taken to preserve their integrity.

The MPC states in Section 603(f) that a municipal zoning ordinance may not unreasonably restrict forestry activities. It further states in Section 604(3), "Zoning Purposes," that a zoning ordinance "shall be designed to preserve prime agriculture and farmland considering topography, soil type and classification, and present use." Since one of the main themes of the MPC is the requirement that zoning ordinances be generally consistent with the comprehensive plan, this plan does not designate future development in the areas that could be considered for forestry activities. Any revision to the zoning ordinance needs to take this into consideration.

It should be noted that East Lansdowne and Lansdowne Boroughs have a number of large shade trees that significantly enhance the visual character of the communities. The preservation of such trees is vital to maintaining the character and visual quality of the two Boroughs. After considering the creation of a regulatory Shade Tree Commission in 1989, Lansdowne Borough established a Shade Tree Advisory Board in 1994 that oversees the selection and planting of new trees and the maintenance and care of existing street trees. The Borough has a vested interest in the preservation of its street trees having established itself as a Tree City USA. Therefore, The Borough should consider creating a Shade Tree Commission empowered to take a more direct role in regulating the maintenance and

protection of the Borough's street trees. East Lansdowne, however, has no provisions for a Shade Tree Commission and should consider establishing one to ensure the long-term maintenance and continued installation of street trees.



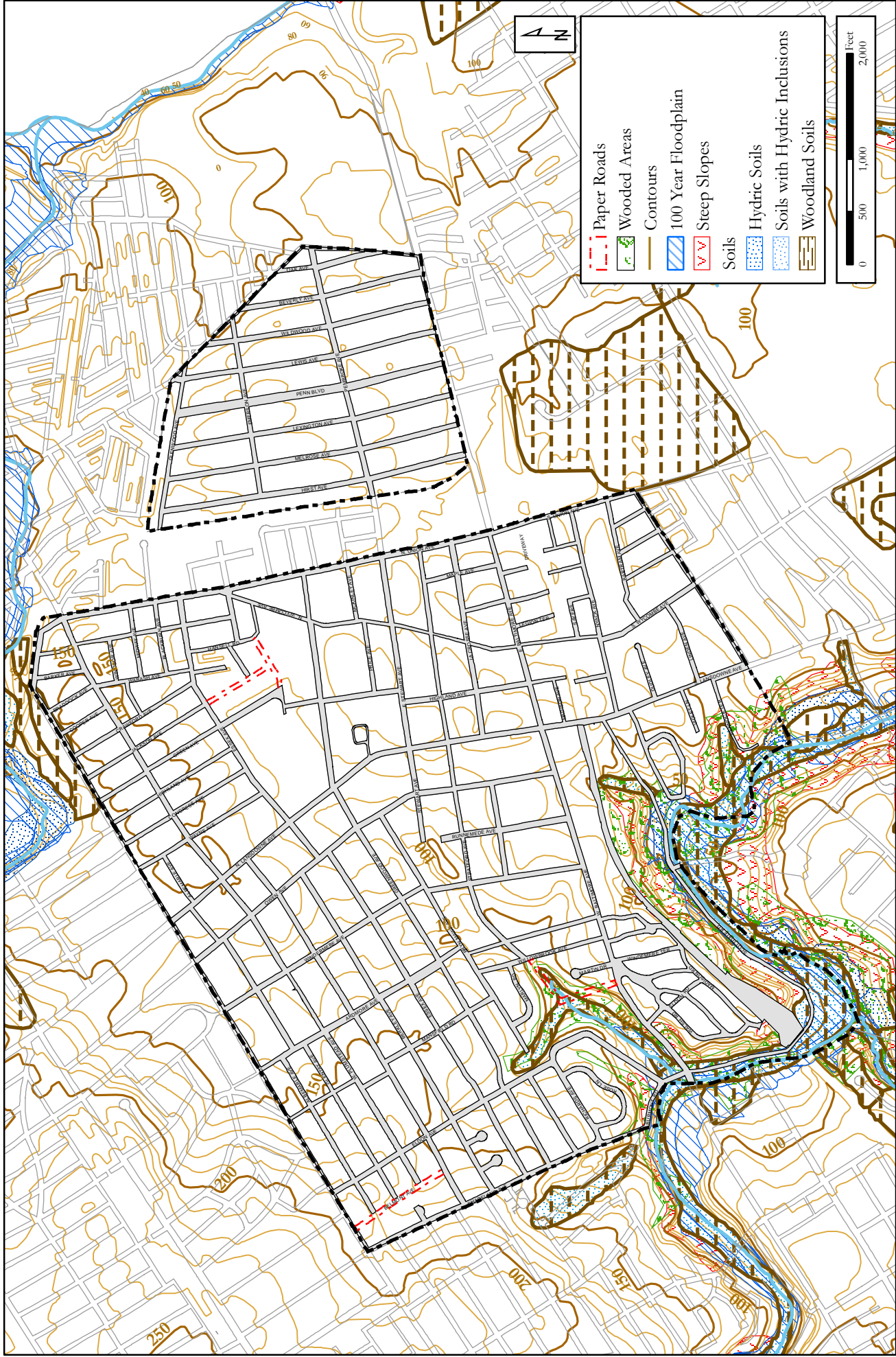
### **Wetlands**

Wetlands play a crucial role in the function of natural systems, including the ability to stabilize the water regime, improve water quality, and provide habitat for plants and animals. In addition, due to their aesthetic value and species diversity, wetlands offer opportunities for passive recreation and education. There are several wetland areas, as identified in the *National Wetlands Inventory* (NWI – 1991), that lie within the study area, mostly in and on low-lying lands adjacent to exposed streams. Other potential wetlands as indicated by hydric soils or soils with hydric inclusions are also found adjacent to the stream corridors (refer to Map 5-1).

### **Floodplains**

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





East Lansdowne  
and  
Lansdowne  
Boroughs

## Natural Features Map 5 - 1

- NOTES:
1. USGS - Contours, Municipal Boundary, and Water
  2. FEMA - Floodplains
  3. NRCS - Soils
  4. Delaware County Board of Assessments - Roads

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



Prepared by  
Delaware County  
Planning Department  
2005

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

DCED defines the following flood-related terms:

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

Floodplain development in the Boroughs is regulated by individual municipal ordinances. Neither East Lansdowne nor Lansdowne's floodplain management ordinances are up to date, meaning that they do not conform to federal and state floodplain management requirements. Despite the fact that East Lansdowne does not have any floodplains indicated on the FEMA map, it is still required to maintain a current floodplain ordinance. East Lansdowne's ordinance, Ordinance 331, adopted March 13, 1978, needs revisions such as new FEMA Flood Insurance Rate Map (FIRM) references, flood zones, and many new definitions (i.e., manufactured homes). Lansdowne's ordinance contained in Chapter 187 of the Borough Code (as amended) January 20, 1982, needs revisions such as new FIRM map references by date and number and new definitions (i.e., manufactured homes). If the Borough's ordinances are not updated, residents may be ineligible to participate in the National Flood Insurance Program (NFIP) that allows property owners in the floodplain to purchase federally backed flood insurance until the ordinances are updated. The State of Pennsylvania also imposes financial penalties on municipalities without current ordinances.

Lansdowne and East Lansdowne are located in the Darby Creek watershed. A small portion of eastern Lansdowne and all of East Lansdowne are located in the Cobbs Creek subwatershed of the Darby. There are no surface water bodies in East Lansdowne, but the entire Borough and the northern and eastern edge of Lansdowne drain stormwater to Naylor's Run, a tributary of Cobbs Creek. Lansdowne contains two streams: Darby Creek at the southwest municipal boundary, and its tributary, Falls Run. One branch of Falls Run originates in a drainage area called Reservoir Park, also known as Monkey Island. The two branches flow to the south and west and meet in Marlyn Park. Many of the storm sewers from the central residential areas in Lansdowne eventually drain into Falls Run, which

meets Darby Creek at Burmont Road. Both Darby Creek and Falls Run have significant floodplain areas. Most of Scottdale Road, which parallels Darby Creek, is located within the floodplain. The undeveloped area of Marlyn Park contains a portion of the Falls Run floodplain.

The area has several identified floodplain areas (see Map 5-1); however, it is fortunate that most of them are relatively undeveloped except as parkland or cemetery. Surveys completed for the purpose of a Darby-Cobbs Act 167 Stormwater Management Plan indicate a limited number of flooding problem areas. These are also noted on Map 5-1 (also see the Stormwater Management section in this chapter for more details concerning actual flooding issues, problem areas, and solutions).

Stream chanelization is a problem throughout portions of the Darby-Cobbs watershed. While several areas along Falls Run are still exposed, parts in and around Marlyn Park and Reservoir Park appear to be in poor condition. Falls Run between Marlyn Park and Burmont Road/Darby Creek has been channelized, and the section between Marlyn Park and Reservoir Park is in a pipe underground. Darby Creek is not channelized in Lansdowne; however, in some places the natural stream channel is experiencing erosion. It is best to remedy erosion problems by working with nature. This means encouraging stream bank stabilization that uses a natural vegetated stream buffer on both sides of the creek, instead of using walls, stones, and piping to channel the water.



Darby Creek



## RECOMMENDATIONS

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

The Boroughs should...

- 5-1 Consider adopting a steep slope ordinance to ensure the preservation these sensitive natural features.

Technical Assistance: Delaware County Planning Department

- 5-2 Preserve the integrity of the existing woodlands through minimal disturbance practices. Not only will this help to prevent additional stormwater runoff from reaching Darby Creek, it could provide passive recreational opportunities, particularly in the form of possible nature trails.

Funding Programs: CDBG  
Community Conservation Partnership Program  
Growing Greener Watershed Program

Technical Assistance: DCPD  
Delaware County Conservation District

- 5-2 Follow the consistency requirement in Section 603 of the MPC when revising the zoning ordinance.

- 5-3 Consider adopting or continuing programs for the installation, preservation, and protection of shade trees in both Boroughs. East Lansdowne Borough should consider featuring/promoting protection of its existing shade trees by pursuing the adoption of a shade tree ordinance and Tree City USA designation (already attained by Lansdowne), which shows that the Borough values its shade trees and would help to promote the protection of important trees in the Borough. Lansdowne Borough should consider adopting a new ordinance that creates a Shade Tree Commission that would be empowered to take further steps to protect and maintain this vital community resource.

- Funding Programs: Pennsylvania Urban and Community Forestry Council  
Community Conservation Partnership Program  
TreeVitalize Program (DCNR)
- Technical Assistance: Pennsylvania Urban and Community Forestry Council
- 5-4 Revise and/or adopt zoning ordinances and require other protective measures such as buffers to protect stream corridors and wetland areas from paving, channelization, or fill and provide strong enforcement for these ordinances.
- Technical Assistance: DCPD
- 5-5 Regulate development in floodplains through strict enforcement of local floodplain ordinances, including prohibition of structures such as sheds or storage of loose or floatable items, and enact any amendments necessary as new FIRMS become available or regulations change.
- Funding Program: Floodplain Land Use Assistance Program
- Technical Assistance: DCPD  
Delaware County Conservation District  
Floodplain Land Use Assistance Program
- 5-6 Consider adoption of consistent floodplain ordinances that might contain slightly more stringent management standards that entirely prohibit certain types of development in flood-fringe and floodway areas.
- Funding Program: Floodplain Land Use Assistance Program
- Technical Assistance: DCPD  
Delaware County Conservation District  
Floodplain Land Use Assistance Program
- 5-7 Establish regular maintenance/clean-out programs for all streams, particularly in channelized areas, to remove debris and other potential obstructions that could create blockages during storm events.
- Technical Assistance: Delaware County Conservation District  
Darby Creek Valley Association
- 5-8 Protect the riparian buffer and floodplain area along Darby Creek and Falls Run. Such protection could be accomplished through stream restoration projects, possibly in conjunction with a Darby and/or Cobbs Creek greenway initiative. An additional

method of protecting the floodplain is a “no-mow” ordinance requiring residents to maintain a vegetated buffer along the rear of their properties adjacent to the stream.

Funding Programs: CDBG  
Delaware County Conservation District  
Growing Greener Watershed Program

Technical Assistance: Delaware County Conservation District  
Growing Greener Watershed Program  
Darby Creek Valley Association  
Delaware County Community Service  
Department

## **ENVIRONMENTAL ISSUES**

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**Objective 5-2:** To manage local resources in conformance with federal and state requirements in order to protect the health, safety, and welfare of the Boroughs’ residents.

### **Water Quality**

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

DEP’s 2002 303(d) Water Quality Assessment List indicates that Darby Creek and its tributaries are impaired relative to their warm water fishery and migratory fishery designations. Suspected sources of pollution in these areas include urban runoff/storm sewers and habitat modification. Given the documented impairment of streams within the Darby Creek watershed, DEP will develop Total Maximum Daily Load (TMDL)

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

allocations (maximum level of pollutants permitted to enter a stream) to improve water quality to ensure that the streams meet their water use designations. With the exception of the City of Philadelphia’s combined sewer overflow discharges along Cobbs Creek (north of Colwyn), there are no identified point source discharges to Darby Creek or the tributaries noted above. Since, storm sewer outlets are known sources of discharge for nonpoint source pollution from stormwater, it is important to consider that water quality of the stream is most greatly impacted by the land use activities and associated nonpoint pollution within the watershed.

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

### **Stormwater Management**

#### **Stormwater Management Act (Act 167)**

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

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

The Act requires Pennsylvania’s counties to prepare stormwater management plans for each state-designated watershed within their boundaries and municipalities within these watersheds to adopt stormwater management regulations consistent with the watershed plan. To date, Delaware County has adopted two Act 167 watershed management plans (for Ridley and Chester Creeks). Plans for two other watersheds are currently underway (Darby and Cobbs Creeks watershed and the Crum Creek watershed). Because the Boroughs lie within the Darby/Cobbs watershed, they will be required by Act 167 to enact and enforce ordinance provisions consistent with the plan upon its adoption. Specific requirements of stormwater management plans include quantity control of runoff generated from new development and redevelopment, infiltration of runoff, and water quality controls through the use of best management practices (BMPs).

#### **Stormwater Problem Areas**

An Act 167 stormwater management survey completed by the Lansdowne Borough Engineer identified a number of stormwater management problems, many of which are directly attributable to the frequent flooding and stream erosion along Darby Creek and Falls Run. Lansdowne is an older first-generation suburb; therefore, much of its building construction was done prior to regulations that prohibit construction in the floodplain.

See the Floodplain section of this plan for more information on floodplains and streams in Lansdowne Borough. Other causes of flooding problems include the limited number of storm sewer inlets and stormwater volume and velocity; however, several areas containing obstructions were also identified.

Stormwater problem areas identified in the Act 167 survey are as follows (numbers correspond to those indicated on Map 5-1):

1. Bridge at Baltimore Avenue and Scottdale Road (floodplain where Falls Run joins Darby Creek) - becomes blocked by floating tree limbs and debris causing accelerated erosion, affecting commercial and residential properties. Some type of diverter structure is needed in front of the bridge structure.
2. SEPTA railroad trestle in the middle of the creek (Darby Creek floodplain) - collects floating tree limbs and debris, affecting commercial and residential properties. Some type of diverter structure is needed in front of the bridge structure.
3. Hoffman Park (Darby Creek floodplain) - floods during heavy storms causing damage to the recreational facility and accelerated erosion, affecting commercial and residential properties. A possible solution is creek embankment improvements and berms.
4. Bridge at Hildale Road and Scottdale Road (Darby Creek floodplain) - collects floating tree limbs and debris, affecting residential properties. Some type of diverter structure is needed in front of the bridge structure.
5. Union Avenue and Nyack Avenue intersection at the municipal boundary - floods several times a year because the storm sewer in (adjacent) Upper Darby Township is too small for the drainage area. The area floods frequently, more than once per year, affecting commercial and residential properties. The two adjacent municipalities, Upper Darby and Yeadon Borough, would need to reconstruct and enlarge their storm sewers in order to relieve the flooding problems.
6. Bryn Mawr Avenue and Windermere Avenue intersection - the headwall at the discharge point gets obstructed by floating tree limbs and debris, affecting residential properties. Some type of diverter structure is needed in front of the bridge structure.

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

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

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

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

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

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

In an effort to take advantage of economies of scale and to make available limited funding for implementation of some of the NPDES requirements using Act 167 program funding, the scope of the Darby-Cobbs Act 167 plan was recently amended to include components that will address the six MCMs. Specifically, it will include public education and outreach elements, provide for public involvement, and incorporate municipal outfall mapping. This should help the Boroughs to comply with the upcoming NPDES Phase II requirements.

### **Brownfields**

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

In 1980, Congress passed the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as "Superfund." The primary purpose of this program was to facilitate clean-up of extremely contaminated sites by requiring all "potentially responsible parties" (PRPs) to contribute to its cost. A PRP is anyone who has ever owned, had a legal interest in, or disposed of materials at a property, and is liable for clean-up. Because of this liability, developers and banks have been hesitant to purchase these sites for development/redevelopment. Additionally, the process of identifying a severe problem on a site, getting it on the CERCLA National Priority List for clean-up, identifying the PRPs, and actually cleaning up the site can take many years.

In May of 1995, Pennsylvania Governor Ridge signed into law three bills (Acts 2, 3, and 4), which constitute the State's Land Recycling Program. Act 2, the Land Recycling and Environmental Remediation Standards Act, is the primary piece of legislation that constitutes the Land Recycling Program. The major goal of the program is to foster voluntary reuse and redevelopment of contaminated sites. The four major components include uniform clean-up standards, standardized review procedures, financial assistance, and releases from liability for both site testing and clean-up. An Act 2 clean-up effort generally involves a private sector initiative to utilize the site for a profit-making venture. Thus, the required level of clean-up is based in great part on the proposed use of the site, and clean-up efforts tend to come much faster than they would otherwise under CERCLA. According to Pennsylvania's Land Recycling Program 2001 Annual Report, since 1995, the program has been responsible for more than 1,000 clean-ups at 892 properties in the state, 67 of which were in Delaware County. For more details concerning the various elements of the Land Recycling Program, refer to DEP fact sheets in Appendix C.

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

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

Known or suspected brownfield sites in the study area include the J. B. Eurell Co. manufacturing plant located on Scottdale Road in Lansdowne Borough. Additionally, Lansdowne has two former National Priority List Superfund sites that both involve former radiation contamination. The larger of the two is in the area surrounding Austin Avenue and involved several homes that were razed and either reconstructed or the land cleaned and left vacant. The second site is located at 105 E. Stratford Avenue with remediation resulting in the building's demolition and repair to nearby street, soil, sidewalk, and sewer lines. There are no known brownfields in East Lansdowne.

Under Act 2, the basis for requiring a particular level of clean-up on a site is the proposed future use. Therefore, it is important for East Lansdowne and Lansdowne to maintain reasonable expectations as to its future use based, in part, on the potential to attract redevelopment. While the first impulse may be to plan and zone for land uses that require the lowest levels of clean-up in order to attract developers, this is not a wise choice. It should be remembered that redevelopable brownfield acreage is still a valuable commodity not just for future industrial or commercial use. Therefore, it is recommended that East

Lansdowne and Lansdowne maintain a vision for the “highest and best use” of these properties.

This means that if the Boroughs believe that the best use for a former industrial site is a boat ramp, park, office condominium, commercial district, or even a day care center, then the Boroughs should plan and zone accordingly.

## **RECOMMENDATIONS**

Environmental resource management is important for the protection of the health, safety, and welfare of municipal residents. Management of floodplains as a resource was addressed in the previous section. However, there are also a number of federal and state programs that require municipalities to address other environmental issues in their communities, particularly as they relate to water quality.

In recent years, both federal and state regulatory programs have begun to emphasize improvement and maintenance of water quality, particularly through the control of nonpoint source pollution from stormwater. The federal Clean Water Act requires states to develop programs for the protection of waterways and requires businesses, and now municipalities, to obtain permits for the discharge of pollutants into waterways. Until recently, such permits addressed point sources only; however, the permit requirement was recently expanded to address nonpoint source pollution from municipal storm sewer systems. Both the Act 167 and NPDES II programs address to some degree the importance of maintaining both water quantity and quality through their respective programs.

The State of Pennsylvania’s Land Recycling (brownfield) Program is quite different from other regulatory programs affecting municipalities. While the previously discussed water quality programs tend to address the prevention of and protection from pollution, the major focus of the State’s Land Recycling Program is clean-up and productive reuse of contaminated land. Municipalities should consider land use regulation and local policies that support both approaches to the management of the environment in their communities. To properly manage local resources in conformance with federal and state requirements in order to protect the health safety and welfare of the Boroughs’ residents, the Boroughs should implement the following recommendations.

The Boroughs should...

- 5-9 Partner with other municipalities located in the Darby/Cobbs Creek watershed to consider the most effective courses of action to protect the streams from the impacts of stormwater (see Environmental Programs below) and to enhance the health of the stream for public enjoyment. The list of municipalities includes almost every municipality in the watershed, which extends from the Delaware River up into Montgomery and Chester Counties.

Technical Assistance: Darby-Cobbs Partnership



- 5-10 Establish separate individual or a joint Environmental Advisory Council (EACs) to advise the Boroughs on various environmental problems and issues. Such a group or groups could spearhead both a storm drain stenciling project and an accompanying public education program for residents and businesses. This program should highlight how activities such as over-fertilization of lawns, dumping of motor oil, and failure to clean up after pets contribute to the level of water pollution.

Technical Assistance: Delaware County Conservation District  
Pennsylvania Environmental Council (PEC)  
Darby-Cobbs Partnership

- 5-11 Work with DCPD and DEP to develop local stormwater management regulations governing both quantity and quality of stormwater in accordance with the Darby and Cobbs Creeks Act 167 Stormwater Management Plan.

Funding Program: DEP Act 167 Chapter 111 Funding

Technical Assistance: DCPD  
Delaware County Conservation District  
DEP Act 167 Program

- 5-12 Consider protection (through acquisition, easement, or zoning controls) of streamside parcels for stormwater management and/or public open space use.

Funding Programs: CDBG  
Growing Greener Funding

- 5-13 Pursue funding for installation, expansion, repair, and replacement of storm sewer system components as the need arises or DEP regulations require.

Funding Programs: CDBG  
PENNVEST

- 5-14 Develop a program, possibly in coordination with the EAC, to address public education concerning nonpoint sources of pollution from stormwater runoff.

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

- 5-15 Coordinate NPDES II permitting activities with DEP and adjoining municipalities.

- |                       |   |
|-----------------------|---|
| Funding Programs:     | DEP Act 167 Chapter 111 Funding<br>CDBG   |
| Technical Assistance: | DCPD<br>Delaware County Conservation District<br>Darby-Cobbs Partnership<br>Growing Greener Watershed Program |
- 5-16 Establish a long-range vision for reuse of some of the Boroughs' industrial areas.
- 5-17 Remain apprised of legislation concerning brownfields and brownfields development.
- |                       |   |
|-----------------------|---|
| Technical Assistance: | Land Recycling Program (DEP)<br>Delaware County Commerce Center |
|-----------------------|---|
- 5-18 Pursue both economic and institutional opportunities for site assessment and redevelopment of known or potentially contaminated sites within the Boroughs.
- |                       |   |
|-----------------------|---|
| Technical Assistance: | Land Recycling Program (DEP)<br>Delaware County Commerce Center |
|-----------------------|---|

## **ENVIRONMENTAL PROGRAMS**

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**Objective 5-3:** To participate in programs and initiatives that deal with regional and/or watershed issues.

### **Watershed Protection Coordination**

There are currently several watershed-based initiatives underway within the Darby Creek watershed that encompasses Lansdowne and East Lansdowne. These include an Act 167 stormwater management plan currently being prepared by DCPD and a River Conservation Plan recently prepared by the Darby Creek Valley Association. There is also a much broader effort on the part of the Darby-Cobbs Partnership to share information and coordinate planning and implementation efforts within the watershed.

### **Environmental Advisory Councils**

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

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

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

At present, neither Lansdowne Borough nor East Lansdowne Borough has an EAC. EACs can serve a number of valuable advisory functions, ranging from developing inventories of valuable natural resources to citizen outreach programs. This body may also be in an excellent position to work with adjacent municipal EACs and/or environmental organizations on watershed-wide matters.

## **RECOMMENDATIONS**

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

The Boroughs should...

- 5-19 Participate in both the Darby-Cobbs Partnership and the Darby Creek Valley Association and coordinate municipal watershed activities with existing programs and activities.

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

- 5-20 Adopt the River Conservation Plan prepared for Darby Creek when it is completed. Adoption of this plan will enable the Boroughs to access state funding for stream corridor-related activities and programs cited in the plan.

Technical Assistance:       Darby-Cobbs Partnership  
                                      Darby Creek Valley Association

- 5-21   Form a municipal or multi-municipal EAC to take on advisory functions as designated by the respective Borough Councils. Recommended functions include acting as the communication link among the municipality, its businesses, citizen's environmental groups, the general public, and DEP. Because of its small size and lack of significant features and facilities at the present time, East Lansdowne could consolidate the functions of an EAC and Recreation Board into one committee, if it chooses not to partner with another municipality. (EACs are also a recommendation for stormwater management, see recommendation 10.)

Technical Assistance:       PEC

- 5-22   Undertake activities associated with water quality improvements. As mentioned above, a watershed-based approach is necessary to address the water quality and quantity issues in the Boroughs' streams. Programs such as storm drain marking and citizen monitoring will be effective educational tools and will encourage residents to take an active role in improving water quality.

Technical Assistance:       DCPD  
                                      Delaware County Conservation District  
                                      PEC  
                                      DEP Growing Greener Watershed Program

**CHAPTER 6**

**PARKS, RECREATION, AND OPEN SPACE**

## CHAPTER 6

### PARKS, RECREATION, AND OPEN SPACE

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

**GOAL:** To provide and maintain parks and recreational facilities to meet the needs of residents, to keep open space where deemed necessary and appropriate for the conservation of natural resources, and the preservation of land for future uses.

Measuring current municipal parkland acreage against numerical regional standards is one cursory way of determining whether recreational needs are being met. For a community the size of East Lansdowne Borough (2,668 total population, density of 12,705 persons/square mile), DVRPC recommends 3.08 acres of park and recreational area per 1,000 citizens. This ratio would require 39.1 acres. Currently, East Lansdowne does not have any land devoted to parkland or open space (see Table 6-1). For Lansdowne Borough (10,620 total population, density of 9,000 persons/square mile), DVRPC recommends 6.17 acres of park and recreational area per 1,000 citizens. This ratio would require 55.5 acres, with the existing total being approximately 23.1 acres (see Table 6-1).

These numerical standards, however, provide only a rough critique of the conditions in the Boroughs and do not reflect usable open space or school district or private ownership. In addition, consideration should be given to the specific needs of the community based upon demographic factors, including age. In areas such as this where there is limited land available for new parks, it is important to maximize use of all available land and facilities. Lansdowne and East Lansdowne are doing a reasonably good job of doing just that. While the Boroughs fall short of meeting the numerical standards for recreational open space, they have been able to creatively enter into agreements with the school district for public use of playfields. The Boroughs are also providing play space for school and other recreational programs within the area. The following section will discuss existing public and private open space facilities and community programs as well as opportunities for enhancing existing recreational facilities and for providing new open space opportunities in the area.

**TABLE 6-1**  
**REGIONAL NUMERICAL STANDARDS FOR PARKS AND**  
**RECREATIONAL AREAS - 2004**

	Lansdowne	East Lansdowne
Area (acres)	768	134
2000 Population	11,044	2,586
2000 Density (pop/sq. mi)	9,203	12,314
<i>Municipal Parkland (acres)</i>		
DVRPC Standards	56.8	37.9
Existing in 2003	23.1	0
Deficit/ Surplus (-/+)	-33.7	-37.9

Source: DCPD; DVRPC, 2004

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

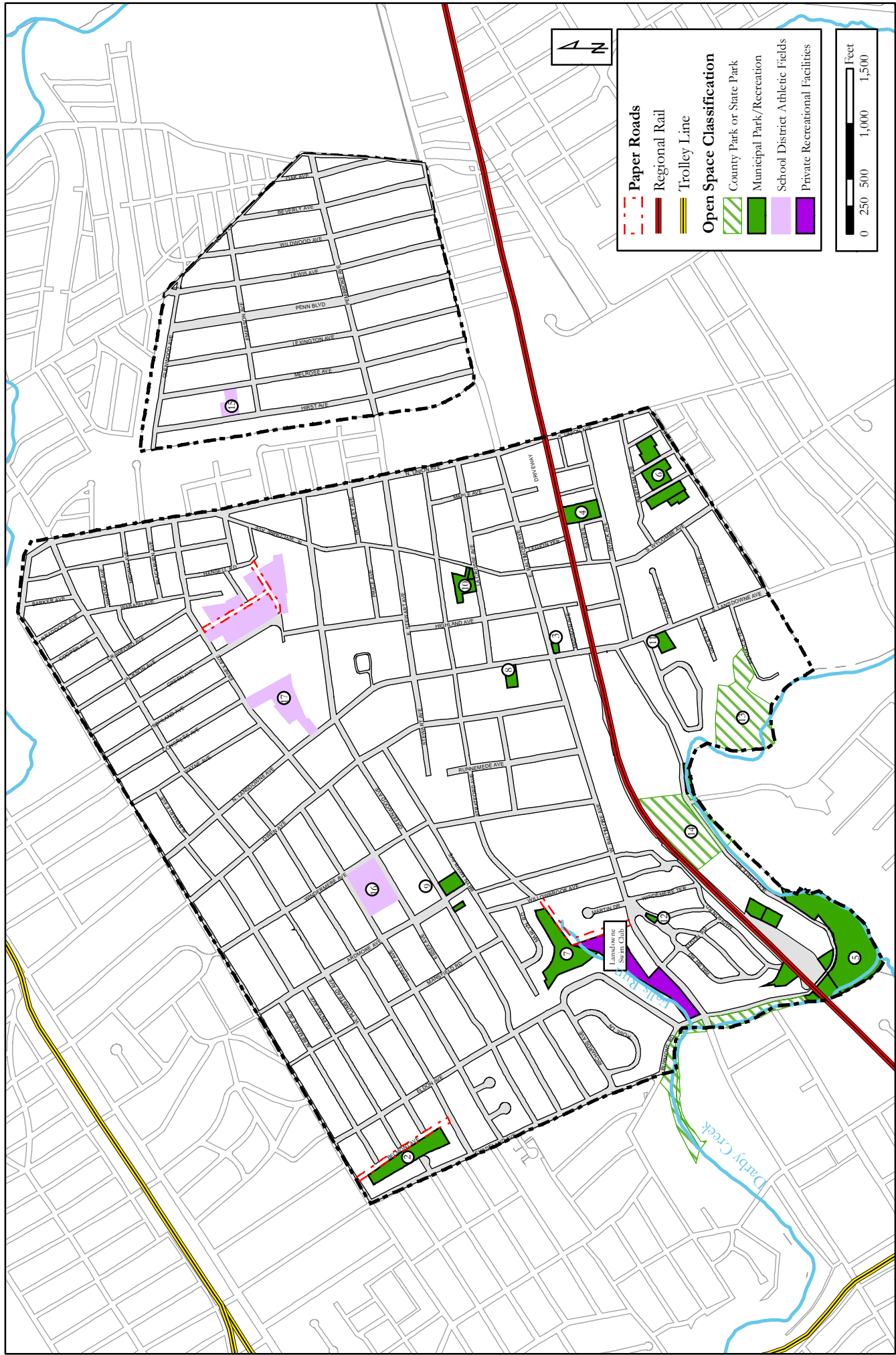
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**Objective 6-1:** To ensure adequate open space, park, and recreational facilities to serve the needs of residents through maintenance and management practices and expansion of the park system where feasible.

The Borough of Lansdowne maintains a number of passive and active parks and tracts of open space. This densely built-out suburb is fortunate to have a variety of types of open space including athletic fields, playgrounds, natural areas, and stream valley parks owned by the Borough and the County, as well as non-municipally owned open land such as WPSD fields and vacant lots. East Lansdowne does not currently have any Borough parks; however, it does maintain a small traffic island. Map 6-1 and Table 6-2 show public parks and recreational areas within the study area. In addition, there are a number of other private open space and recreational facilities as well as potential open space in the form of small parcels of undeveloped land in the study area. All of these are discussed in this chapter.

### **Existing Public Park and Recreational Facilities**

Of the eleven Borough park facilities, ten are in Lansdowne Borough and one is in East Lansdowne Borough. Of the eleven, four have actual recreational facilities, two are small traffic island spaces (including the park in East Lansdowne), two are small “pocket parks” (for walking and sitting, but no room for game playing), one is part pocket park and part open lawn, one is streamside open space, and one is a fenced-off natural area.



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

**NOTES:**  
1. DVRPC - Regional Rail and Trolley Lines  
2. USGS - Municipal Boundary and Streams  
3. Delaware County Board of Assessments - Roads  
4. Delaware County Planning Department - Parks, Recreation, and Open Space





Belmont Avenue Park



Interboro Park

## **East Lansdowne Borough**

### JFK Memorial Gateway

This is a traffic island memorial in East Lansdowne at the entrance to the Borough at the corner of Glenwood Avenue and Long Lane.

## **Lansdowne Borough**

### Belmont Avenue Park

This park is a large community playground park in the northwestern part of Lansdowne. Big shade trees, a tot lot, picnic tables, and a basketball court are highlights of this space. Parking for Belmont Avenue Park is on the street. The stone road leading to the park is in poor condition but allows for sufficient access. It is technically a paper road and should remain in this condition to keep motorists from using it as a throughway.

### Hays Playground

This park is located on Nyack Avenue just south of the railroad tracks in the southeastern part of Lansdowne. The northern end of the park is comprised of basketball courts. A standard playground slide structure is in the center, and an open field faces Nyack Avenue. A chain-link fence surrounds the park. Connecting the two openings in the fence is a “desire path” running diagonally across the field.

### Hoffman Park

Hoffman Park is the largest of Lansdowne’s active recreational parks, located in the southwestern corner of the Borough between Scottdale Road and Darby Creek. Walking paths connect three sections of the park: the pavilion and playground section, the soccer and baseball fields, and the tennis and basketball courts and a roller blading/skating surface. Each section of the park is well maintained and recently underwent a major improvement project. The Borough does report, however, that Hoffman Park’s pavilion suffers extensive vandalism from time to time. The Borough also owns the stream bank north of and connected to the main part of Hoffman Park up to Baltimore Avenue. Adjacent to the main part of the park are a few smaller parcels of open space land shown as municipally owned on the Board of Assessments database.

### Interboro Park

Interboro Park is presently in very poor condition and is in need of improvement, or possibly total re-design. This park has a basketball court, a field for soccer and football, and a playground with several pieces of playground equipment. There are some signs of excessive age and neglect at the playground, which is surrounded by a low chain-link fence. The playground contains no mulched surfaces under the playground equipment.



There is a small parking area on Walnut Avenue near Bartram Avenue. There is also access from the Fairview Avenue side.



Marlyn Park



Hoffman Park

**TABLE 6-2**  
**OPEN SPACE AND OUTDOOR RECREATION AND FACILITIES (2004)**

	No.	Name	Location	Acres	Facilities
<b>East Lansdowne</b>	1	JFK Memorial Gateway	Glenwood and Long Lane		Gateway park in a street intersection, memorial
	2	Belmont Avenue Park	Belmont Avenue	3.9	Wooded area, basketball court, tot lot, picnic tables
<b>Lansdowne</b>	3	Borough Greene	Adjacent to Borough Hall, Baltimore Avenue		Pocket park with ornamental garden, trees, winding path, benches
	4	Hays Playground	Nyack Avenue and Sayers Avenue	1.2	Basketball court, tot lot, playground, picnic tables
	5	Hoffman Park	Scottdale Road	8	Basketball court, tennis courts, baseball diamond, soccer fields, fishing area, tot lot, restrooms, drinking water, picnic tables, parking lot
	6	Interboro Park	Between Bartram and Fairview at Walnut	3	Basketball court, tot lot, picnic tables, small parking lot
	7	Marlyn Park	Stratford, Marlyn, and Willowbrook Avenues	3	Wooded area, picnic tables, stream
	8	Mini-park	N. Lansdowne Avenue, municipal parking lot		Pocket park with shade trees, benches, trash receptacle, brick pavers
	9	Reservoir Park	Bryn Mawr and Ardmore Avenues	2.1	Wooded area, stormwater detention basin, no public access
	10	Sycamore Park	Lacrosse and Wycombe Avenues	1	Historic specimen tree, ornamental garden, lawn, sitting area
	11	Twentieth Century Club	84 South Lansdowne Avenue		Lawn area and tot lots next to Borough parks and recreation offices and indoor facilities
	12	Walsh and DeForest Roads traffic island	Walsh and DeForest Roads	0.9	Passive recreation, thin open space between roads
<b>Delaware County</b>	13	Pennock Woods	Pennock Terrace at Darby Creek in Lansdowne	6.5	Streamside wooded area, bird sanctuary
	14	Shrigley Park	Scottdale Road at Darby Creek in Lansdowne	6.5	Open meadow, wetland in some parts, both sides of the road and at high slopes/cliffs
<b>School District</b>	15	East Lansdowne Public School	Melrose Avenue in East Lansdowne		Playground, basketball courts
	16	Ardmore Avenue Elementary School	Essex and Windermere Avenues in Lansdowne		Soccer fields, baseball/ softball
	17	Penn Wood High School	Essex and Green Avenues in Lansdowne	8.7	Football stadium with running track, tennis courts, fields for soccer and field hockey

Source: DCPD, 2004.

### Marlyn Park

Marlyn Park is an attractive stretch of sloping, streamside open space located at Willowbrook Avenue and Marlyn Avenue in Lansdowne. The park has one entrance/exit point at Willowbrook Avenue at the end of Stratford Avenue. It contains a picnic table, mowed lawn, and raised sewer manholes and pipe across the stream. It can be an ideal place for game playing, walking, or meditation.

### Reservoir Park

This undeveloped wetland area, also known as Monkey Park, was once designated as a “drainage area,” and is now surrounded by a chain-link fence. The park extends south across Greenwood Avenue from Ardmore Avenue Elementary School. Recent service projects have cleared out a lot of invasive and wild vegetation. Falls Run, the small stream running through the park, enters and leaves the park via underground pipes. A 2002 graduate student project involved development of a park design that would create a public passive recreational area with benches, paths, improved lighting, and landscaping. While community members had positive reactions to the design, the budget for the proposed project is high at \$150,000. Three other municipally owned parcels are located in this general area on the Falls Run headwaters and could be classified as non-contiguous pieces of Reservoir Park.

### Sycamore Park

This unique park on one quarter of a block in Lansdowne has its entrance on the corner of LaCrosse and Wycombe Avenues. A concrete walkway leads into the park through a plaza entrance and then forms a circular walk with benches, ornamental shrubbery, and plants. From the sitting area, a curving stone path leads to a viewing area consisting of a short stone ledge wall and a semicircle of stone paving. Behind the ledge is the Lansdowne Sycamore, a very large historic specimen tree that has become the logo of the Borough. Two marker signs for the tree face LaCrosse Avenue on the other side of the tree. A white post-and-rail fence delineates the perimeter of the park. Behind the Lansdowne Sycamore is a lawn area that is just big enough for game playing such as tossing around a frisbee or a football. The park is maintained by the Garden Guerillas volunteer group. The beautiful landscaping of Sycamore Park allowed it to win the Pennsylvania Horticultural Society Suburban Greening Award.

### Borough Greene

Borough Greene is a pocket park located at the southeast corner of Lansdowne Avenue and Baltimore Avenue. This park is a well maintained and landscaped plaza at the front entrance of Lansdowne’s Borough Hall.

### Mini-Park

This pocket park located along a sidewalk within a parking lot contains a small sitting area and a memorial surrounded by shade trees. The benches face across Lansdowne Avenue towards the old historic movie theater.

### Twentieth Century Club

The Twentieth Century Club is a Lansdowne Borough building that serves as a community and recreational center. It is located on Lansdowne Avenue, south of the commercial district, west across the street from Dudley Avenue. The outdoor recreational area at this municipally owned property consists of the lawn around the 1913 Tudor building and a tot-lot playground.

### Walsh & DeForest Roads Traffic Island

A traffic island with a curvilinear shape sits at the entrance to the historic residential area located at Walsh and DeForest Roads. The Borough owns this land. Since it is too small for any other use, it is left open and supports a number of large shade trees, ground cover, and lawn area.

## **County Parks**

### Pennock Woods

This piece of woodland abuts Darby Creek at the southwest corner of Lansdowne Borough at the end of Pennock Terrace. Pennock Woods, a passive “nature park,” includes the Lansdowne Bird Sanctuary. It was purchased by Delaware County from a private owner in 1978, preventing an impending residential development on the site.

### Shrigley Park

Shrigley Park is an open space area in Lansdowne comprised of an open meadow surrounded by woodlands and rocky outcroppings. There is also an old, short stone wall with a fireplace. The parcel is located between the SEPTA rail line and Darby Creek along Scottdale Road (both sides of the creek), and is adjacent to a short strip of Lansdowne Borough-owned stream frontage, which extends approximately 250 feet to the east. There is no parking for this recreational amenity.

## **Other Open Space**

### **Public School District Recreational Facilities**

School District land requires special consideration since it is reserved for school use many hours during the school year. After school and in the summer months, these





Sycamore Park



Twentieth Century Club in Lansdowne

properties are made available to the general public when not in use by school athletic teams and clubs. Both Lansdowne and East Lansdowne are in the William Penn School District. The three public schools in the two Boroughs are the East Lansdowne Elementary School, Ardmore Avenue Elementary School, and Penn Wood High School. East Lansdowne Elementary School has a baseball diamond, a playground, and a basketball court. On the grounds of Ardmore Avenue Elementary School are large fields for soccer and baseball. The Penn Wood High School grounds contain a football stadium, tennis courts, soccer and field hockey fields, and a baseball diamond. The Borough of Lansdowne reports that athletic clubs from the Borough's recreational program are allowed to use fields at Ardmore Avenue Elementary School and the high school.

The two private elementary schools in the Borough of Lansdowne are St. Philomena (Catholic K-8) and Lansdowne Friends School (private K-6). Neither of these have any playgrounds or other types of outdoor recreational facilities.

### **Swim Club**

The Lansdowne Swim Club sits on about three acres of land adjacent to Falls Run at Burmont Road and Baltimore Avenue. The club operates during the summer months, is available to residents of Lansdowne Borough, and is an important community recreational resource. Its maintenance is funded by annual membership fees.

### **Vacant Lots**

As of 2003, there were 17 privately owned vacant areas of Lansdowne and East Lansdowne (15 in Lansdowne and 2 in East Lansdowne). Some of these "areas" are made up of two or more adjoining parcels of land.

## **RECOMMENDATIONS**

Considering the limited land area available for new public parks, the agreements that both Boroughs have been able to enter into with the school district have helped to satisfy the needs of both. The Boroughs should, however, continue to pursue acquisition of strategically located vacant lots as well as protect, if not acquire, stream corridors for flood protection and visual and/or passive recreation.

The Boroughs should...

- 6-1 East Lansdowne should install gateway signage at the JFK Memorial and continue to maintain the site as a venue for the memorial.

Funding Program: Home Town Streets Program

Technical Assistance: DCPD



- 6-2 Lansdowne's Belmont Avenue Park, a valuable piece of open ground, should be kept and maintained as a community park in as good condition as it is presently.
- 6-3 Lansdowne Borough should modify the landscape design of Hays Playground or change placement of the fence opening in order to discourage desire paths across the field.
- 6-4 Lansdowne Borough should reduce the erosion problems along Darby Creek in Hoffman Park by leaving an unmowed vegetated buffer along the creek's edge. The Borough should continue to keep the park facilities maintained as well as they are presently and develop an anti-vandalism strategy that could be a component of the *Multi-Municipal Comprehensive Recreation, Park, and Open Space Plan* that is under development.
- 6-5 Lansdowne Borough should update and refurbish the playground equipment and playground area at Interboro Park and continue to keep the field and basketball court well maintained. The Borough should produce and implement a park master plan for improving or redesigning the park. The Borough should also follow other specific recommendations for the park in the upcoming *Multi-Municipal Comprehensive Recreation, Park, and Open Space Plan*.

Funding Programs: Community Conservation Partnerships Program

Technical Assistance: DCNR  
DCPD

- 6-6 Lansdowne Borough should put into practice natural methods (i.e., stream buffer) for stream bank stabilization along Falls Run and its northwest tributary in Marlyn Park. The Borough should obtain an access easement to create another entrance/exit point at the end opposite from the existing one, to connect to Bryn Mawr Avenue or Marlyn Avenue. The Borough should also add additional benches or picnic tables and a barbecue grill.

Funding Programs: Delaware County Conservation District – Mini-Grant Program

Technical Assistance: Delaware County Conservation District  
DCPD, Environmental Section

- 6-7 Lansdowne Borough should maintain the well-groomed landscaping of Sycamore Park and keep the fence opening into the park to prevent the creation of desire paths from shortcutting through the park.
- 6-8 Lansdowne Borough should make sure that the Borough Greene stays in its current well-kept condition.

- 6-9 Lansdowne Borough should continue to maintain Mini Park for its passive recreational and aesthetic value to the central business district.
- 6-10 Lansdowne Borough should keep the lawn area next to the Twentieth Century Club open and undeveloped so that it can be used for outdoor activities.
- 6-11 Lansdowne Borough should keep the island of open land at Walsh and DeForest Roads in its current condition for its aesthetic, traffic calming, and stormwater infiltration benefits.
- 6-12 Lansdowne Borough should maintain a good relationship with the swim club, since the property is a valuable piece of land for making greenway connections between Darby Creek at Baltimore Avenue and Marlyn Park along Falls Run. The Borough should obtain a trail easement through the swim club property.
- 6-13 Lansdowne Borough should work with the County to connect open land area along Darby Creek and Scottsdale Road, joining Shrigley Park with Pennock Woods and Hoffman Park using easements, bike lanes, and walking trails. Both of Lansdowne's County-owned parks are optimal places for making greenway connections. These County parks are both valuable pieces of passive open space and should remain as such.

Collectively, the two Boroughs should...

- 6-14 Coordinate with school district officials for community use of playing fields to supplement the user demand on active recreational areas of the study area.
- 6-15 Engage citizen support for volunteer support for open space and recreational activities through the development of meaningful projects that affect neighborhoods. Market these projects to improve community relations, build community support, and improve the image of the Boroughs' park systems.
- 6-16 Develop support facilities including signage and landscaping to increase pedestrian access and link existing park and recreational areas to adjacent Borough properties, sidewalks, off-street parking, and bicycle racks.

Funding Program:                      Transportation Enhancements Program

- 6-17 Continue and complete current efforts to produce a *Multi-Municipal Comprehensive Recreation, Park, and Open Space Plan* that will determine the adequacy of the existing facilities with potential for public recreational use and investigate opportunities for riparian restoration. Properties with identified flooding problems should be considered for acquisition and inclusion in any greenway plans.

Funding Program:                      Community Conservation Partnership Program

## **COMMUNITY RECREATIONAL PROGRAMS**

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**Objective 6-2:** To create and provide a wide variety of opportunities for citizens of all ages and interests to engage in recreational experiences.

Recreational programming is the process by which a municipality creates opportunities for people to engage in recreational experiences. In contrast to park development and maintenance activities, which often require financial support from the municipality's general fund budget, recreational programs are often self-supporting (through activity fees). It is important for a municipality to coordinate activities among all of the community's recreational providers, to offer programs to meet the needs of all ages and interests, and to have grassroots involvement of citizens. Recreational planning as well as park master planning is best handled by a municipal or multi-municipal recreation board. If there is a large demand for recreation and parks services, a municipality may consider employing a recreation and parks professional. The following is a summary of the recreational programs that existed as of December 2003.

East Lansdowne has no recreation department or board. Lansdowne has a very large Recreation Department with a full-time Recreation Director. The Lansdowne Recreation Department reports to the Borough's Recreation and Parks Board, which consists of nine members, each of whom is appointed by Borough Council to serve for a term of three years. The purpose of the Board is to maintain, operate, and supervise the public parks, play fields, and all outdoor recreational areas and facilities owned or operated by the Borough of Lansdowne, subject to the approval of Borough Council.

The Recreation Department is located in the Twentieth Century Club building at 84 S. Lansdowne Avenue. The Recreation Director has an office in the building, and many of the recreational programs are hosted there, including marbles, piano, art, tot-lot, tai chi, and yoga. Other programs like tennis and soccer are held at other locations.

On Friday mornings in the summer, the Recreation Department, through a grant from Lansdowne Allied Youth Council, runs a series of shows for six weeks, providing live entertainment including a story teller, puppet show, musical performers, and much more. Day trips to places such as the Philadelphia Zoo are also available at certain times of the year.

The Recreation and Park Board sponsors Park Day in September, a family day at Hoffman Park. Children's games and contests, pony rides, and refreshments are just some of the activities offered.

The Garden Guerillas is a volunteer group that maintains Lansdowne Borough sites including Sycamore Park, the Lansdowne train station, and the Borough war monuments.

## RECOMMENDATIONS

The Pennsylvania Department of Conservation and Natural Resources' (DCNR) handbook entitled *Community Recreation and Parks, A Handbook for Pennsylvania Municipalities* (2003) offers a three-step approach to recreational programming that includes 1) planning to meet community needs, 2) organizing to offer recreational programs, and 3) evaluating success.

The Boroughs should...

- 6-18 Consider creating a joint Parks and Recreation Board and Department as an expansion of Lansdowne's Parks and Recreation Department. The new department would use tax dollars from and serve the residents of both Boroughs.

Funding Program: Community Conservation Partnership Program

- 6-19 Organize a citizens association to help identify recreational needs and provide volunteer support for the various recreational programs.

Technical Assistance: DCNR Bureau of Recreation and Conservation  
DCPD  
Pennsylvania Recreation and Parks Society (PRPS)  
National Recreation and Parks Association (NRPA)

## OPEN SPACE AND RECREATIONAL OPPORTUNITIES

---

**Objective 6-3:** To identify and take advantage of greening opportunities in order to add new parks, open space, and linkages along natural corridors and streets.

Recreational open space should be evaluated in terms of *active* versus *passive* use. Passive open space serves a number of functions, including the protection of natural resources such as floodplains and woodlands, as well as offering aesthetic and psychological benefits to residents. Pocket parks and greenways represent some of the most identifiable open space opportunities.

### Pocket Parks

The "greening" of an urban area is not limited to developing recreational fields and playgrounds, but also includes establishing small "pocket parks" and community gardens on vacant properties. Many municipalities with characteristics similar to Lansdowne and East Lansdowne have established protected open spaces and provided visual/scenic enhancements by restoring/reusing vacant and underutilized properties, utility corridors or rights-of-way, or stream corridors and floodplain areas for such passive "greening" efforts.

Because of the Boroughs' highly developed nature, it is important to utilize not only the open spaces and parks, but also the downtown and residential neighborhoods, to create a sense of community. Providing a pedestrian-friendly downtown with links (signage, walking accessibility) to parks, schools, the East Lansdowne Community Center complex, Lansdowne Borough Hall, the Twentieth Century Club, public library, and train stations would afford residents many of the same benefits they would gain from passive and active recreational areas.

### **Greenway Linking Opportunities**

A major component of the *Multi-Municipal Comprehensive Recreation, Park, and Open Space Plan* that is currently under development for four Boroughs in the WPSD (Lansdowne, East Lansdowne, Aldan, and Yeadon) in partnership with the school district is greenway linkages. The plan identifies specific places to create stream linkages as well as urban street tree corridors called "street trails." An ideal opportunity for a street trail connection is on Baltimore Avenue to connect the two Boroughs. Along this major thoroughfare, pedestrian and bicycle amenities would be added along with the trees and plantings.

The vacant site at the southeast corner of Scottdale Road and Baltimore Pike presents a great opportunity to develop a "gateway park." The easternmost section of the site currently contains a billboard welcome sign for vehicular travelers arriving into the Borough on Baltimore Avenue. Having natural wooded land cover on both sides of Baltimore Avenue for a short stretch creates a positive entrance into Lansdowne while it breaks up the commercial nature of the roadway. The property to the south of the vacant site currently belongs to a flower shop, which occupies a small part of the lot, with the rest being left undeveloped in its natural state.

Another common location for multi-use trails is in utility or former railroad rights-of-way. The former Newtown Square Branch railroad line, now an electric line right-of-way, runs on the western border of East Lansdowne into the part of Upper Darby Township that runs between the two Boroughs, and then skims the northeast corner of Lansdowne. This right-of-way could become a multi-use path that serves various municipalities. The increasing numbers of bicycle commuters who live in the census tract through which the right-of-way runs would support a trail linking the Baltimore Avenue commercial corridor and destinations to the north, such as Barclay Square Shopping Center, Delaware County Memorial Hospital, and the three high schools near the intersection of Garrett Road and Lansdowne Avenue. Presently, the area is a strip of green that is kept up and used by neighboring residents. Not all areas are mowed; some are overgrown and in need of grooming. However, with cooperation among the several municipalities that the old line borders, the potential of turning the path into a recreational, utilitarian, and commuting facility is quite realistic (also see *Bicycle Facilities* section of Chapter 8 – Transportation).

The parkland would be a passive park included in a Darby Creek Greenway that could be planned in detail as part of the *Multi-Municipal Comprehensive Park, Recreation, and*

*Open Space Plan.* An existing plan, the *Darby Creek Stream Valley Park Master Plan* (1987), has already proposed a trail through many municipalities along this portion of Darby Creek. An established trail and signage would be included in the new plan, as this could be the center information point for the greenway and a gateway for Lansdowne Borough. A trail easement has been recommended in this plan for the swim club property on Falls Run. To extend a trail down to Hoffman Park, there would need to be road crossings with signage and/or striping. To cross Baltimore Avenue on the east and Scottdale/Burmout Road on the south would present the least conflict with heavy traffic but would involve making an arrangement with the current owner of the vacant site. Also of note is the fact that a portion of the site is in the 100-year floodplain, making it undevelopable. A street crossing across Baltimore Pike on the west side of the intersection would continue a trail up Darby Creek to the north.

### **Streetscape Improvements**

Developing attractive entranceways (including landscaping and signage) to Borough neighborhoods would highlight the individual character of the communities. Mature trees reveal the communities' history of providing a sense of place and importance of natural areas. Within the parks, benches and open areas offer passive recreational opportunities for residents.

### **Stream Corridors**

The Darby Creek and Falls Run stream corridors present several opportunities for public benefit. First, the portions of stream corridors under private ownership can, if properly managed through public education, serve to protect the Borough residents from flooding and provide for visual relief in this urbanized environment. Second, the segments of stream corridor that lie within public property or where an easement can be obtained on private property can be utilized to create a connection among parks, natural areas, community buildings, and business areas, elevating the quality of life for residents. Properties with identified flooding problems should be considered for acquisition and inclusion in greenway plans.

A prospective greenway along Darby Creek is meant to attract walkers and bicyclists. Lansdowne Borough has applied for a transportation enhancement grant through PennDOT and DVRPC to develop a pedestrian/bicycle connection to Hoffman Park from the downtown area. Luckily, there are only a few gaps along the Lansdowne side of Darby Creek and along Falls Run where the stream bank is not a Borough park, County park, or quasi-public recreational land (Lansdowne Swim Club).

Another possibility for a greenway trail, as mentioned in the recommendation for the Lansdowne Swim Club, is to create a walking trail connecting Marlyn Park to the Burmout Road and Baltimore Pike intersection where Falls Run connects to Darby Creek. The examples of greenway connections given here are just a sample of what could be identified through the planning process of the (in-progress) *Multi-Municipal Comprehensive Recreation, Park, and Open Space Plan*.

A River Conservation Plan prepared by Cahill and Associates for the Darby Creek Valley Association provides a great deal of information concerning the benefits associated with development of a greenway along Darby Creek. Once this plan is placed on the State Register, projects implementing the plan will be eligible for DCNR matching grants. As a recommendation of this plan, DCPD is proposing to prepare a greenway plan for the stream corridor.

## RECOMMENDATIONS

There are many opportunities to provide open space other than active playfields in a community. This open space can be small, linear, passive, solely visual, and need not be under public ownership to serve as a valuable amenity in a community. The following recommendations address activities that the Boroughs can undertake in the future to maximize open space opportunities.

The Boroughs should...

- 6-20 Develop and maintain an inventory of privately owned parcels that are predominantly open land. The Boroughs should form partnerships with businesses, organizations, and individuals who own land containing vital open space. Such partnerships could involve any or all of the following: facility use, grants, planning, programming, publications, purchasing agreements, trail easements, sponsorships, and training. A determination shall be made within the *Multi-Municipal Comprehensive Recreation, Park, and Open Space Plan* under development as to whether these lands represent opportunities for linkages with other significant green spaces. East Lansdowne should also use such an inventory to evaluate existing vacant and underutilized parcels for possible reuse/redevelopment as pocket parks, since the Borough lacks any neighborhood park facilities.

Funding Program: Community Conservation Partnership Program

Technical Assistance: Darby Creek Valley Association  
DCPD

- 6-21 Work cooperatively to prepare a streetscape improvements program that includes gateway signage, landscaping (particularly street trees), as well as other amenities such as lighting and benches.

Funding Programs: Transportation Enhancements Program  
Community Conservation Partnership

- 6-22 Develop support facilities including signage and landscaping to increase pedestrian access, linking existing park and recreational areas to adjacent Borough properties, sidewalks, off-street parking, and bicycle racks.

Funding Program:                      Transportation Enhancements Program

6-23    Implement the recommendations of the Darby Creek Rivers Conservation Plan and the County's upcoming Greenway Plan for Darby Creek.

6-24    Develop a trail system along stream corridors to link parks within the study area.

Funding Programs:                      Community Conservation Partnership Program  
   Rivers Conservation Program

Technical Assistance:                      Darby Creek Valley Association  
   DCPD

6-25    Lansdowne Borough should acquire or gain access to the three open parcels at the intersection of Baltimore Avenue and Scottdale Road so that a passive gateway park can be developed and a proposed trail link can contribute to a Darby Creek greenway across from the Lansdowne Swim Club property to the banks of Darby Creek.



## **CHAPTER 7**

### **HOUSING**

## CHAPTER 7

### HOUSING

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

The Boroughs are very livable communities – compact and walkable, allowing for residential development near amenities such as schools, parks, and transportation. Retail corridors along Lansdowne Avenue and Baltimore Avenue offer shopping opportunities that are within walking distance of many residents. Parks can be easily reached by them, particularly in Lansdowne. Also, each of the Boroughs is served by SEPTA's Media-Elwyn (former R-3) Regional Rail line.

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

<b>GOAL:</b>	To maintain and support the existing residential nature of Lansdowne and East Lansdowne Boroughs, keeping the Boroughs as compact, walkable, and attractive communities, free of vacant and deteriorated housing, and attractive to prospective homeowners.
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### HOUSING CHARACTERISTICS

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#### Types of Housing

The Boroughs contain all of the principal types of housing – single-family detached, twins, rows, duplexes, and multi-family dwellings. Table 7-1 shows the percentage of each housing type in the area. Table 7-1 indicates that Lansdowne has a higher percentage of multi-family housing than East Lansdowne.

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

	Housing Type		
	Single-family Detached	Twins and Rows	Multi-family
East Lansdowne	34.00%	31.50%	34.50%
Lansdowne	29.70%	29.10%	41.20%

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

### **Age of Housing**

The area has a rich history that is reflected in the housing stock, with many fine examples of Victorian-era houses. However, an aging housing stock has implications for the condition of the housing stock, which is evaluated in more detail in the next section. The vast majority of the housing stock was built before 1960. Table 7-2 shows that in Lansdowne 79.5% of the existing structures were constructed before 1960, and over 90% in East Lansdowne were constructed before 1960.

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

	<b>Built Prior to 1960</b>	<b>Built 1960 to 1969</b>	<b>Built 1970 to 1979</b>	<b>Built 1980 to 1989</b>	<b>Built 1990 to 1999</b>
<b>East Lansdowne</b>	93.50%	4.60%	0.70%	0.30%	0.90%
<b>Lansdowne</b>	79.50%	10.70%	6.00%	2.50%	1.30%

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

### **Field Surveys**

In the fall of 2003, OHCD and DCPD performed a drive-by assessment and limited walking survey of the housing stock throughout East Lansdowne and Lansdowne Boroughs. The survey evaluated the condition of the housing stock based on the five criteria identified below.

#### **Housing Conditions Survey Criteria**

- Foundation/ Structural**
  - ~ No cracks or signs of stress
  - ~ Some cracks, holes, etc.
  - ~ Severe cracks, holes, etc.
- Exterior**
  - ~ No peeling or cracking paint/stucco, siding/capping in good condition, fascia boards in good condition.
  - ~ Some cracking/peeling in paint/stucco, missing siding/capping, worn fascia boards.
  - ~ Severely peeling/cracking paint/stucco, missing siding/capping and/or paint/stucco, missing/rotting fascia boards.
- Roof**
  - ~ Appears in good condition, no sagging, and no missing or deteriorated shingles.
  - ~ Some sagging and/or deteriorating shingles.
  - ~ Severely deteriorating holes, missing shingles, etc.
- Windows**
  - ~ No broken or boarded windows.
  - ~ Some broken or boarded windowpanes.
  - ~ Extensive broken windows or boarded up windows.

**Yards/ Sidewalks**

- ~ No or minimal cracks in sidewalks, well maintained yards and common areas, no trash.
- ~ Some cracks in sidewalks, some trash, some yards in need of maintenance.
- ~ Extensive cracks in sidewalks, steps, trash, overgrown yards.

Source: Housing Conditions Survey, DCPD/OHCD, 2003

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

Overall, a substantial portion of the housing stock is well maintained. However, the survey noted a number of blocks that need more attention – a little extra paint and attention to the exterior and roofs – but few areas with pervasive exterior structural problems. Table 7-3 lists these blocks and areas in need of additional attention and reinvestment. It should be noted that the survey did not cover interior conditions. The areas identified in Table 7-3 should be targeted for reinvestment and rehabilitation.

**TABLE 7-3**  
**NEIGHBORHOOD REINVESTMENT AREAS**

	Street	Blocks
East Lansdowne	Long Lane	Between Glenwood Avenue and Church Lane
East Lansdowne	Church Lane	Between Baltimore Avenue and Long Lane
East Lansdowne	Pembroke Avenue	Between Hirst Avenue and Church Lane
Lansdowne	Union Avenue	Between Baltimore Avenue and Fairview Avenue
Lansdowne	Linden Avenue	Between Wycombe Avenue and Lansdowne Avenue
Lansdowne	Bartram Avenue	Between Wycombe Avenue and Union Avenue
Lansdowne	Nyack Avenue	Between Lansdowne Avenue and Union Avenue

Source: DCPD/OHCD Housing Conditions Survey, 2003

During the survey, 11 properties were noted as noticeably vacant – three properties in East Lansdowne and eight properties in Lansdowne. These vacancies were not equally distributed in Lansdowne. In Lansdowne, the vacancies were located on streets below Baltimore Avenue and east of Lansdowne Avenue with isolated vacancies in other parts of the Borough.

## **PROBLEMS AND STRENGTHS**

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### **Residential Areas Targeted for Improvements**

**Objective 7-1:** To review and prioritize areas recommended for rehabilitation and initiate conservation and rehabilitation activities.

The housing conditions survey conducted by DCPD/OHCD identified the areas where the housing stock requires some additional property maintenance. It is recommended that the areas listed in Table 7-3 be the focus of initial rehabilitation efforts and improvement initiatives within the Boroughs. Making the rehabilitation of these areas a priority will help to stabilize the housing stock and prevent further deterioration, thereby helping to maintain property values and improving the overall look and feel of the neighborhoods in question.

### **Expansion of Rehabilitation Assistance**

One of the fundamental components in revitalizing the Boroughs is to stabilize and rehabilitate housing. Often, homeowners in the area have incomes that exceed the low- and moderate-income thresholds necessary to qualify for assistance to rehabilitate their properties.

Most assistance programs are available only to low- and moderate-income families. These requirements exclude assistance from many persons who exceed income limits but do not have sufficient incomes to repair and maintain their property. This exclusion is likely to lead to further deterioration of properties and neighborhoods. In order to resolve this situation, OHCD should institute a revolving loan program in conjunction with other available funding sources in Delaware County.

## **RECOMMENDATIONS**

The aging housing stock and infrastructure of the Boroughs underscores the need to establish programs designed to repair and rehabilitate housing. The Boroughs need the tools to assist homeowners to make repairs and renovations that will improve the housing stock and the neighborhoods' stability. These housing improvements would then serve to ensure that housing stock remains attractive to prospective homeowners and consistent with market demand.

The Boroughs should...

- 7-1 Partner with a local lending institution to offer a low-interest revolving loan program that can finance improvements on rental properties.

Funding Program: PNC Bank

- 7-2 Appoint a citizen housing committee made up of homeowners and renters to develop a program to address the housing rehabilitation needs.

- 7-3 Pursue marketing efforts to increase the use of the County's Housing Rehabilitation programs.

- Funding Program: See Countywide Housing Programs
- Technical Assistance: OHCD
- 7-4 Establish a home improvement program through the County to provide grants and revolving low-interest loans to middle income owners.
- Technical Assistance: OHCD
- 7-5 Develop a home improvement educational program for residents with the assistance of the County OHCD.
- Funding Program: Community Revitalization Program (DCED)
- Technical Assistance: Chester Community Improvement Project  
Habitat for Humanity of Delaware County  
OHCD
- 7-6 Investigate the feasibility of establishing a regional Community Development Corporation that would acquire vacant or blighted properties, rehabilitate them, and then re-sell them to interested homebuyers .Steps to form a CDC are listed in Appendix E.
- 7-7 Prioritize and initiate rehabilitation work on areas and blocks recommended for rehabilitation in this section.
- Funding Programs: Delaware County Owner-Occupied Housing  
Rehabilitation Program  
Home Improvement Loan Program  
Delaware County Weatherization Program  
CDBG (where applicable)  
FHA 203(k) Program  
DCED
- Technical Assistance: OHCD

### **Housing Maintenance Concerns**

**Objective 7-2:** To maintain and enhance housing units to prevent deterioration in Lansdowne and East Lansdowne.

While the housing survey noted above found that, although a good portion of the housing stock is in satisfactory condition, housing along many blocks requires substantial repair and rehabilitation (see Table 7-3).One important reason for these housing problems is



A mix of housing types is common throughout the Boroughs



Well-maintained residential street in East Lansdowne

the advanced age of the dwellings. For this reason, maintenance of these structures is a critical, ongoing concern.

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

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

## **RECOMMENDATIONS**

Improving maintenance of housing by upgrading inspections and code enforcement procedures, revising codes and ordinances that cause or contribute to undesirable land use patterns, and establishing a vigorous and on-going rehabilitation program are all critical components in revitalizing the Boroughs.

The Boroughs should...

- 7-8 Appoint a citizen housing committee made up of homeowners and renters to develop a program with the Borough to address the housing needs of residents.

Technical Assistance: OHCD

- 7-9 The Borough Zoning Committee should strive to represent a diverse and knowledgeable membership to address all facets of the community's housing needs.

Technical Assistance: DCPD

- 7-10 Institute the vigilant regulation and inspection of rental and nonrental units in the Borough by strict enforcement of the PA Uniform Construction Code and any other appropriate local ordinances.

Funding Programs: DCED  
Municipal Funds

Technical Assistance: BOCA International  
PSAB



- 7-11 Consider allowing property tax relief on the value of the improvements for the property owners who rehabilitate their properties.

Funding Program: Municipal Funds

Technical Assistance: DCED

- 7-12 Develop a home improvement educational program for local residents.

Funding Program: Community Revitalization Program (DCED)

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

- 7-13 Conduct periodic clean-up, spruce-up, or fix-up drives in targeted blocks or areas to perform minor repairs and maintenance, as well as cleaning of vacant lots, in order to improve the appearance of residential areas and perform needed minor improvements. These drives can take the form of a well-publicized competition in which the winner or the first, second, and third place finishers would be rewarded by recognition from Council, an article in the local newspaper, or prizes. These efforts could, in addition to involving the residents, also enlist the volunteer services of Boy and Girl Scouts, school students, a volunteer group of employees, residents of halfway homes, local athletic teams, and service organizations.

Technical Assistance: Chester Economic Development Authority  
Community Action Agency of Delaware County  
Habitat for Humanity of Delaware County  
Media Presbyterian Church  
Delaware County Housing Coalition  
Delaware County Community Service

- 7-14 Conduct an inventory of local housing stock with particular emphasis on older buildings. This inventory should provide a basis for rehabilitation efforts targeted towards older, deteriorating buildings. Remedial measures to improve these properties should then be implemented.

### **Section 8 Housing**

**Objective 7-3:** To work with the Housing Authority to strengthen the Section 8 Program in Lansdowne and East Lansdowne by implementing more stringent but reasonable requirements on landlords and tenants in order to encourage homeownership and prevent deterioration of neighborhoods.

The Section 8 Program is a federal rental assistance program operated by county public housing authorities. In order to be eligible for Section 8 assistance, a household must

have an income below 50% of the median family income for the Philadelphia metropolitan area. The eligible household pays 30% of its adjusted monthly income towards rent/utilities, with the Section 8 Program paying the difference directly to the landlord. Table 7-4 below calculates the Section 8 assisted units as a percentage of total occupied rental units.

**TABLE 7-4**  
**SECTION 8 ASSISTED UNITS (2003)**

	<b>Total Number of Occupied Rental Units</b>	<b>Number of Section 8 Assisted Units</b>	<b>Percentage of Section 8 Units</b>	<b>Rental Vacancy Rate</b>
<b>East Lansdowne</b>	301	6	2.00%	9.10%
<b>Lansdowne</b>	1,700	76	4.50%	6.00%
<b>Aldan</b>	420	13	3.10%	6.90%
<b>Clifton Heights</b>	970	20	2.10%	7.90%
<b>Collingdale</b>	944	129	13.70%	8.80%
<b>Upper Darby</b>	12,270	907	7.40%	6.00%
<b>Delaware County</b>			5%	6%

\*excluding Chester City

Source: Delaware County Housing Authority, Fall 2002 and 2003; U.S. Bureau of the Census, 2000

Statistics from the Delaware County Housing Authority show that in 2003 both Lansdowne and East Lansdowne have a lower percentage of Section 8 units than the County as a whole (see Table 7-4 above).

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

In order to move people from dependency to homeownership, the City of Philadelphia made revisions to its Section 8 Program. These revisions were approved by the Department of Housing and Urban Development (HUD) as part of the federal "Moving to Work" Program. The principal change is the establishment of a deadline, giving residents of Section 8 units 7 years to use their vouchers. During this period the Philadelphia Housing Authority (PHA) will show tenants how to manage their finances and maintain a property. After 7 years the rent subsidy will become 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 include:

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

This program follows that of the State of Delaware, which was the first to initiate time limitations in the Program. Delaware placed a 5-year limitation on Section 8 rental subsidies.

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

## **RECOMMENDATIONS**

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

The Boroughs should...

- 7-15 Advise the Delaware County Housing Authority of specific problems and complaints about Section 8 units.
- 7-16 Request time limits on Section 8 participation that would limit number of years a resident could be eligible for the rent subsidy, as in Philadelphia's program which limits rent subsidies to 7 years.
- 7-17 Request intensive training for landlords of Section 8 properties.
- 7-18 Suggest regular inspection of Section 8 properties to be conducted jointly by the Borough code officials and inspectors from the Housing Authority.

## **Conversions**

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

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 would 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.

The Task Force expressed concern over the proliferation of conversions in the Boroughs and indicated a desire to begin to address the problem as part of this plan. One possible solution that was discussed was the introduction of a multi-family housing conversion program. The program would offer owners financial incentives to convert multi-family units back to single-family homes – the original use. The Boroughs would partner with a local lending institution to offer low-interest loans and financing to carry out the work .A number of communities across the country have tried similar approaches to dealing with conversions, with varying success. Some examples include the City of Elgin, Illinois; Carbondale, Illinois; and Collingswood, New Jersey (see Appendix D for more information).

## **RECOMMENDATIONS**

The Boroughs need to review their ordinances relating to conversions to determine whether they address the present-day local objectives and concerns regarding conversions.

The Boroughs should...

- 7-19 Review existing ordinances relating to conversions to determine applicability to current conditions.

Technical Assistance: DCPD

- 7-20 Enforce existing conversion ordinances.

- 7-21 Investigate the possibility of instituting a multi-family housing conversion program to convert previously converted multi-family units back to single-family homes.

Technical Assistance: DCPD  
OHCD

### **Owner/Renter Ratio**

**Objective 7-5:** To maintain the percentage of homeowner-occupied units in Lansdowne and East Lansdowne.

A strong indicator of neighborhood stability is the percentage of homeowners versus that of renters. While the supply of affordable rental housing is an important resource for every community, homeowners do tend to take greater stock in their neighborhoods and place a higher priority on maintaining and improving their homes. Over the past twenty years, the percentage of owner-occupied housing units has grown in Lansdowne and declined slightly in East Lansdowne. However, it should be noted that these percentages are slightly lower than that of the County – 71.9%. The present owner-renter ratios are stable, but the Boroughs can certainly encourage additional homeowners to settle in the area.

**TABLE 7-5**  
**OWNER-OCCUPIED UNITS**

	<b>1980</b>	<b>1990</b>	<b>2000</b>
<b>East Lansdowne</b>	68.60% (670 units)	70.70% (679 units)	67.90% (637 units)
<b>Lansdowne</b>	61.60% (2,956 units)	64.32% (3,163 units)	64.00% (3,024 units)

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

The housing stock of the Boroughs continues to be quite affordable to the first-time buyer, as reflected in tables 7-6 and 7-7. During the period 1990 to 2000, the median value of housing stock declined relative to that of the County. Median sales prices in the Boroughs remained relatively stable between 1997 and 1999 before increasing steadily through 2003. Given the relatively low sales price of housing, many of the properties are affordable to first-time buyers and moderate-income buyers.

External factors such as high property taxes have negatively affected the older, long established communities in the County. The enactment of meaningful property tax reform would remove the disincentive of high property taxes relative to other communities and contribute toward increases in property values.

**TABLE 7-6**  
**MEDIAN HOUSE VALUES**

	1990	2000
<b>East Lansdowne</b>	\$82,100	\$78,500
<b>Lansdowne</b>	\$106,500	\$103,900
<b>Upper Darby</b>	\$92,300	\$93,700
<b>Yeadon</b>	\$79,300	\$84,700
<b>Delaware County</b>	\$111,700	\$128,800

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

**TABLE 7-7**  
**MEDIAN SALES PRICES**

	1997	1998	1999	2003
<b>East Lansdowne</b>	\$63,400	\$77,500	\$75,000	\$85,000
<b>Lansdowne</b>	\$88,750	\$92,800	\$87,900	\$119,970
<b>Delaware County</b>	\$115,000	\$120,000	\$115,000	\$149,900

Source: Inquirer/Realist Home Price Guide, April 1999 and 2000; TRenD MLS, 2004

## RECOMMENDATIONS

Table 7-5 shows that with the percentage of homeowners has increased for Lansdowne and declined slightly for East Lansdowne between 1980 and 2000. If this decline continues, and especially if the rate of decline accelerates, it is likely to lead to further decline in property values. This trend can place additional stress on the older housing stock and negatively affect the quality of life in neighborhoods. It is recommended that the following actions be implemented to help stimulate and encourage homeownership.

The Boroughs should...

- 7-22 Publicize the County's Renaissance Revitalization Homeownership First Program, with particular emphasis on targeting existing renters to purchase the properties that they are presently renting. Marketing efforts could include a mailing of the Renaissance Revitalization Homeownership First Program brochures to all renters in the Borough, accompanied by an invitation to a public meeting where they could have their questions answered.

Funding Programs: See Countywide Housing Programs  
Renaissance Revitalization Homeownership First Program

Technical Assistance: OHCD

- 7-23 Continue and intensify efforts to promote the Boroughs as attractive communities for first-time home buyers.

Technical Assistance: Delaware Valley Realtors Association

- 7-24 Use HUD's \$1 Home Program and any other prospective sources of vacant/deteriorated properties.

Funding Program: HUD \$1 Home Program

Technical Assistance: HUD

- 7-25 Consider allowing property tax relief on the value of the improvements for first-time home buyers who purchase and rehabilitate a deteriorated property.

Funding Program: Municipal Funds

Technical Assistance: DCED

- 7-26 Encourage residents to form neighborhood associations that address neighborhood scale issues, such as maintenance and neighborhood beautification.

Funding Program: Municipal Funds

Technical Assistance: Housing Association of the Delaware Valley

- 7-27 Pursue the housing rehabilitation and other improvement programs discussed in section on Areas Targeted for Housing Improvements in this chapter, to provide additional rehabilitated units and some newly constructed units to increase the supply of housing and the percentage of homeowners.

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

**Objective 7-6:** Construct new for-sale housing in Lansdowne and East Lansdowne that complements and connects to the surrounding neighborhoods and replaces underutilized or poorly utilized parcels in residential districts.

As part of this plan, the Boroughs are looking to create a new vision for residential and commercial development that will enhance the vitality of the area. The Boroughs' neighborhoods offer a safe living environment and convenient access to major transportation routes, but have seen limited new construction, with only three residential units proposed from 1995 to 2000 – all three were in Lansdowne (Source: U.S. Census, 2000). Thus, any potential home buyer looking for a newly constructed home rather than a

rehabilitation opportunity will likely bypass the inner suburban communities and older Boroughs within the Philadelphia region.

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

The Boroughs should emphasize the retention of existing households by providing new construction alternatives for buyers seeking smaller properties, and the attraction of first-time buyers to maintain or increase homeownership. The small parcel sizes only permit the development of one or two housing types, which limits the field of potential buyers but also refines the list of potential builders, helping create a niche market for those who wish to build this scale of housing. The median sales prices in Lansdowne may allow for the development of market rate infill housing, but the same is not true for East Lansdowne. In general, the Boroughs should review their zoning ordinances to assure that the regulations provide for the changes and allowances necessary for the construction of compact and sustainable infill residential development, including the requirement of off-street parking.

This new development could include mixed-use properties in the Lansdowne Avenue and Baltimore Avenue corridors, which represents an older “downtown” that provides unique amenities in relation to competing suburban development, containing and characterized by:

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

It must be noted that current zoning ordinances do not adequately provide for and control mixed use properties and would need to be changed to properly accommodate this type of development. Central business area redevelopment and neighborhood revitalization cannot happen in isolation. A central business area possesses a wide range of functions in one compact area. By developing housing in or nearby that conventional retail and service mix, the capacity to create the diversity and volume of downtown visitors is greatly enhanced. The types of housing developed could include infill townhouse development, rehabilitation of historic buildings into senior housing, and the conversion of underutilized 2<sup>nd</sup> and 3<sup>rd</sup> floor commercial space into apartments.



## RECOMMENDATIONS

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

The Boroughs should...

- 7-28 Initiate and continue actions that make the Borough a more livable, walkable, and desirable community to reside in and publicize all such efforts to the consumer market looking for compact and sustainable residential infill development.

Technical Assistance: DCPD  
10,000 Friends of Pennsylvania

- 7-29 Create a Vacant Property Review Committee that would have the ability to declare properties blighted so as to allow redevelopment on the site once acquisition occurs.

Technical Assistance: OHCD  
Delaware County Housing Authority  
Delaware County Redevelopment Authority

- 7-30 Use a “charette” process to bring together the developer of a parcel and the Borough stakeholders to develop an agreed upon development plan that complies with local ordinances.

Funding Programs: Pennsylvania State Planning Assistance Grant  
(DCED)  
Community Revitalization Program (DCED)

Technical Assistance: DCPD

- 7-31 Revise the zoning ordinance to assure that the regulations provide for the changes and allowances necessary for the construction of compact and sustainable infill residential development.

Funding Programs: Pennsylvania State Planning Assistance Grant  
(DCED)  
CDBG (where applicable)

Technical Assistance: DCPD

- 7-32 Create a municipal Community Development Corporation (CDC) that works to acquire local properties in the worst condition and then sell the properties to

buyers who agree to live in the properties for a minimum period of time, subject to deed restriction.

Technical Assistance: OHCD

- 7-33 The Borough should apply to the County CDBG and Renaissance Programs for funds for infrastructure work to underwrite the cost of new housing.

Funding Program: CDBG (where applicable)

Technical Assistance: OHCD  
DCPD

**CHAPTER 8**

**TRANSPORTATION**

## **CHAPTER 8**

### **TRANSPORTATION**

The purpose of a transportation system is to permit individuals to travel to residential, commercial, industrial, institutional, and recreational areas. Roads, transit services, and pedestrian and bicycle facilities are necessary in order to travel to jobs, schools and colleges, stores, medical facilities, and recreational and social activities. The transportation system also provides a way for goods to be delivered to markets.

Lansdowne and East Lansdowne are served by major transportation facilities such as Baltimore Avenue, Lansdowne Avenue, and SEPTA's Media-Elwyn (formerly R-3) Regional Rail line . The transportation system consists primarily of streets, supplemented by sidewalks for pedestrians, five bus routes, and one commuter rail line. While most of the system is adequate, a number of problems exist which will be discussed throughout this chapter.

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

#### **STREETS AND TRAFFIC**

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

The street system of Lansdowne Borough and East Lansdowne Borough consists of a total of seven state-owned highways and 25.8 miles of municipal streets. East Lansdowne has 4.2 miles of municipal streets, and Lansdowne has 21.6 miles.

The main roads in Lansdowne and East Lansdowne 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 than those of a lower classification.

This classification system is fundamental in deciding which roads are eligible for outside funding. Often the Pennsylvania Department of Transportation (PennDOT) owns roads of higher classifications, as they are regionally important. In addition to the state-owned roads, there are several Borough-owned streets that are part of the federal-aid highway system. Although these roads are Borough owned, they are eligible for federal-aid highway funding because they carry a significant amount of regional or intermunicipal traffic. U.S. Route 13, touching East Lansdowne at the Baltimore Avenue/Church Lane

intersection, is a part of the National Highway System, which makes the road eligible for additional funds. Table 8-1 describes the functional classification, ownership, and federal aid status of roads in the Boroughs; these routes are shown on Map 8-1.

**TABLE 8-1**  
**STREETS ELIGIBLE FOR FEDERAL AID**

Classification	Street Name	State Route Number	Ownership	Section
principal arterial	Baltimore Avenue	2016	State	Entire route
minor arterial	Lansdowne Avenue	2005	State	Entire route
minor arterial	Marshall Road	2024	State	Plumstead Avenue to Lansdowne Avenue
minor arterial	Church Lane	2001	State	Long Lane to Baltimore Avenue
urban collector	Marshall Road	2024	State	Lansdowne Avenue to Shadeland Avenue
urban collector	Shadeland Avenue		Municipal	Marshall Road to Burmont Road
urban collector	Wycombe Avenue		Municipal	Marshall Road to Baltimore Avenue
urban collector	Union Avenue		Municipal	Entire route
urban collector	Plumstead Avenue		Municipal	Lansdowne Avenue to Marshall Road
urban collector	Burmout Road	2007	State	Shadeland Avenue to Baltimore Avenue
urban local	Pembroke Avenue	2022	State	Entire route
urban local	Stewart Avenue	2022	State	Lansdowne Avenue to Union Avenue

Source: Pennsylvania Department of Transportation, 2003

The only two roadway bridges in the study area are located in Lansdowne Borough. The Lansdowne Avenue Bridge crossing SEPTA's Media-Elwyn (formerly R-3) Regional Rail line is made of steel and has a girder/floor beam system and was constructed in 1928. It is state owned. The County-owned Hilldale Road Bridge over Darby Creek into Upper Darby Township is reinforced, cast in concrete, and was also built in 1928. Neither bridge has posted weight limits or restrictions. These bridges can be seen on Map 8-1.

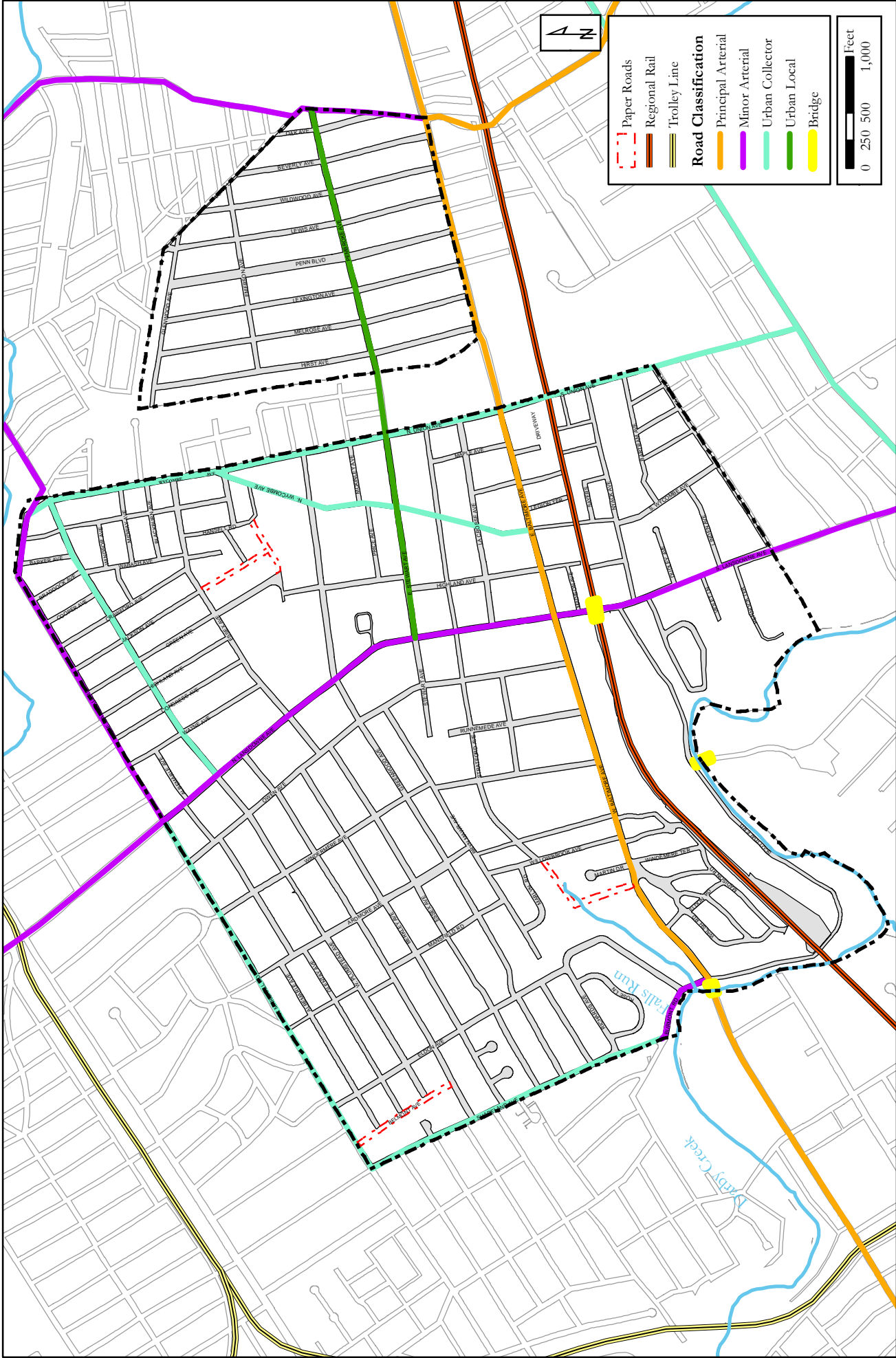
### **Street Conditions**

Generally, roads in the study area are in good condition. There are a few areas that are in need of minor patching due to potholes or cracking such as Bryn Mawr and Eldon Avenues in Lansdowne and mid-block on Lexington Avenue between Emerson Avenue and Greenwood Avenue in East Lansdowne (see Map 8-2). These streets, however, carry

**TABLE 8-2**  
**BRIDGE INFORMATION**

Features Carried	Features Intersected	Borough	Ownership	Year Built
Lansdowne Avenue	SEPTA	Lansdowne	State	1928
Hilldale Road	Darby Creek	Lansdowne	County	1928

Source: Pennsylvania Department of Transportation, 2003



East Lansdowne  
and  
Lansdowne  
Boroughs

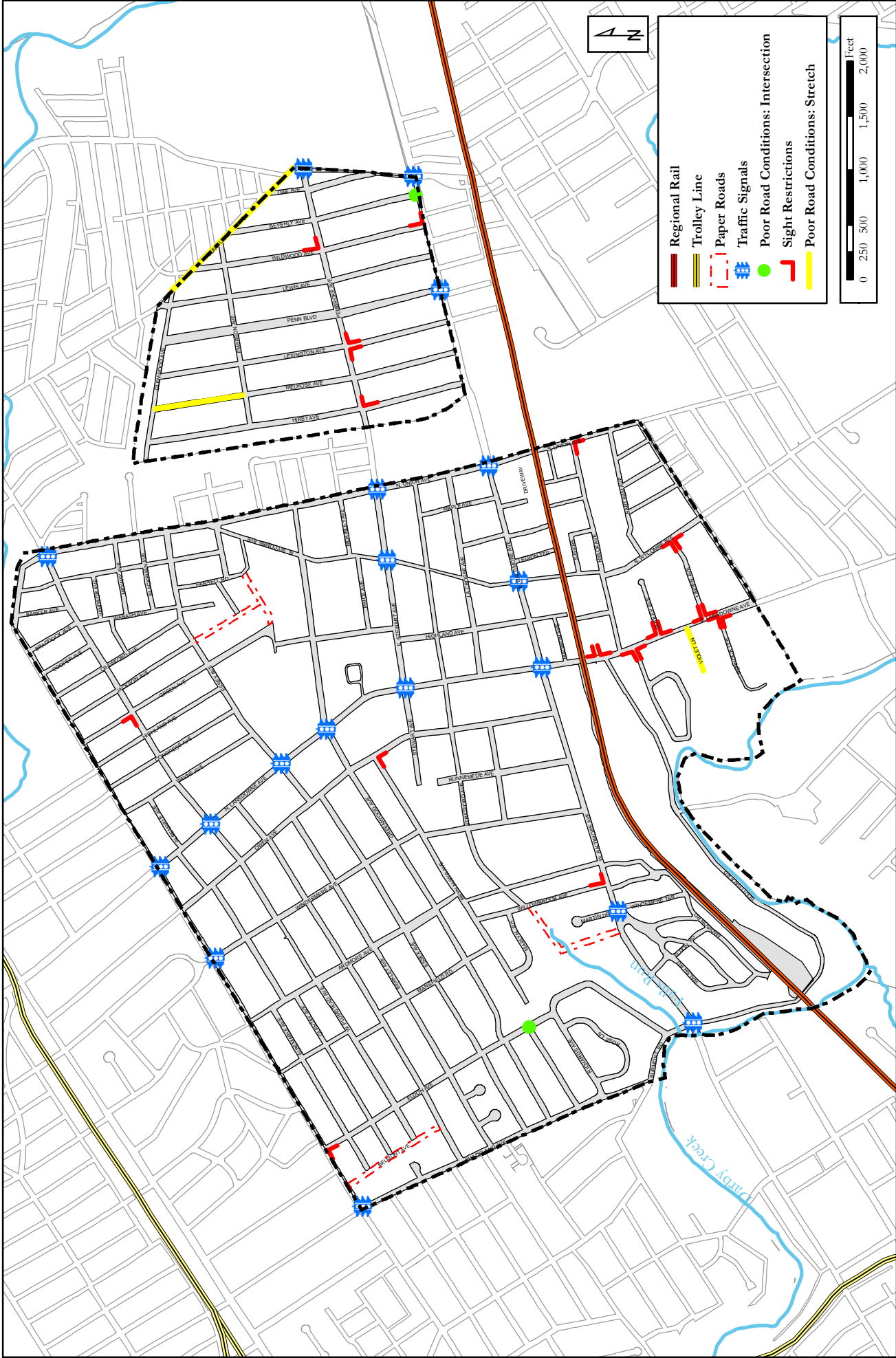
## Functional Road Classification Map 8 - 1

- NOTES:
1. DVRPC - Regional Rail and Trolley Lines
  2. USGS - Municipal Boundary and Streams
  3. Delaware County Board of Assessments - Roads
  4. Delaware County Planning Department - Functional Road Classification

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  
2005





mostly local traffic, and their condition may help to stop motorists from using excessive speed in residential neighborhoods. The streets should be maintained in accordance with road safety, but there is nothing that currently warrants major reconstruction. The safe conditions of the roads can change dramatically, especially during the freezing and thawing of winter, and street inspections should be maintained to ensure that streets do not become dangerous.

There are several intersections in the two Boroughs that have views obstructed by shrubbery, parking, or other barriers as shown in Table 8-3 and Map 8-2. There are many issues to consider when looking at the removal of such sight restrictions including the aesthetic qualities of the obstruction, speed of traffic on the street, and whether opposing traffic is required to stop. Sight restricted intersections should be evaluated on a case-by-case basis. Concerns are greater where there is an obstruction at a T-intersection or a four-way intersection where motorists in at least one lane of travel are not required to stop. Intersections where there is parking that comes almost directly to the intersection, such as on Baltimore Avenue in East Lansdowne, provide an opportunity for easy remedy by restricting parking for several feet or more at the intersection.

An area of particular concern in Lansdowne Borough is the limited visibility caused by the Lansdowne Avenue Bridge over the Media-Elwyn rail line just south of Baltimore Avenue. This limitation causes problems for both through traffic, which is not aware of stopped traffic ahead, and drivers turning from Scottdale Road or the SEPTA parking lot. Motorists turning onto Lansdowne Avenue from either of these access points are unable to see speeding vehicles coming southbound on Lansdowne Avenue. A sign hanging above the crest of the bridge warns travelers of a pedestrian crossing, but this does little to deter the vehicles. Traffic calming devices such as chokers, chicanes, a speed table, or some sort of median should be implemented on the bridge to slow traffic and make it safer for SEPTA commuters to pull out of the lot.



Parking too close to the corner restricts visibility for those looking to turn on to major streets



Lansdowne Avenue bridge poses sight restrictions and dangers for drivers and pedestrians



Some intersections in the study area lack proper travel lane markings. This makes it difficult to differentiate how many lanes the road can handle. Lane markings should be consistently implemented in those areas that are either unclear or lack adequate lane markings altogether. Baltimore Avenue at Wycombe Avenue is wide enough for two lanes of travel, but there are no lines to indicate a right-turn only lane. Intersections such as this should be evaluated, and the proper number of lanes should be determined so vehicles can safely use the intersection.

There are two at-grade rail crossings in the study area. These are located in Lansdowne Borough on Wycombe Avenue and Union Avenue. The speed limit on these streets is 25 mph. Both crossings pass over the SEPTA Media-Elwyn line and have crossing gates with flashing signals to notify vehicles about approaching trains. Railroad crossings require more maintenance because of the increased stress placed on the road by trains and the need for multiple materials in the roadway. For this reason, at-grade crossings should be more regularly and carefully inspected. The Union Avenue grade crossing is particularly uncomfortable to cross.

There are a handful of “paper streets” in Lansdowne Borough. A “paper street” is a public right-of-way which is currently unimproved and unpaved. Belmont Avenue in Lansdowne is a paper street and there was some discussion in the past of improving the road and maintaining it as a public street. The idea was abandoned after significant negative feedback was received from residents concerned about high-volumes of cut-through traffic. Belmont Avenue currently serves to provide access to Belmont Avenue Park. Paper streets also run through Marlyn Park connecting Stratford Avenue with Baltimore Avenue and the Penn Wood High School property. Street connectivity in Lansdowne is already very good and there is no need to improve these paper streets. Paper streets are shown on Map 8-1.

**TABLE 8-3  
SIGHT RESTRICTIONS**

Main Road	Intersecting Road	Direction of Obstruction
Willowbrook Avenue	Baltimore Avenue	East
Eldon Avenue	Marshall Road	West
Highland Avenue	Plumstead Avenue	West
Bryn Mawr Avenue	Lansdowne Avenue	South
SEPTA Lot Entrance	Lansdowne Avenue	North & South
Lansdowne Court	Lansdowne Avenue	North & South
Dudley Avenue	Lansdowne Avenue	North & South
Linden Avenue	Lansdowne Avenue	North & South
Pennock Terrace	Lansdowne Avenue	North & South
Linden Avenue	Wycombe Avenue	North & South
Nyack Avenue	Union Avenue	South
Hirst Avenue	Pembroke Avenue	West
Lexington Avenue	Pembroke Avenue	East & West
Pembroke Avenue	Wildwood Avenue	North
Wildwood Avenue	Baltimore Avenue	East

Source: DCPD Survey, 2003

## RECOMMENDATIONS

The Boroughs should...

- 8-1 Maintain street inspections and maintenance on a regular basis to ensure that patching and cracking roadways do not become hazardous at their posted speed limits. Resurface Borough streets that are found to be in poor condition.
- 8-2 Study dangerous intersections to see if sight restrictions are seriously hindering motorist operations, and remedy those deemed problematic.
- 8-3 Properly stripe multiple lane roads and intersections to alleviate confusion and optimize the flow of traffic.
- 8-4 Lansdowne should look at ways to improve safety on the Lansdowne Avenue Bridge over the Media-Elwyn SEPTA tracks. The bridge is wide enough that traffic calming techniques may be helpful in slowing automobile traffic to protect pedestrians and cars exiting the SEPTA parking area and Scottdale Road.
- 8-5 Lansdowne should request that SEPTA repair the Union Avenue grade crossing to make it smoother for motorists.

Funding Programs:	Home Town Streets/ Safe Routes to School
	State Liquid Fuels Tax Reimbursement
	Federal and State Highway Funds for Federal-aid streets
	CDBG (where eligible)
	Property owners
	Municipal funds
	SEPTA

### **Traffic Volumes and Cut-Through Traffic**

DVRPC has completed several traffic counts in Lansdowne and East Lansdowne. Traffic volumes are generally reported in terms of Average Annual Daily Traffic (AADT or ADT). AADT is a statistical estimate of the number of vehicles that pass a particular section of roadway during a period of 24 consecutive hours averaged over a period of 365 days. The AADT is the average traffic volume of the road independent of hourly or seasonal variations. The highest AADT in the Boroughs is 26,935 along Lansdowne Avenue in Lansdowne between Baltimore Avenue and Stratford Avenue. Lansdowne Avenue and Baltimore Avenue in Lansdowne and Church Lane in East Lansdowne have the highest AADT of roads surveyed in the study area. Traffic counts taken by DVRPC in Lansdowne and East Lansdowne between 1997 and 2001 are shown in Table 8-4.

Methods of slowing or limiting through traffic on streets are generally referred to as traffic calming techniques. 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 nonmotorized street users.”<sup>1</sup> These can vary from expensive street reconstruction to the fairly inexpensive installation of signage. A list of information on traffic calming techniques and some of their results are listed in Appendix F.

**TABLE 8-4**  
**TRAFFIC COUNTS**

	Road Name	From	To	Date	AADT	Count Direction
E. Lansdowne	Church La.	Tr 13	Pembroke Ave.	8/25/1999	17,429	Both
Lansdowne	Baltimore Ave.	Martin Dr.	Windermere Ave.	10/13/1999	14,843	Both
Lansdowne	Lansdowne Ave.	Baltimore Ave.	Stratford Ave.	10/6/1997	26,935	Both
Lansdowne	Lansdowne Ave.	Essex Ave.	Drexel Ave.	10/10/1997	18,424	Both
Lansdowne	Lansdowne Ave.	Fairview Ave.	Dudley Ave.	12/19/2000	16,284	Both
Lansdowne	Marshall Rd.	Eldon Ave.	Ardmore Ave.	11/14/2000	7,602	Both
Lansdowne	Plumstead Ave.	Lansdowne Ave.	Marshall Rd.	8/6/2001	5,966	East
Lansdowne	Marshall Rd.	Lansdowne Ave.	Plumstead Ave.	11/11/1998	7,485	West
Lansdowne	Union Ave.	Baltimore Ave.	Wycombe Ave.	8/6/2001	5,148	North
Lansdowne	Wycombe Ave.	Baltimore Ave.	Union Ave.	11/11/1998	2,894	South

Source: Delaware Valley Regional Planning Commission, 2003

One example of traffic calming commonly used in neighboring municipalities is the one-way street. This is a self-regulating and inexpensive method of limiting through traffic along local roads. There are several areas in the study area where pairs of one-way streets have been implemented. While one-way streets can be used to limit through traffic on streets in certain situations, pairs of one-way streets are usually intended to increase road capacity and designate routes for through traffic. An example of a pair of one-way streets used as a through route to increase road capacity is Union Avenue and Wycombe Avenue in Lansdowne Borough. Pairs of one-way streets tend to increase rather than decrease speeds and should only be used on roads set aside for through traffic.

The geometry of the street is a consideration when it comes to limiting speeds of through traffic on residential streets. Certain factors can encourage speeders and through traffic. Long, wide, straight, or unimpeded roadways encourage faster speeds, as there is nothing that requires the driver to slow down. Scottdale Road in Lansdowne, for example, encourages speeding because of the long distances without an intersection. The use of traffic calming measures such as speed humps, chicanes, etc., on long, wide, or unimpeded roadways can discourage speeding by necessitating slower speeds.

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



Traffic Calming Techniques: Neck downs (left), speed humps (center), and chicanes (right).

Where width is an issue, a less expensive method of slowing traffic is merely to limit the excess width of the street. Penn Boulevard in East Lansdowne is an example of a street that is excessively wide for the amount of traffic it carries, a condition that can also invite speeding. The road originally carried trolley tracks that connected Baltimore Avenue with 69<sup>th</sup> Street Terminal. The speed limit of 20 mph is ineffective in encouraging drivers to travel slowly because the wide road and long blocks invite speeding. There is a possibility to improve the aesthetics and travel conditions of the street while slowing traffic. Creating a landscaped median in the street will limit the perceived width of the road and slow down vehicles. Bike lanes are also a low cost option for slowing down speeders, because the narrower lane striping encourages drivers to go slower to stay within their lane. These two methods can also be combined or phased so that the cheaper lane restriping is implemented while funds are being secured for the landscaped median. Also, with the establishment of traffic calming devices, the area would be beautified, making this wide street much more aesthetically pleasing.

Baltimore Avenue is also an optimum area for traffic calming uses. This corridor is the only principal arterial in the study area and serves as the civic and commercial heart of the Boroughs. Traffic calming measures can be used to create a more pedestrian-friendly environment along this corridor and reduce speeds to posted limits without curtailing road capacity. Specific tools such as curb bump outs, raised crosswalks or intersections, or high visibility crosswalks could be used to increase motorists' awareness of pedestrians without seriously diminishing the road's function as an arterial of regional importance. These techniques could be of particular use where there is a large amount of pedestrian traffic crossing the street, such as at Lansdowne Avenue or at Runnemede Avenue. The addition of street trees, shoulder striping, or bike lanes also serves to slow automobiles, as they make the driver perceive the roadway as narrower. These techniques could be of particular use to slow traffic down on long uninterrupted stretches of Baltimore Avenue, such as that in East Lansdowne.

Truck traffic concerns are not uncommon in older areas where industry shares many roads with residential development. This problem cannot be eliminated entirely, but having a well-marked truck traffic route limits traffic to certain streets. Lansdowne, East Lansdowne, and Upper Darby should work together to identify industry and residential concerns with truck traffic and identify clear and uniformly designated truck traffic routes through the Boroughs.

## RECOMMENDATIONS

The Boroughs should...

- 8-6 In conjunction with Upper Darby Township, work with residents to identify and prioritize residential streets with considerable cut-through and speeding traffic. Examine any traffic calming methods currently on those streets and consider updating them. Where existing stop signs and one-way streets do not remedy the problem, consider installing roundabouts, speed humps, or other traffic calming measures. Examine the feasibility of creating curb bump outs, particularly along Baltimore Avenue where a more pedestrian-friendly atmosphere is needed.

Funding Programs: Home Town Street/Safe Routes to School

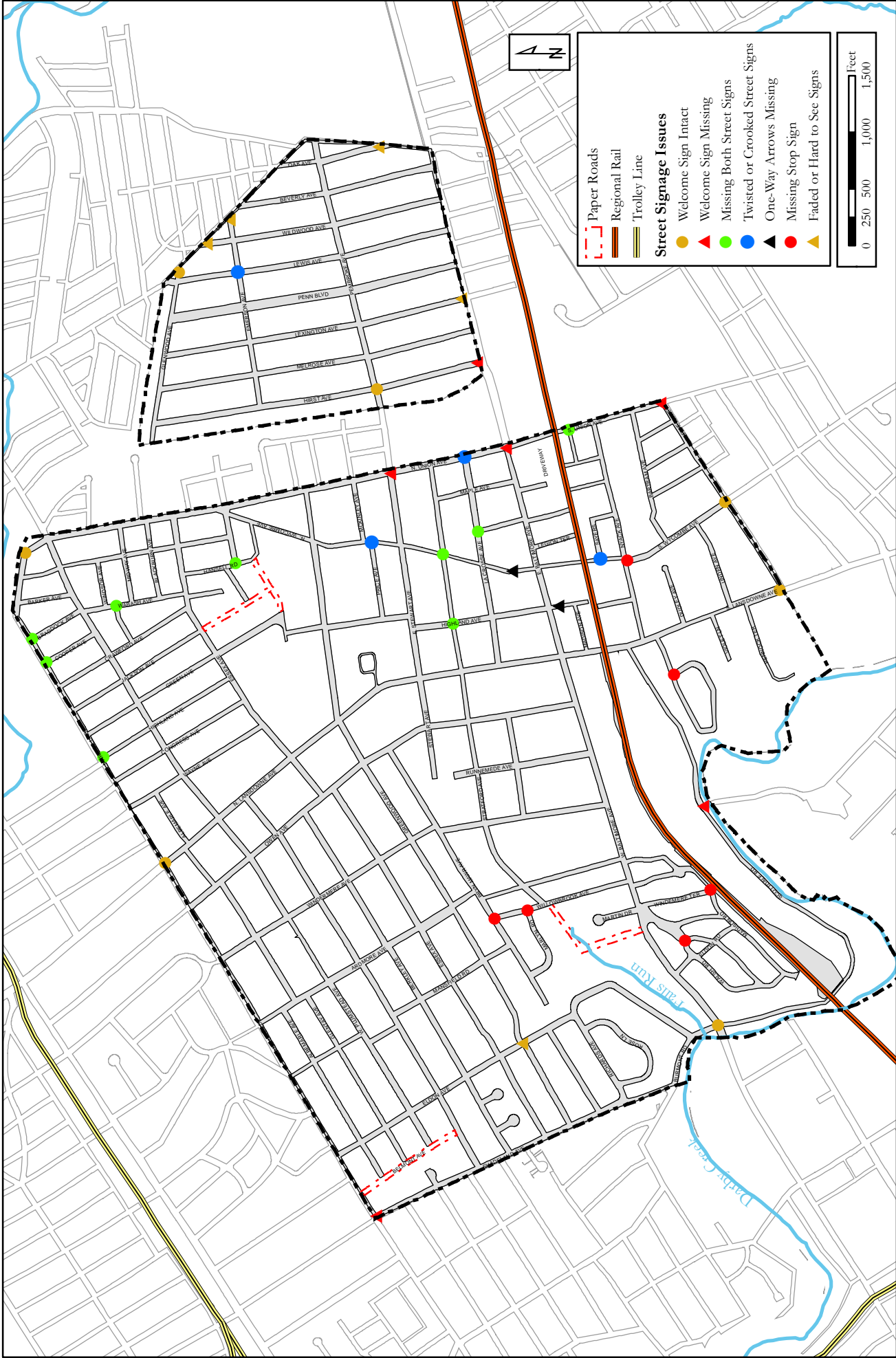
- 8-7 Work with Upper Darby Township to enact an ordinance identifying streets on which heavy trucks are permitted and not permitted, including fines which would help pay for damage caused by trucks. Adjacent municipalities should also be consulted to guide truck traffic across all of the necessary municipal borders to the interstate highways or port facilities. This will help to minimize the impact on residents while simultaneously making industrial areas more attractive in terms of access.

Funding Programs: State Liquid Fuels Tax Reimbursement  
Surface Transportation Program  
Transportation Enhancements Program  
National Highway System funds  
CDBG (where eligible)

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

### **Signs and Speed Limit Issues**

Traffic-related signs in Lansdowne and East Lansdowne are generally in good condition and serve their purpose. In general, the age of the signs adds charm while maintaining function given the slow speeds of residential streets, but several signs have issues including being faded to the point of illegibility, being inappropriately fixed to their posting so that they are easily twisted and become inaccurate, or being missing entirely. See Map 8-3 for locations of sign issues.



# Street Signage Issues Map 8 - 3

NOTES:  
1. DVRPC - Regional Rail and Trolley Lines  
2. USGS - Municipal Boundary and Streams  
3. Delaware County Board of Assessments - Roads  
4. Delaware County Planning Department - Street Signage Issues

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.







Penn Boulevard in East Lansdowne (above) is excessively wide and provides an opportunity for beautification



Signage can sometimes be misleading (above left). Truck routes need to be clearly indicated (above right)



Large-scale street signs in the center of traffic signal arms (above, top) augment typical street signs on high-speed traffic routes. Historic pedestrian scale street signs (above) are more appropriate on residential streets.



**TABLE 8-5**  
**STREET SIGNAGE ISSUES**

Sign Location	Cross Street	Problem	Type of Sign
Stratford Avenue	Highland Avenue	Missing	Street
Stratford Avenue	Wycombe Avenue	Missing	Street
La Crosse Avenue	Rigby Avenue	Missing	Street
Hansel Road	Powelton Avenue	Missing	Street
Wabash Avenue	Windsor Avenue	Missing	Street
Marshall Road	Braddock Avenue	Missing	Street
Marshall Road	Cooper Avenue	Missing	Street
Marshall Road	Highland Avenue	Missing	Street
Wycombe Avenue	Sayers Avenue	Twisted	Street
Union Avenue	La Crosse Avenue	Twisted	Street
Wycombe Avenue	Price Avenue	Twisted	Street
Emerson Avenue	Lewis Avenue	Twisted	Street
Wycombe Avenue	Baltimore Avenue	Missing	One way
Highland Avenue	Baltimore Avenue	Missing	One way
Wycombe Avenue	Nyack Avenue	Missing	Stop
Lansdowne Court	Lansdowne Court	Missing	Stop
Mansfield Avenue	Madison Road	Missing	Stop
Gladstone Road	Walsh Road	Missing	Stop
Willowbrook Avenue	Marlyn Avenue	Missing	Stop
Willowbrook Avenue	Bryn Mawr Avenue	Missing	Stop
Eldon Avenue	Greenwood Avenue	Faded	Street
Lexington Avenue	Baltimore Avenue	Faded	Street
Oak Avenue	Church Lane	Faded	Street
Long Lane	Wildwood Avenue	Faded	Street
Long Lane	Emerson Avenue	Faded	Street

Source: DCPD Survey, 2003

A more serious threat is posed by the lack of traffic control signs at certain intersections. There are six such intersections in Lansdowne where there is no appropriate stop or yield sign. This could prove extremely dangerous and result in property damage or personal injury to drivers who are not familiar with the intersection. These intersections should be assessed, and the proper placement of traffic control signs should be determined. Also, two one-way streets, Highland Avenue and Wycombe Avenue, require additional signs at Baltimore Avenue. Southbound Wycombe Avenue and northbound Highland Avenue both converge onto Baltimore Avenue. Although marked with proper “Do Not Enter” signs, these signs are not visible to drivers turning from Baltimore Avenue until they have already turned, thus risking an accident with oncoming traffic on Wycombe and Highland Avenues. One-way arrows should be in place to adequately inform the driver about the one-way road.

Signs can be used to create a sense of place in a community or neighborhood. Street signs should be appropriate for both the character of the area and the use of the street. On

streets used for through traffic, large, easily visible street signs that can be seen at high speeds should be used. On residential streets, smaller signs posted at pedestrian scale should be used to avoid visual clutter. Designs of street signs should be grouped by municipality, neighborhood, or development to clearly signal to both visitors and residents a sense of place.

Many communities identify their borders with decorative signs to welcome visitors or designate particular shopping or civic areas. Throughout Lansdowne and East Lansdowne, there are several different styles in use to welcome people into the Borough. Most of the Lansdowne welcome signs include the town symbol, the sycamore tree. The consistent use of the symbol helps perpetuate a sense of place. However, the welcome sign on Wycombe Avenue and Fairview Avenue is generically black and white and placed on a telephone pole too high for maximum visibility. Several locations where welcome signs are missing can be found on Map 8-3. Welcome signs should be considered on those thoroughfares that have substantial traffic to other municipalities.



**Gateway signs and decorative banners create a sense of place**

## **RECOMMENDATIONS**

The Boroughs should...

- 8-8 Install traffic control signs such as stop signs at all intersections that are currently unregulated.
- 8-9 Replace missing street identification signs to ease way-finding by both visitors and residents.
- 8-10 Incorporate banner signs on streetlights to denote a Baltimore Avenue Shopping District, Downtown Lansdowne, or both.
- 8-11 Consult residents to see if they find any speed limits in the Boroughs to be excessive. Spot speed studies should be conducted to see if lower speed limits are warranted on these roads.

- 8-12 Increase decorative and welcome signs throughout the Boroughs to encourage and define the sense of place. These signs serve the dual function of increasing civic pride for residents and increasing awareness of the Borough by those who visit.

Funding programs and technical assistance for Recommendations 8-8 through 8-12:

Funding Programs:	Home Town Streets/ Safe Routes to School State Liquid Fuels tax reimbursement Surface Transportation Program Transportation Enhancements Program National Highway System funds CDBG (where eligible) SEPTA Municipal funds
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Technical Assistance:	PennDOT District 6-0 Traffic Unit DCPD
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### **Traffic Signals**

The most common type of signal currently found in Lansdowne and East Lansdowne is the fixed-time operation (timed) signal. See Map 8-2 for signal locations. Timed signals are generally not considered to be state of the art in traffic operations, especially where a major street crosses smaller streets because the signal timing does not take into account side street traffic volumes. Timed signals are detrimental to traffic on larger through streets because the signal stops traffic on those streets regardless of the need for the light change, i.e., whether anyone is waiting at the cross street or not.

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

PennDOT is planning to improve the operation of all signals on Baltimore Avenue from Bishop Avenue in Springfield Township to Church Lane and US 13 in Upper Darby Township. This improvement will provide for the interconnection and coordination of all of the signals to provide better traffic flow, which will reduce congestion and pollution that is created by stop-and-go traffic. Lansdowne and East Lansdowne are both part of this signal optimization improvement that is included in the Transportation Improvement Program (TIP), meaning that funds have been set aside for the completion of this project.

Lansdowne Avenue is a heavily traveled north/south route through eastern Delaware County, yet there are no plans to coordinate its signals. A study should be done to look into the feasibility of updating these signals to allow for smoother traffic flow similar to

the optimization currently scheduled on Baltimore Avenue. Other streets with lower traffic flows should be converted to actuated signals as it becomes feasible.

**TABLE 8-6**  
**TRAFFIC SIGNAL TYPE AND LOCATION**

Signal Location	Cross Street	Type	Scheduled for improvement	Recommendations
Baltimore Avenue	Burmout Road/Scottdale Road	Timed	yes	n/a
Baltimore Avenue	Walsh Road/Martin Drive	Actuated	yes	n/a
Baltimore Avenue	Lansdowne Avenue	Timed	yes	n/a
Baltimore Avenue	Wycombe Avenue	Timed	yes	n/a
Baltimore Avenue	Union Avenue	Timed	yes	n/a
Baltimore Avenue	Penn Boulevard	Timed	yes	n/a
Baltimore Avenue	Church Lane	Timed	yes	n/a
Lansdowne Avenue	Plumstead Avenue	Timed	no	Create closed loop system
Lansdowne Avenue	Essex Avenue	Timed	no	Create closed loop system
Lansdowne Avenue	Greenwood Avenue	Timed	no	Create closed loop system
Lansdowne Avenue	Stewart Avenue	Timed	no	Create closed loop system
Marshall Road	Shadeland Avenue	Actuated	no	none
Marshall Road	Windermere Avenue	Timed	no	Convert to actuated signal
Marshall Road	Lansdowne Avenue	Timed	no	Convert to actuated signal
Wycombe Avenue	Plumstead Avenue	Timed	no	Convert to actuated signal
Wycombe Avenue	Stewart Avenue	Timed	no	Convert to actuated signal
Church Lane	Pembroke Avenue	Actuated	no	Convert to actuated signal

Source: Delaware County Planning Department, 2003

## RECOMMENDATIONS

The Boroughs should...

- 8-13 Work with and provide input to PennDOT on the Baltimore Avenue traffic signal improvement project.
- 8-14 Lansdowne should work with Upper Darby and Haverford Townships to secure funding for signal optimization work on Lansdowne Avenue.
- 8-15 Prioritize signal upgrades by examining where low traffic volumes on one street are hampering the high traffic volumes of the cross street. Ensure that the actuation is sensitive to bicycles and pedestrians.

Funding Programs:

Federal highway funds such as National Highway System funds  
Surface Transportation Program

Congestion Mitigation and Air Quality  
Improvement Program (CMAQ)

Technical Assistance: PennDOT District 6-0 Traffic Unit

**Parking Facilities**

A common problem with older rowhouse developments is parking. When these neighborhoods were designed, people walked and used public transit to a far greater degree than they do now, and often there was only need for one working member of the family to commute to work. Now it is common to have as many as three cars per household in a rowhouse development and the on-street parking system cannot always cope with the extra cars.

Overnight on-street parking is provided for and regulated by permit programs in both East Lansdowne and Lansdowne. Enforcement times for Lansdowne are between the hours of 2am and 6am. A permit that allows overnight parking costs \$40 per year and is available to any person, regardless of the municipality in which they live. East Lansdowne restricts parking between the hours of 3am and 6am. A yearly permit costs \$48 per year and is available to East Lansdowne residents only.

A particular area of concern is in areas where commuters or commercial uses compete with residents for parking. The parking infrastructure is strained around the areas of the Lansdowne and Gladstone Media-Elwyn stations. The surrounding streets that are within walking distance of the stations have parking restrictions from 8am-10am and 3pm-5pm that reflects the rush hour traffic period for the area. This method spreads out the impact of commuter parking because SEPTA commuters find another place to park further away from the station when it becomes full.

Another option to address issues of commuter parking on residential streets is enforcement of the parking permit policy at all times. Typically there is little conflict between residents and commuters because they are parking at different times and their needs do not conflict. Restricting long-term daytime parking for commuters in residential areas can produce benefits for downtown businesses, however. With proper directional signs to long-term municipal meters and parking restrictions on residential streets, commuters could be encouraged to park in underutilized municipal lots and to walk past Baltimore and Lansdowne Avenue shops on their way to Media-Elwyn stations when the SEPTA lots are full.

Parking meters are a tool to increase turnover in commercial areas by limiting the time of parking. Parking meters need to reflect the desired parking habits of the area where they are located.

Meters with long time limits (7-12 hours) are used to designate areas for long-term parking (office workers, commuters, commercial and industrial employees, residents, etc.) and should be placed in less desirable parking areas farther from key commercial

uses. Meters with time limits less than three hours are for short-term parkers who want to stop in one store or restaurant and then leave shortly afterwards. These meters should be placed as close to the desired building as possible. Meters with medium time limits (3-6 hours) are used for people who are making several stops in the shopping district, such as people going to dinner and a movie. These people are willing to walk longer distances than short-term parkers because their needs are not centered on one store or activity, but desire parking spaces closer than long-term parkers. There is a danger that employees with shorter shifts may use these parking spaces, and employer education is necessary to ensure that they do not.

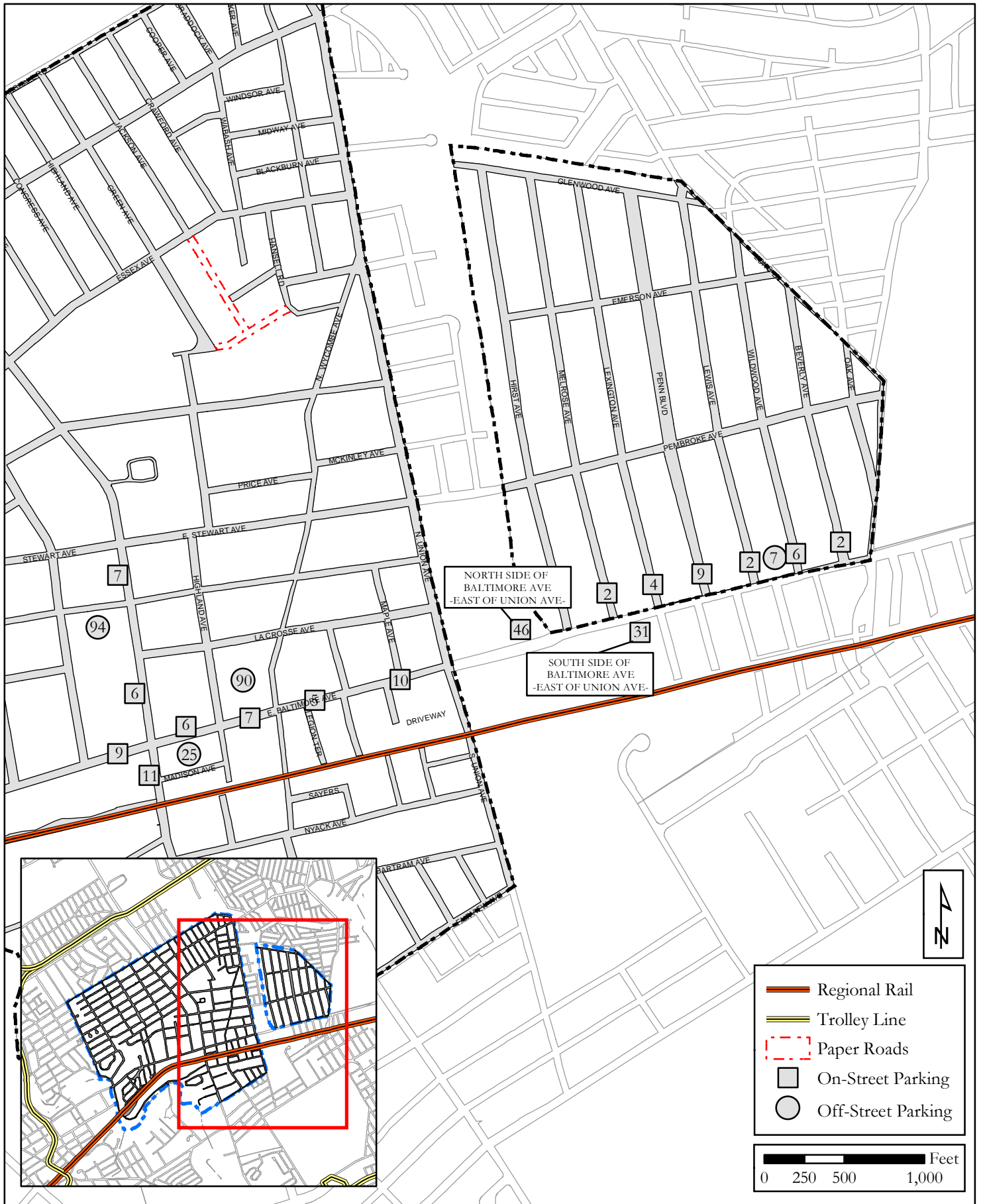
In Lansdowne and East Lansdowne, parking meters were not organized in accordance with these parking principles. Ten-hour meters are located on Lansdowne Avenue directly in front of stores and 2-hour meters are located in the relatively distant municipal lot. See Map 8-4 for the location of parking meters.

When competing with free parking in more distant suburbs, it is important to have an active and well-managed parking management strategy. Frequent, decorative, and uniform signs to point out parking areas are a must for capitalizing on the convenience of shopping in a downtown area. Education of both employees and shoppers is necessary to effectively manage the parking spaces in the district. The truth is that there is ample parking in older downtowns that is typically closer to stores than parking at regional malls. The goal is to make shoppers aware of that fact or to augment the streetscape and pedestrian amenities to make the store seem closer and more convenient.



Parking meters close to stores should have lower time limits to encourage turnover for shoppers

Parking meters need to be easily visible, and all information regarding parking restrictions, costs, etc., need to be clear if proper enforcement is desired. Currently, some of the meters are illegible because of internal condensation so that customers cannot see





the amount of time left on the meter. This makes it clear to the customer that the meters aren't enforced, and it is unlikely the customer will pay. The parking compliance officers that routinely patrol should inspect meters for defects or errors.

There are options other than parking meters to ensure compliance with parking ordinances. Centralized parking stations work in a similar fashion to meters, but lessen the requirements of parking compliance officers by giving them one station, rather than numerous meters, to check. They also decrease sidewalk clutter and maintenance issues caused by individual parking meters. They are slightly more inconvenient for the parker, however, who may have to go out of his or her way to pay at the station.

With large amounts of commercial growth, the current parking may prove to be inadequate in the future for Lansdowne and East Lansdowne Boroughs. Because of the huge expense of constructing new parking facilities (\$7,000 per space is considered extremely economical for parking structures), all efforts should be made to most efficiently manage and market current parking resources before the construction of new parking areas is even considered. If parking studies show that more parking is needed, however, parking structure location should be decided by a matrix of factors. Factors include walking distance, safety or perceived safety, land and site preparation cost, vehicular access, historic preservation, and public acceptance. If a parking structure is decided on as the best alternative, retail should be incorporated at street level to avoid a break in the streetscape (see picture below). This also provides a source of rental income to help with the cost of the structure. Demolition of existing structures should be avoided if at all possible because these structures serve as development opportunities for more commercial uses. It should always be remembered that parking areas are used to serve retail areas and are a costly liability to city finances as few uses provide less property tax than parking facilities.



Parking structure with street level retail space

Source: *Christie Place: Design Concept for a Mixed-Use Parking Structure*; Report of the Interactive Design Process Committee to the Scarsdale Village Center Committee



**TABLE 8-7**  
**PARKING FACILITIES**

Location	1 hour	2 hour	4 hour	5 hour	10 hour	12 hour	Total
Municipal Lot on Highland Avenue	x	40	1	x	20	29	90
Lansdowne Ave near Stratford Avenue	x	7	x	x	1	x	8
Lansdowne Ave between Stratford and Stewart Avenue	x	2	x	x	5	x	7
Windermere and Marshall	x	6	x	x	x	x	6
Owen and Marshall	x	2	x	x	x	x	2
Municipal Lot near PNC Bank	1	19	x	x	64	10	94
Lansdowne Avenue from Muni Lot to Baltimore Avenue	x	5	x	x	1	x	6
Lansdowne Avenue from Baltimore Avenue to Bridge	x	11	x	x	x	x	11
Baltimore Avenue from Lansdowne Avenue to Union Avenue	x	31	x	1	2	12	46
Baltimore Avenue from Lansdowne Avenue to Owen Avenue	x	9	x	x	x	x	9
Glenwood Avenue	x	4	x	x	x	x	4
Lewis Avenue	x	2	x	x	x	x	2
Beverly Avenue	x	2	x	x	x	x	2
Wildwood Avenue	x	6	x	x	x	x	6
Penn Boulevard	x	8	x	x	1	x	9
Lexington Avenue	x	4	x	x	x	x	4
Melrose Avenue	x	2	x	x	x	x	2
Baltimore Avenue	x	9	x	36	x	1	46
Municipal Lot*	x	7	x	x	x	x	7
Upper Darby Side	x	x	x	30	x	1	31
Total	1	176	1	67	94	53	392

\*Additional 7 permit stalls in Municipal Lot

Source: DCPD Parking Survey, 2003

## RECOMMENDATIONS

The Boroughs should...

- 8-16 Look into starting residential parking permit programs in areas where the limited parking is used by individuals who are not residents, such as near commercial areas or train stations.

- 8-17 Enforce parking meter regulations more uniformly to obtain greater compliance. Consideration should be given to outsourcing the enforcement of public meters to see if it is more cost-effective.
- 8-18 Conduct a parking study to identify underutilized parking areas and target these areas for increased promotion or development in conjunction with a Baltimore Avenue Corridor District. Long-term parking spaces could be promoted to SEPTA commuters, thus encouraging them to walk by and patronize businesses.
- 8-19 Based on the results of the parking study, make parking improvements, both in terms of physical improvements (improved signs in the theme of the Baltimore Avenue Corridor District, new parking meters, etc.) and marketing improvements (friendly tickets, parking vouchers that can be issued by businesses, maps of business district and parking areas). Newer forms of parking enforcement such as centralized parking stations should also be considered.
- 8-20 Lansdowne should discuss with SEPTA merging the SEPTA parking lot with the Madison Road municipal lot adjacent to the Lansdowne station in order to reduce the number of SEPTA commuters that park in residential areas.

Funding Programs:               SEPTA  
  Municipal funds

### **Streetscape Issues**

Lansdowne and East Lansdowne have largely traditional streetscapes. A transit-oriented development (TOD) or traditional neighborhood development (TND) code would more accurately represent the current development patterns of these Boroughs and best take advantage of their transit amenities. TOD codes are applicable to areas that are largely built out and take the form of overlay districts that specify new design standards similar to the general characteristics of the streetscape. For example, zoning codes in these areas should shift the parking to the rear of the development, which fits the urban character of these Boroughs while making the streetscape more interesting to pedestrians and better looking for drivers.

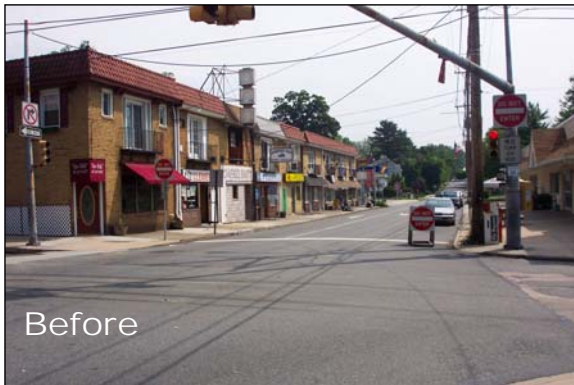
TOD codes also account for the availability of transit and pedestrian facilities when calculating parking minimums, which results in less total parking area where it is not needed, benefiting developers and residents. With the Media-Elwyn line and several bus lines running through Lansdowne and East Lansdowne, a shift towards a more pedestrian- friendly town would allow a portion of the underused municipal parking lots to be made available for commuters. Commuters parking in the municipal lots would positively impact the towns' economies while walking to and from the train station. Accessible facilities such as restaurants, stores, and coffee shops would attract commuters.

There is also a movement to manage access points to developments more selectively than in traditional developments. This means allowing fewer curb cuts onto major streets through the use of joint or single access parking lots. The benefits of fewer curb cuts are multifold. Congestion is lowered because smoother traffic flows on major streets result from fewer turning movements. Pedestrians feel safer on the sidewalks because there are fewer points where they conflict with automobiles. Americans with Disabilities Act (ADA) compliance for sidewalks is easier to achieve because there is less need for elevation change needed with curb cuts. Drainage issues are improved because there is a more even gutter, decreasing the need for street maintenance.

Lansdowne, East Lansdowne, and Upper Darby could also adopt an Urban Commercial/Industrial Overlay zoning district for the entire Baltimore Avenue corridor, working to create a unified design and feel for the entire area despite the mixture of uses. Currently, Baltimore Avenue serves as the dividing line between East Lansdowne and Upper Darby Township. The East Lansdowne side is characterized by retail shops and small business while the Upper Darby side is largely industrial. The cooperation of both municipalities would produce a positive effect because industrial workers supply consumers for shops and restaurants while providing these amenities within walking distance creates a more competitive industrial development. An urban commercial overlay would ensure that future development would require a variance if it were to deviate from the current and historic mixed use patterns of development.

Urban Overlay districts are established to ensure that new development fits in with the standard of development currently in place. For the Baltimore Avenue corridor, this would mean that the Urban Overlay would require buildings to be flush with neighboring buildings at the sidewalk, have a certain percentage of display windows, and require parking at the rear or to the side of the building instead of in the front. This allows for new infill developments, such as pharmacies or banks, without the alteration of the streetscape that usually goes with them. Urban design integrity will not only attract visitors to the area but will also preserve the historic character of the buildings.

A common request to improve the streetscape in older neighborhoods is to remove unsightly power lines. Utility poles also have safety issues, especially when they are placed too close to the curb. There are cases where utility poles within the study area are less than the current standard of 18 inches from the curb, providing an added hazard for vehicles that are forced to leave the road because of adverse conditions. This is because they predate the 1969 safety standard set by PennDOT. Often, it is prohibitively expensive to bury already existing above ground power lines, but with large-scale new construction, this is a cost generally covered by the developer.



Commercial district at intersection of Windermere and Marshall with power lines buried, texturized crosswalks, and curb bump out where one-way forces a street closure.

## RECOMMENDATIONS

The Boroughs should...

- 8-21 Work together with Upper Darby to create a Baltimore Avenue Corridor district. Create a single design standard for construction and marketing, helping to make the area more competitive commercially, industrially, and residentially. Focus on creating transit-oriented and pedestrian-oriented guidelines for redevelopment and consolidating access points into new and current developments. Capitalize on the need to reduce cartway width through use of medians, bike lanes, angled parking, curb bump outs, raised crosswalks, etc. Provide all of these options to the community and allow them to shape the future development of the corridor.
- 8-22 Look into creating an urban commercial overlay where appropriate so that older mixed use streets retain their pedestrian- and transit-friendly feel. Work with business interests to consolidate access points to developments with off-street parking. Marshall Road, Long Lane, and Plumstead Avenue should be examined for the applicability of urban commercial overlays.
- 8-23 Look into adopting TOD or urban commercial overlay zoning for areas near transit stops or stations. This will ensure that any future development optimizes its accessibility to transit and matches the current design of the community.
- 8-24 Revise zoning codes to require developers to bury power lines with any large-scale new development at their cost.
- 8-25 Work with utility companies to relocate poles that are located too close to the curb. Bury utility lines where interest is high.

Funding and Technical Assistance for Recommendations 8-21 through 8-25:

Funding Programs:	State Liquid Fuels tax reimbursement Surface Transportation Program Transportation Enhancements Program National Highway System funds CDBG (for eligible portions of the boroughs) National Trust for Historic Preservation Main Street Program Utility companies Private developers Municipal funds
Technical Assistance:	<i>Transit-Oriented Development for Southeastern Pennsylvania</i> , GreenSpace Alliance of Southeastern Pennsylvania, 1997

*Creating Transit-Supportive Land-Use Regulations,*  
American Planning Association, 1996  
National Trust for Historic Preservation Main Street  
Center

## **PEDESTRIAN AND BICYCLE FACILITIES**

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### **Pedestrian Facilities**

Lansdowne and East Lansdowne are pedestrian-friendly communities where residents are able to walk to stores, schools, Borough halls, transit stops and stations, parks, libraries, and other places. Because Lansdowne and East Lansdowne are walkable and have a system of sidewalks, the towns are more attractive to potential residents than communities without these facilities. Studies have also shown that people who do more walking are healthier than people who have no alternatives to driving everywhere.

There are a number of locations where pedestrian facilities could be improved, either to fill in gaps in the sidewalk system or to make repairs.

#### **Lansdowne Borough**

Sidewalks need to be constructed at the following locations:

1. Replace a worn path connecting the end of Wabash Avenue with Woodland Avenue
2. East side of Union Avenue from north of the railroad crossing to Fairview Avenue
3. Scottdale Road from Baltimore Avenue to Knoll Road – for park access
4. Lansdowne Court near Darby Creek
5. East side of Mansfield Avenue between Essex and Greenwood Avenues – a portion of the block
6. Runnemede Avenue between Bryn Mawr and Stratford Avenues in the unopened street right-of-way
7. Eldon Avenue from Drexel to Berkley Avenues in the unopened street right-of-way

Sidewalk maintenance is needed at the following location:

1. West side of Wycombe Avenue from Powelton to Florence Avenues–vegetation blocks the sidewalk

#### **East Lansdowne**

Sidewalks need to be constructed at the following locations:

1. Church Lane from Pembroke Avenue to Oak Avenue
2. South side of Baltimore Avenue at the site of the former Newtown Square rail line bridge (coordinate with Upper Darby Township)

3. Both sides of Pembroke Avenue at the former crossing of the Newtown Square rail line and the south side of the street to the Acme supermarket—for a safe walking route for East Lansdowne residents (coordinate with Upper Darby Township). Parking that forces pedestrians into the road should be prohibited.
4. To connect Glenwood Avenue and Lecarra Drive in Upper Darby Township – to replace the worn path – this is an obvious walking route because the nearest east-west sidewalks are well to the north and south (Marshall Road and Pembroke Avenue) (coordinate with Upper Darby Township)

The following pedestrian improvements need to be made so that East Lansdowne residents can more safely walk to and from the Fernwood-Yeadon train station (coordinate with Upper Darby Township):

1. At the Baltimore Avenue/Church Lane intersection, a crosswalk should be installed on the western side of the intersection, all crosswalks should be continental crosswalks (wide stripes parallel to traffic flow), pedestrian signals should be installed, and curbs should be constructed to better separate the roadway from the sidewalks.
2. Sidewalk repairs need to be made on Old Church Lane, that leads to the outbound platform of the train station.
3. Trailblazing signs should be installed to direct pedestrians between the station and the Baltimore Avenue/Church Lane intersection, including directional signs for the proper sidewalk and stairway to use to access each station platform.

## **RECOMMENDATIONS**

The Boroughs should...

- 8-26 Construct “missing link” sidewalks as listed above.
- 8-27 Enforce sidewalk codes so that sidewalks remain in good repair and are not blocked by vegetation.
- 8-28 Stripe all crosswalks as continental crosswalks (wide stripe parallel to traffic flow) so that they are more visible to motorists.

Funding Program: Home Town Streets/Safe Routes to School

- 8-29 Work with Upper Darby Township to create a pedestrian-friendly streetscape along Baltimore Avenue, and consider improvements such as street trees, benches, pedestrian-scale lighting, corner bump-outs, bicycle lanes, crosswalks with different materials such as bricks, and more attractive street and store signs.

Funding Programs: Transportation Enhancements Program  
Home Town Streets  
Renaissance Program

East Lansdowne should...

- 8-30 Work with Upper Darby Township and PennDOT to make the Baltimore Avenue/Church Lane intersection and pedestrian route to the Fernwood-Yeadon train station more pedestrian friendly as discussed above.

Funding Programs: CDBG (for eligible portions of the Boroughs),  
Transportation Enhancements Program  
CMAQ  
Surface Transportation Improvement Program  
National Highway System  
SEPTA

### **Bicycle Facilities**

Currently, the Boroughs' streets serve as the facilities for bicycling. There are no bicycle lanes or off-road bicycle trails, although children use the sidewalks. The residential grid street system generally present in the Boroughs is ideal for bicyclists, and few accommodations are needed to encourage bicycling on local streets. On the major streets, however, high traffic speeds and volumes may warrant the creation of bicycle lanes. 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. People bicycle more in places that have them than in places that do not.

A relatively small but growing number of commuters bicycle to work from Lansdowne and East Lansdowne. The number of bicycle commuters increased by 168% between 1990 and 2000, from 22 to 59. The portion of Upper Darby Township between the two Boroughs has a relatively high percentage of bicycle commuters with 2.13% of workers over the age of 16 commuting via bicycle in 2000. The percentage increased in all three areas from the 1990 Census to the Census 2000. Census data on bicycling is considered to underestimate the number of bicyclists in an area because the only trips counted are work trips made entirely on bicycle. This would not include trips made for recreation or shopping, trips to school or other trips by school-aged children, or partial bicycle trips made to train stations when going to work.

**TABLE 8-8  
BICYCLE COMMUTING TO WORK**

	2000 Census			1990 Census		
	Workers 16 years and over: Total	Bicycle for transportation to work	Percent bicycle	Workers 16 years and over: Total	Bicycle for transportation to work	Percent bicycle
East Lansdowne	1,222	8	0.65%	1,309	0	0.00%
Lansdowne	5,775	25	0.43%	6,237	22	0.35%
Upper Darby (census tract 4003.02)	1222	26	2.13%	989	0	0.00%

Source: U.S. Department of Commerce, Bureau of the Census, 1998 and 2000



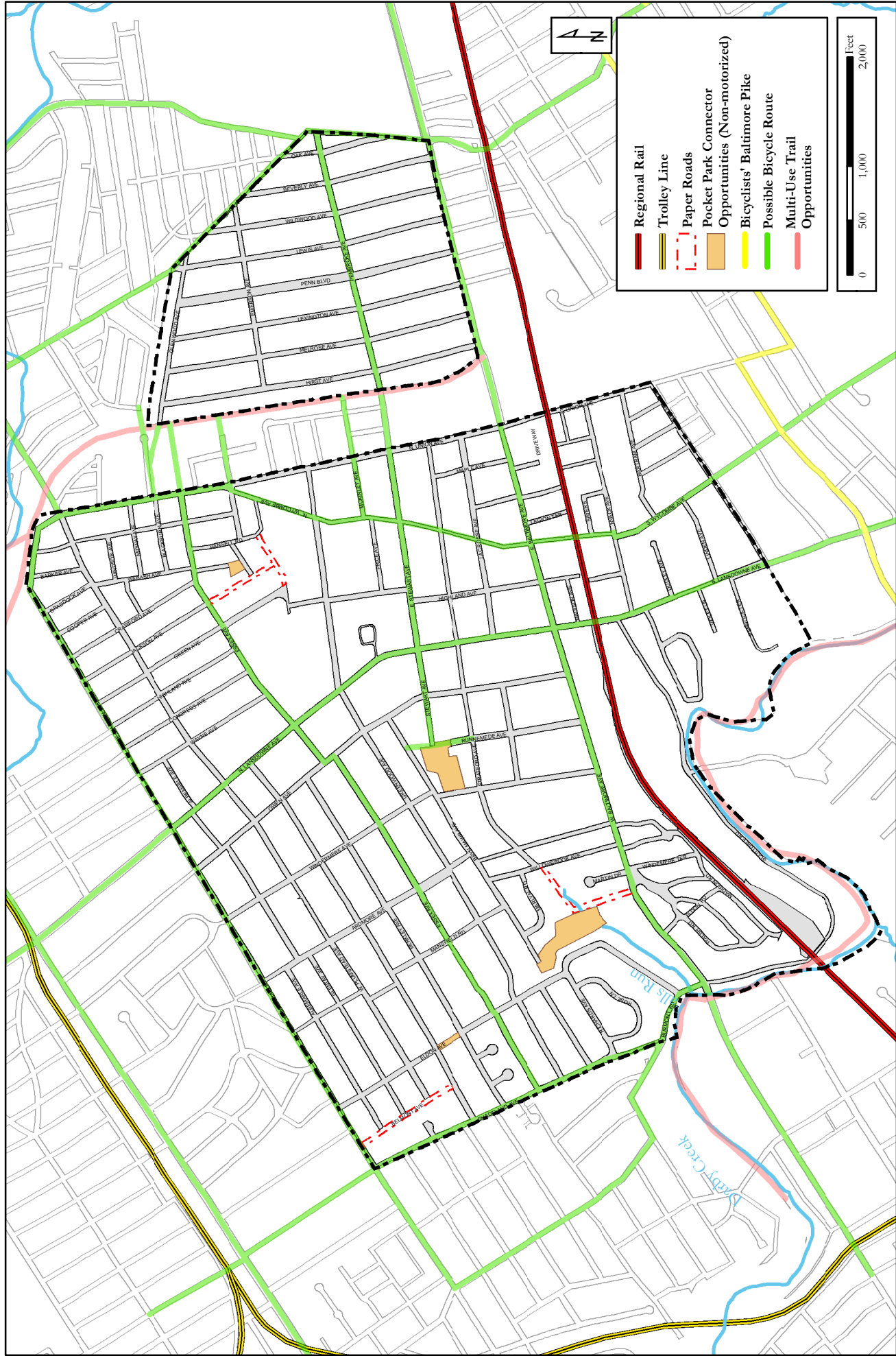
Bicycle parking facilities are sparse in East Lansdowne, though they have recently improved in Lansdowne. The current standard for bicycle parking is inverted U-racks that resist vandalism and provide two points on which to lock the bicycle. Lansdowne Borough has worked to place bike racks, including along the Lansdowne Avenue business corridor. Ardmore Avenue Elementary School has a bike rack that crosses paths with the sidewalk. This is inconvenient for pedestrians walking on the sidewalk, as they have to travel around the bikes that extend into the sidewalk. However, if pushed back, the bicycle rack is under trees and inconvenient for the users. The bike rack should be moved to a more convenient location where it is prominent to users and does not block the sidewalk.

The needs of bicyclists should be considered when making improvements to any roadway. When restriping or repaving roads, thought should be given to including wide shoulders or bicycle lanes where the need and room exist. Street sweeping should be sensitive to the needs of bicyclists and not leave debris in the shoulder or bicycle lane. When making improvements to traffic signals, it is important to include the needs of bicyclists. Actuated signals should be made responsive to bicycles as well as cars. This technology is not typically more expensive than the standard actuation process, but a different detection device would need to be installed.

DCPD completed a Countywide bicycle plan, which was adopted in 2009. The goal of this plan is to identify important bicycle routes to improve the level of service for bicycles on these routes. Routes for examination have been selected using a combination of accident and survey data. Several routes through the project area have been highlighted for study as possible on-road bicycle routes and are shown in Map 8-5.

There are several areas where bike lanes could be implemented: in East Lansdowne on Baltimore Avenue, Penn Boulevard, and Pembroke Avenue and in Lansdowne on Baltimore Avenue, Lansdowne Avenue, and Stewart Avenue. In coordination with new bike lanes, there is a prime opportunity to educate the public on safe operating methods. Programs such as Safe Routes to School should be started that educate students who would use the lanes. Safe Routes to School relies on the four E's: Engineering and Planning, Education, Enforcement, and Encouragement. The program educates students about the advantages of walking and riding to school by incorporating pedestrian and bicycle related topics into the curriculum at schools. This program also assists municipal officials in targeting bicycle and pedestrian improvements to students' routes to school. Through this type of program, students become more aware of the safe and proper methods of how to ride and walk in congested areas.

Another possibility lies with looking for an off-road, multi-use trail that serves bicyclists, walkers, joggers, runners, and rollerbladers. There are limited areas in Lansdowne and East Lansdowne for off-road, multi-use paths. Creek beds are commonly used for multi-use paths as they often provide interesting surroundings and secure floodplain lands from development. Darby Creek in Lansdowne would be an ideal location for a multi-use trail because most of the area is already parkland and there are poor pedestrian connections. The locations of these watershed areas can be seen on 8-5.



East Lansdowne  
and  
Lansdowne  
Boroughs

## Bicycle Route and Trail Opportunities

Map 8 - 5

NOTES:

1. DVRPC - Regional Rail and Trolley Lines
2. USGS - Municipal Boundary and Streams
3. Delaware County Board of Assessments - Roads
4. Delaware County Planning Department - Bicycle Types and Pocket Parks

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  
2005

Another common location for multi-use trails is in utility or former railroad rights-of-way. The former Newtown Square Branch railroad line, now an electric line right-of-way, runs on the western border of East Lansdowne into the part of Upper Darby Township that runs between the two Boroughs, and then skims the northeast corner of Lansdowne. This right-of-way could become a multi-use path that serves several municipalities. The increasing numbers of bicycle commuters who live in the census tract through which the right-of-way runs would support a trail linking the Baltimore Avenue commercial corridor and destinations to the north, such as Barclay Square Shopping Center, Delaware County Memorial Hospital, and the three high schools near the intersection of Garrett Road and Lansdowne Avenue. Presently, the area is a strip of green that is kept up and used by neighboring residents. Not all areas are mowed; some are overgrown and in need of grooming. However, with cooperation among the several municipalities that the old line borders, the potential of turning the path into a recreational, utilitarian, and commuting facility is quite realistic.

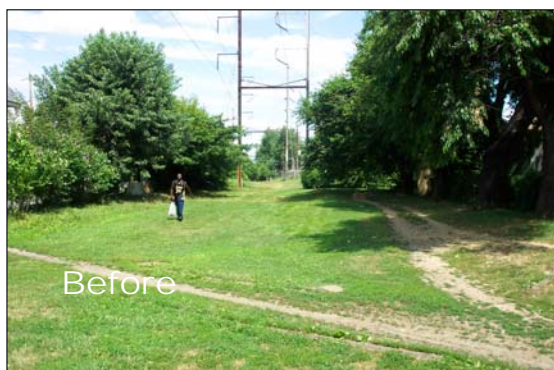
Lansdowne also includes several areas where the grid connection of the streets has been severed to limit through traffic. This is a good technique for limiting through automobile traffic, but pedestrian and bicycle access should be maintained. These areas also provide opportunities to produce small parks within the neighborhood. They could include playgrounds, skate parks, or picnic areas, but it should be made expressly clear that pedestrian and bicycle use is permitted through the construction of an ADA accessible sidewalk or path.

Both multi-use paths and pocket park connectors should be linked with recreational opportunities desired by the community. General observation in Lansdowne and East Lansdowne shows a large percentage of the bicycling public owns BMX trick bikes. Providing opportunities for riders to perform tricks at the trail's edge increases the popularity of paths and creates social nodes for bike riders in the community.

## **RECOMMENDATIONS**

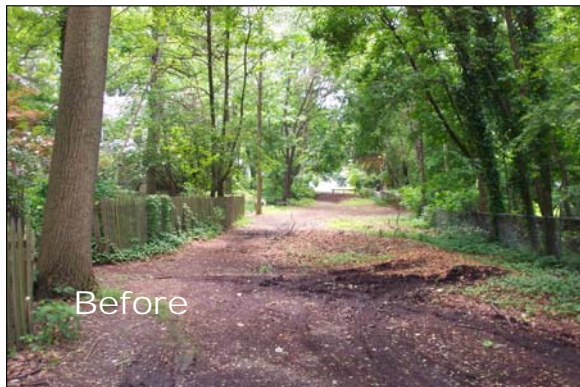
The Boroughs should...

- 8-31 In cooperation with DCPD, PennDOT, SEPTA, and bicyclists, encourage bicycling for short trips as a way to improve health, reduce congestion, and reduce air pollution.
- 8-32 Install inverted "U" bicycle parking at public facilities and areas such as Borough Halls, libraries, business districts, and Hoffman Park. Encourage others such as public, private, and parochial schools, SEPTA, U.S. Postal Service, churches, and apartment complexes to install them at their facilities. Inverted "U" parking is less damaging to bicycles because it secures bicycles by the frame, not the wheels, and is more resistant to vandalism because of sturdier construction.



A trail along the Newtown Square Branch Railroad would make already existing usage of the corridor safer and more pleasant for pedestrians and bicyclists, while creating recreational opportunities for the area





Closed streets such as Runnemedde Avenue could be turned into trails and serve as through routes for pedestrians and bicyclists



Closed streets such as Wabash Avenue could be turned into pocket parks

- 8-33 In cooperation with PennDOT, adjacent municipalities, and DCPD, stripe bicycle lanes on major streets where space is available including Baltimore Avenue, Lansdowne Avenue, Penn Boulevard, etc.
- 8-34 Along with neighboring municipalities, look for multi-use path opportunities along rights-of-way and creek beds, such as for the former Newtown Square Branch railroad right-of-way and the Darby Creek floodplain, and apply for funding to undertake feasibility studies of such areas.
- 8-35 Link transportation opportunities for bike lanes and trails with recreational opportunities for skate parks and BMX trick parks.

Funding and Technical Assistance for Recommendations 8-31 through 8-35:

Funding Programs:	Surface Transportation Program Transportation Enhancements Program CMAQ SEPTA William Penn Foundation DCNR Municipal funds Property owners
Technical Assistance:	<i>Opportunities for On-Road Bicycle Facilities in Delaware County, a Technical Memorandum</i> , Delaware Valley Regional Planning Commission, 2000 <i>Guide for the Development of Bicycle Facilities</i> , American Association of State Highway and Transportation Officials, 1999

## **TRANSIT, PARATRANSIT, AND TRAVEL DEMAND MANAGEMENT**

### **Transit Service**

The Southeastern Pennsylvania Transportation Authority (SEPTA) provides daily mass transit service in Lansdowne and East Lansdowne. Within these two Boroughs, SEPTA provides two modes of transportation. These include bus service on five routes and one regional rail service line.

### **Media-Elwyn (formerly R-3) Regional Rail Line**

The Media-Elwyn (formerly R-3) rail line provides seven-day-a-week service between Elwyn and Philadelphia. It is a dual-track line owned by SEPTA. The Gladstone, Lansdowne, and Fernwood-Yeadon stations serve Lansdowne and East Lansdowne.



There are 25 weekday trains, 17 Saturday trains, and 14 Sunday trains that serve the Boroughs in both directions.

### **Gladstone Station**

The Gladstone station is located at the end of Walsh and Madison Avenues in a residential area of Lansdowne, one-half mile west of the business district. The station, while in good condition, has no ticket office. Covered shelters with seats are located on the inbound and outbound platforms. According to the *SEPTA Regional Rail Ridership Census 2003*, 198 riders board here weekdays. A total of 114 SEPTA parking spaces are located adjacent to the inbound and outbound platforms. The daily lot has 91 spaces and is located on the outbound side of the station. The permit lot has 23 spaces and is located on the inbound side of the station. Pedestrians can walk to the station from the Madison and Walsh Avenue sidewalks. Gladstone Apartment residents have easy access to the station, since the apartments border the station area. The station is remote from the major thoroughfares of Lansdowne. A driveway leads from Scottsdale Road to the inbound side.

### **Lansdowne Station**

The Lansdowne station is located on Lansdowne Avenue in the Lansdowne business district. The station is in very good condition. The ticket office is located next to the inbound platform in a renovated brick building, built in 1902, that includes a 15 by 36-foot indoor waiting room. Designed by renowned architect Frank Furness, the station was damaged by fire in 1993. It was restored by SEPTA with assistance from community volunteers and reopened in 1995. Seating is available at the outbound shelter and inside the building. According to the *SEPTA Regional Rail Ridership Census 2003*, 362 riders board here weekdays both inbound and outbound directions.

SEPTA parking lots with 128 spaces are located off of Lansdowne Avenue. The daily lot, with 91 spaces, is on the inbound side and is also accessible from Elberon Avenue. The permit lot, with 37 spaces, is on the outbound side and is accessible from Madison Avenue. Twelve 24-hour metered municipal spaces are located near the station in the Madison Avenue municipal lot. Pedestrians can walk to the station from the Lansdowne, Madison, and Elberon Avenue sidewalks. There is also a sidewalk along the outbound side from Wycombe Avenue, leading to the outbound platform. SEPTA installed inter-track fencing in the spring of 2004 in order to prevent people from crossing the tracks.



**TABLE 8-9**  
**MEDIA-ELWYN (FORMERLY R-3) REGIONAL RAIL -**  
**GLADSTONE STATION SERVICE**

	Number of Runs	Times of Service	Average Headway* (in minutes)
<i>Inbound to Suburban Station</i>			
Weekdays	25	05:58 - 23:26	44
Peak Hours	9	05:58 - 09:07	24
Weekend	17	06:39 - 22:39	60
<i>Outbound to Elwyn</i>			
Weekdays	25	06:34 - 00:22	45
Peak Hours	6	16:23 - 18:38	27
Weekend	17	07:37 - 23:37	60

\* time interval between trains in the same direction

Source: SEPTA, April 2004

**TABLE 8-10**  
**MEDIA-ELWYN (FORMERLY R-3) REGIONAL RAIL -**  
**LANSDOWNE STATION SERVICE**

	Number of Runs	Times of Service	Average Headway* (in minutes)
<i>Inbound to Suburban Station</i>			
Weekdays	25	06:00 - 23:27	44
Peak Hours	9	06:00 - 09:09	24
Weekend	17	06:40 - 22:40	60
<i>Outbound to Elwyn</i>			
Weekdays	25	06:33 - 00:21	45
Peak Hours	6	16:22 - 18:36	27
Weekend	17	07:36 - 23:36	60

\* time interval between trains in the same direction

Source: SEPTA, April 2004

### **Fernwood-Yeadon Station**

The Fernwood-Yeadon station is located in a commercial area near the intersection of Church Lane and Penn Boulevard, one block from the border of East Lansdowne on the border of Yeadon Borough and Upper Darby Township. The station is in poor condition and has no ticket office. Both Yeadon Borough and Upper Darby Township have received a TCDI Grant from DVRPC for station area improvements. A small shelter without seats is located on the inbound platform, and a bench is on the outbound platform. According to the *SEPTA Regional Rail Ridership Census 2003*, 97 riders board

here weekdays both inbound and outbound directions. There is no SEPTA-owned parking at the station. There are 43 twelve-hour metered municipal spaces located near the station on Church Lane and Myra Avenue in Yeadon. Pedestrians can walk to the station from the Church Lane, Penn Street, 1<sup>st</sup> Street, Fairview Avenue, Holly Road, and Baltimore Avenue sidewalks. SEPTA installed inter-track fencing in the spring of 2004 at this station.

**TABLE 8-11**  
**MEDIA-ELWYN (FORMERLY R-3) REGIONAL RAIL - FERNWOOD-  
YEADON STATION SERVICE**

	Number of Runs	Times of Service	Average Headway* (in minutes)
<i>Inbound to Suburban Station</i>			
Weekdays	25	06:02 - 23:29	44
Peak Hours	9	06:00 - 09:11	24
Weekend	17	06:42 - 22:42	60
<i>Outbound to Elwyn</i>			
Weekdays	25	06:31 - 00:19	45
Peak Hours	6	16:20 - 18:34	27
Weekend	17	07:34 - 23:34	60

\* time interval between trains in the same direction

Source: SEPTA, April 2004

## **Bus Routes**

### **Route 107**

Bus route 107 connects the intersection of Baltimore Pike and Bishop Avenue in Springfield Township with 69<sup>th</sup> Street Terminal in Upper Darby. In Lansdowne, the route uses the following streets from west to east: Baltimore Avenue, Burmont Road, Marshall Road, and the one-way couplet of Marshall Road and Plumstead Avenue, using Windermere Avenue for the eastbound routing. The 107 operates Monday through Saturday. Route 107 has 25 bus stops (11 westbound and 14 eastbound) in Lansdowne, none of which have covered shelters. According to SEPTA data, daily passenger use on the 107 in Lansdowne is highest at the Marshall Road bus stops at Lansdowne, Mansfield, Windermere, Eldon, and Shadeland Avenues.

**TABLE 8-12  
SEPTA ROUTE 107 BUS SCHEDULE**

	<b>Trips</b>	<b>Times of Service</b>	<b>Average Headway* (in minutes)</b>
<i>Weekday</i>			
Eastbound	19	05:28 - 20:19	48
Westbound	19	06:30 - 20:00	44
<i>Saturday</i>			
Eastbound	13	06:52 - 19:26	62
Westbound	12	07:30 - 19:03	62

\* time interval between buses in the same direction. Varies accordingly by time of day.

Source: SEPTA, June 2004

### Route 108

Bus route 108 travels on Church Lane, Long Lane, and Oak Avenue in East Lansdowne. It provides seven-day-a-week service connecting 69<sup>th</sup> Street Terminal in Upper Darby with Philadelphia International Airport and the United Parcel Service (UPS) facility. The 108 connects with many bus and rail routes, including the Airport (formerly R-1) Regional Rail line, three subway-surface trolley lines in Philadelphia, and the Market-Frankford El and three trolley lines at 69<sup>th</sup> Street Terminal. The 108 has eight bus stops (four in each direction) that serve East Lansdowne, none of which have covered shelters. According to SEPTA data, daily passenger use on the 108 in East Lansdowne is highest at the Long Lane/Emerson Avenue and Church Lane/Baltimore Avenue intersections in both directions.

**TABLE 8-13  
SEPTA ROUTE 108 BUS SCHEDULE**

	<b>Trips</b>	<b>Times of Service</b>	<b>Average Headway* (in minutes)</b>
<i>Weekday</i>			
Southbound	64	24-hour service	23
Northbound	68	24-hour service	21
<i>Saturday</i>			
Southbound	38	24-hour service	38
Northbound	38	24-hour service	38
<i>Sunday</i>			
Southbound	25	24-hour service	58
Northbound	25	24-hour service	58

\* time interval between buses in the same direction. Varies accordingly by time of day.

Source: SEPTA, June 2004

## Route 109

Bus route 109 travels on Baltimore, Wycombe, and Union Avenues in Lansdowne. It provides seven-day-a-week service connecting 69<sup>th</sup> Street Terminal in Upper Darby with the Chester Transportation Center. The 109 connects with many bus and rail routes, including the Wilmington-Newark (formerly R-2) and Media-Elwyn (formerly R-3) Regional Rail lines, the Route 102 trolley, the Market-Frankford El, and the Norristown High Speed Line. The 109 has 28 bus stops (15 westbound and 13 eastbound) in Lansdowne along Baltimore, Wycombe, and Union Avenues, none of which have covered shelters. According to SEPTA data, daily passenger use on the 109 in Lansdowne is highest at the Baltimore Avenue intersections with Lansdowne, Wycombe, Windermere, and Union Avenues; the Union Avenue intersections with Stewart, Wycombe, and Greenwood Avenues; and the Wycombe Avenue intersections with Blackburn, Marshall, Baltimore, Greenwood, and Stewart Avenues.

**TABLE 8-14**  
**SEPTA ROUTE 109 BUS SCHEDULE**

	<b>Trips</b>	<b>Times of Service</b>	<b>Average Headway* (in minutes)</b>
<i>Weekday</i>			
Eastbound	58	24-hour service	24
Westbound	59	24-hour service	24
<i>Saturday</i>			
Eastbound	48	24-hour service	28
Westbound	48	24-hour service	28
<i>Sunday</i>			
Eastbound	36	24-hour service	41
Westbound	36	24-hour service	41

\* time interval between buses in the same direction. Varies accordingly by time of day.

Source: SEPTA, June 2004

## Route 113

Bus route 113 travels through Lansdowne and East Lansdowne on Lansdowne, Stewart, and Pembroke Avenues and Church Lane. The Lansdowne Avenue portion of the route is shared with bus Route 115. The 113 provides seven-day-a-week service connecting 69<sup>th</sup> Street Terminal in Upper Darby with the Chester Transportation Center and Marcus Hook. This route connects with many transit routes, such as the Market-Frankford El, the Norristown High Speed Line, the Route 102 trolley, and the Wilmington-Newark and Media-Elwyn (formerly R-3) Regional Rail lines. The 113 has 24 bus stops (11 westbound and 13 eastbound) that serve Lansdowne and East Lansdowne, none of which have shelters. Nine bus stops (five eastbound and four westbound) are shared with Route 115 on Lansdowne Avenue. According to SEPTA data, daily passenger use on the 113 is highest at the Baltimore Avenue intersections with Lansdowne, Wycombe, Windermere,

and Union Avenues; the Lansdowne Avenue intersections with Fairview, Baltimore, LaCrosse, and Stewart Avenues; and the Pembroke Avenue intersections with Hirst, Lexington, Wildwood, and Union Avenues, Penn Boulevard, and Oak Lane.

**TABLE 8-15**  
**SEPTA ROUTE 113 BUS SCHEDULE**

	<b>Trips</b>	<b>Times of Service</b>	<b>Average Headway* (in minutes)</b>
<i>Weekday</i>			
Eastbound	53	04:55 - 01:21	23
Westbound	53	04:45 - 01:19	26
<i>Saturday</i>			
Eastbound	32	05:35 - 01:20	36
Westbound	30	05:00 - 01:19	40
<i>Sunday</i>			
Eastbound	20	05:35 - 01:23	58
Westbound	20	05:05 - 01:20	61

\* time interval between buses in the same direction. Varies accordingly by time of day.

## Route 115

Bus route 115 travels through Lansdowne on Lansdowne Avenue. Route 115 provides weekday service connecting Brookline to MacDade Mall in Glenolden. Terminal and intermediate points provide connections with several bus routes as well as the Route 101 trolley and the Wilmington-Newark and Media-Elwyn (formerly R-3) Regional Rail lines. The 115 has 19 bus stops (nine northbound and ten southbound) serving Lansdowne, none of which have covered shelters. According to SEPTA data, daily passenger use on the 115 in Lansdowne is highest at the Lansdowne Avenue intersections with Baltimore (both directions) and Essex Avenues (northbound).

**TABLE 8-16**  
**SEPTA ROUTE 115 BUS SCHEDULE**

	<b>Trips</b>	<b>Times of Service</b>	<b>Average Headway* (in minutes)</b>
<i>Weekday</i>			
Northbound	16	06:00 - 22:35	60
Southbound	15	05:57 - 22:37	65
<i>Saturdays</i>			
Northbound	12	07:45-19:24	62
Southbound	12	07:10-18:41	60

\* time interval between buses in the same direction. Varies accordingly by time of day.

Source: SEPTA, June 2004

## RECOMMENDATIONS

The Boroughs should...

- 8-36 Evaluate routing and service frequency of SEPTA routes serving the Boroughs and passenger amenities (train stations, bus stops, shelters, signs). Contact SEPTA, the DCPD Transportation section, and the Delaware County Transportation Management Association (TMA) to discuss possible route revisions or amenities.

Funding Programs: SEPTA  
Clear Channel Passenger Shelter Company

Technical Assistance: DCPD Transportation section  
Delaware County TMA

- 8-37 Request that SEPTA install trailblazing signs at bus stops to direct riders to the Gladstone, Lansdowne, and Fernwood-Yeadon train stations.

Funding Program: SEPTA

- 8-38 Improve pedestrian access to the regional rail stations and bus stops by creating continental crosswalks (thick lines parallel to traffic flow) at the intersections along Baltimore, Lansdowne, Stewart, Marshall, Plumstead, Wycombe, and Union Avenues in Lansdowne and the intersections along Pembroke Avenue, Long Lane, and Church Lane in East Lansdowne.

Funding Program: Municipal funds

- 8-39 Request that the Delaware County TMA to install passenger shelters with seating at bus stops at the intersections of Baltimore Avenue/Lansdowne Avenue, Baltimore Avenue/Union Avenue, Wycombe Avenue/Marshall Road, Union Avenue/Stewart Avenue, and Wycombe Avenue/Blackburn Avenue in Lansdowne and at the intersections of Church Lane/Baltimore Avenue and Long Lane/Emerson Avenue in East Lansdowne.

Funding Programs: Shelter/advertising agency through advertising  
revenue

- 8-40 Request that SEPTA determine the feasibility of establishing connecting service along Baltimore Avenue between 60<sup>th</sup> Street in West Philadelphia and the Lansdowne business district. A new bus route or route extension would better connect these areas. SEPTA service currently terminates at the Baltimore Avenue/61<sup>st</sup> Street intersection.

Funding Program: SEPTA

Lansdowne Borough should...

- 8-41 Request that SEPTA repave the inbound and outbound platforms at the Lansdowne and Gladstone train stations and install a sidewalk between the inbound platform and Wycombe Avenue at the Lansdowne station. DCPD has documented the conditions of the Gladstone and Lansdowne stations with pictures and is currently working in conjunction with Upper Darby Township and Yeadon Borough.

Funding Programs: SEPTA  
Municipal funds

- 8-42 Discuss with SEPTA merging the SEPTA parking lot with the municipal lot adjacent to the Lansdowne station in order to reduce the number of SEPTA commuters that park in residential areas.

Funding Programs: SEPTA  
Municipal funds

East Lansdowne Borough should...

- 8-43 In conjunction with Upper Darby Township and Yeadon Borough, request that SEPTA renovate the Fernwood-Yeadon train station. The inbound and outbound platforms need to be repaved, and there is a need for covered shelters that include seats at both platforms.

### **Paratransit Service**

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

The Pennsylvania Lottery funds senior citizen reduced-fare transportation, which is provided by CTDC. CTDC also contracts with SEPTA to provide service for persons with disabilities, as required by the ADA, for those individuals who cannot use SEPTA's fixed-route bus system.

### **RECOMMENDATIONS**

The Boroughs should...

- 8-45 Educate residents to ensure that they are properly informed of, and enrolled in, appropriate paratransit programs.

Funding Programs:           CTDC  
                                      SEPTA

### **Travel Demand Management**

Despite observed and perceived deficiencies in the transportation system, expanding the supply of roads is not usually possible in dense urban areas such as this. Elected officials and transportation agencies also need to manage or reduce the demand for more roads, strategies which include public transit use, ridesharing, bicycling, walking, telecommuting, and compressed workweeks (four days instead of five or nine workdays instead of ten in a two-week period). The Delaware County TMA and DVRPC provide several programs of this kind that would be useful to the employers and employees of East Lansdowne and Lansdowne.

DVRPC and the TMA operate the Share-a-Ride car pool matching program and the TransitChek® program, an employer provided tax-free fringe benefit that subsidizes employees' transit and van pooling costs. The TMA administers a "guaranteed ride home" program for employees of its members in the event an employee who rides transit or car pools needs to get home during the middle of the workday for an emergency. The TMA also administers a bus stop shelter program, which can provide shelters at SEPTA bus stops, with advertising revenue going to the municipality.

### **RECOMMENDATIONS**

The Boroughs should...

- 8-46   Meet with employers and TMA staff to discuss car pool and vanpool programs and the TransitChek® program so as to make ridesharing and transit use more attractive and make work sites more accessible to existing and potential employees who do not have access to cars.

Funding Program:           Local employers



## **CHAPTER 9**

### **LAND USE**

## CHAPTER 9

### LAND USE

The character of established communities like Lansdowne and East Lansdowne is determined to a large extent by the uses to which land is devoted. The fact that both Boroughs are essentially fully developed serves as a limitation on new planning proposals. The emphasis of land use planning should, therefore, be to preserve existing desirable development, ensure that new development is compatible with the existing, and generally enhance community character by establishing effective guidelines and controls concerning design, access, screening, signage, environment, walkability, and property maintenance.

This chapter will provide both an inventory of existing land uses and offer proposals for future land uses. To accomplish this, progressive but realistic planning steps must be taken towards achieving these goals. Recommendations for land use and zoning ordinance revisions are identified in the Future Land Use section. This chapter also includes discussions of the relationship between the future land use map and the zoning map, an explanation of the relationship of this plan to plans of adjacent communities, and an outline of the consistency mandates contained in the 2000 amendments to the MPC, Act 247. As this chapter unfolds, the various objectives and recommendations offered will represent a coherent approach to addressing the existing and future land use needs of Lansdowne and East Lansdowne.

<b>GOAL:</b>	Maintain the Boroughs as attractive, stable, and blight-free residential communities that offer a mix of housing, service, recreational, and leisure options, and revitalize Baltimore Avenue through coordinated zoning and land development and economic development initiatives.
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#### EXISTING LAND USE

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In order to adequately plan for the future, it is important to first inventory and analyze existing land use. In the summer of 2003, DCPD conducted a series of land use surveys to collect data on the type, location, and distribution of land uses throughout the Boroughs. The following is a breakdown and description of land uses as they existed in 2003, along with the Existing Land Use Map.

#### **Residential**

Residential uses are the most significant in the study area, accounting for 87% of the total land area in East Lansdowne and 74% in Lansdowne. Within the category, single-family detached dwellings are the largest use. This use can be found in all sections of the

Boroughs with the exception of Baltimore Avenue from the central business district in Lansdowne to the intersection of Baltimore Avenue and Long Lane in East Lansdowne.

Single-family semi-detached (twin and duplex) dwellings are the second largest use, accounting for 37% and 27% of the total land area in East Lansdowne and Lansdowne respectively. In Lansdowne, this use is concentrated mainly in the northwest, the area in and around Gladstone Manor in the southwest, and in a number of blocks in the eastern section of the Borough. In East Lansdowne twins and duplexes are distributed fairly evenly throughout the Borough.

Apartments and multi-family dwellings are the next largest use. In East Lansdowne 8.5% of the land is devoted to this use while it accounts for 14.8% of the land in Lansdowne. It should be noted that this use also includes residential conversions, which make up about two thirds of this category. Residential conversions are scattered throughout Lansdowne with concentrations on Rigby Avenue north of Baltimore Avenue, LaCrosse Avenue between Long Lane and Wycombe Avenue, and the two-block area between Owen Avenue and Windermere Avenue (east/west) and Stratford Avenue and Baltimore Avenue (north/south).

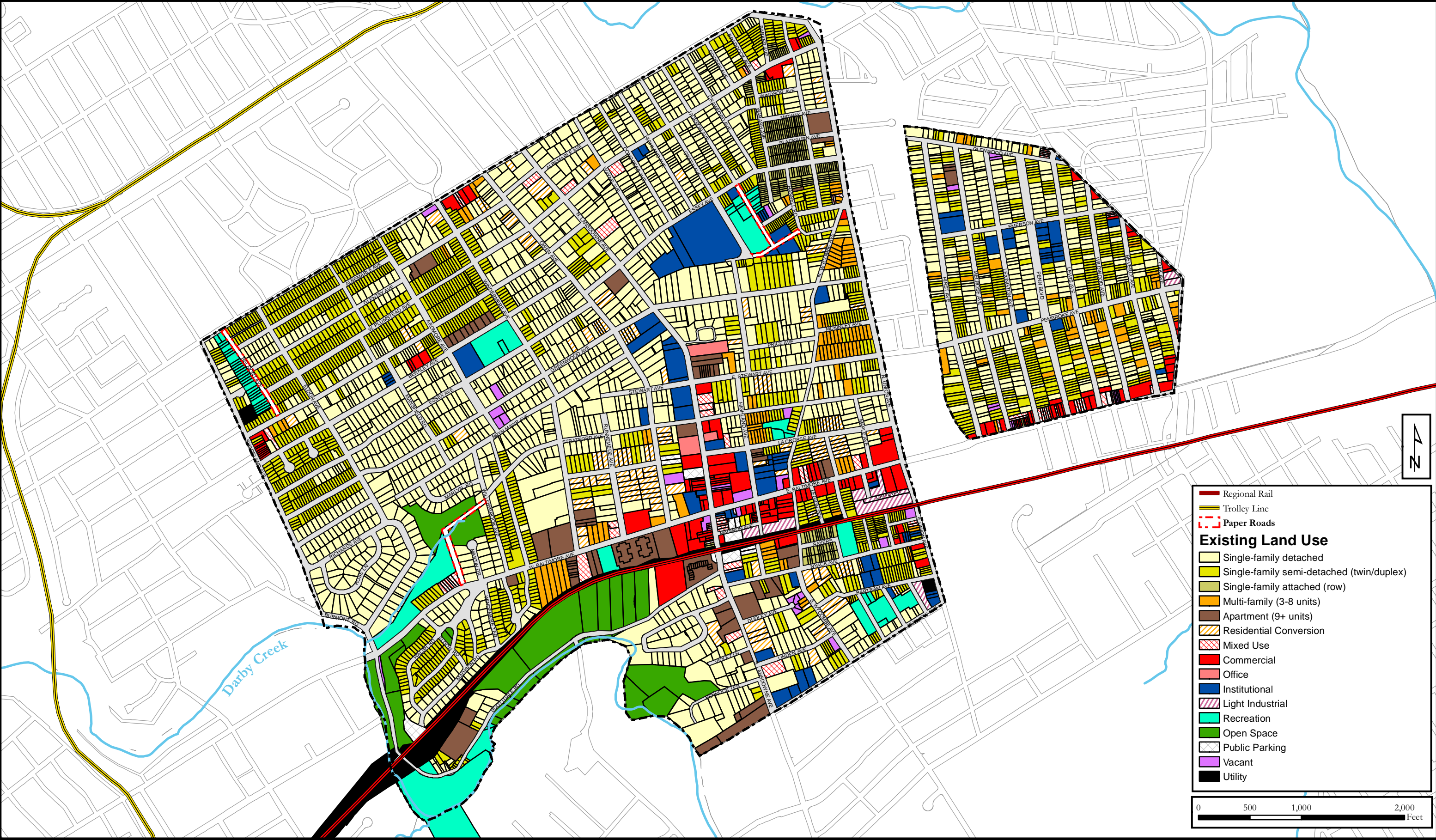
A very small percentage of the total land area (less than 3%) is devoted to single-family attached dwellings or row homes. These dwellings are concentrated mainly in the northeastern and southeastern sections of Lansdowne.

### **Commercial**

Less than 4% of the total land area in the two Boroughs is devoted to commercial uses. Commercial uses in the study area are concentrated in the Lansdowne central business district, which extends along Lansdowne Avenue from Stewart Avenue to the railroad tracks and along Baltimore Avenue from Owen Avenue in Lansdowne to Long Lane in East Lansdowne. In addition, there are a number of neighborhood shopping areas located on Shadeland Avenue between Drexel and Berkley Avenues, on Marshall Road between Windermere and Owen Avenues, and on Plumstead Avenue between Braddock Avenue and Marshall Road in Lansdowne. There are also a few scattered commercial uses along Long Lane in East Lansdowne.

### **Mixed Use**

Mixed use accounts for 1.3% of the total land area in the Boroughs. Mixed use includes properties with more than one type of use on it, for example, a building with ground floor retail and upper story residential. This use also includes single-family homes with professional offices attached such as doctor's offices. This use does not include home occupations.



East Lansdowne  
and  
Lansdowne  
Boroughs

# Existing Land Use Map 9 - 1

- NOTES:
- USGS - Municipal Boundary
  - Delaware County Board of Assessments - Parcels and Roads
  - Delaware County Planning Department - Existing Land Use

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



Prepared by  
Delaware County  
Planning Department  
2005



## **Industrial**

Less than 1% of the total land in the study area is used for industrial uses. These are light industrial uses such as warehousing, light manufacturing, and processing, and these are located in the southeastern section of Lansdowne in the vicinity of Union Avenue south of Baltimore Avenue. It should be noted, however, that a significant number of industrial establishments exist in Upper Darby Township along Union Avenue south of Baltimore Avenue and on the south side of Baltimore Avenue from Hirst Avenue to Long Lane.

## **Institutional**

Institutional uses are those that are operated for a public or quasi-public purpose. Institutional uses include municipal properties, governmental offices, schools and other educational facilities, churches, firehouses, and police stations. These uses account for around 4% of the total land area in the Boroughs.

**TABLE 9-1  
EXISTING LAND USE 2003**

Land Use	East Lansdowne		Lansdowne		Combined	
	Acreage	Percent of Total Land	Acreage	Percent of Total Land	Acreage	Percent of Total Land
Single-family detached	48.4	47.7%	264.0	42.5%	312.4	43.3%
Single-family semi-detached	33.2	32.7%	118.6	19.1%	151.8	21.1%
Single-family attached	0.0	0.0%	10.4	1.7%	10.4	1.4%
Multi-family	7.2	7.1%	16.4	2.6%	23.6	3.3%
Apartment	0.6	0.6%	26.1	4.2%	26.7	3.7%
Conversion	0.0	0.0%	26.0	4.2%	26.0	3.6%
Mixed use	1.6	1.6%	8.0	1.3%	9.6	1.3%
Commercial	4.0	3.9%	23.6	3.8%	27.6	3.8%
Office	0.0	0.0%	2.2	0.4%	2.2	0.3%
Institutional	5.1	5.0%	25.6	4.1%	30.7	4.3%
Light industrial	0.5	0.5%	4.4	0.7%	4.9	0.7%
Recreation	0.0	0.0%	37.6	6.1%	37.6	5.2%
Open space	0.0	0.0%	36.4	5.9%	36.4	5.0%
Parking lot	0.1	0.1%	2.9	0.5%	3.0	0.4%
Vacant	0.7	0.7%	4.3	0.7%	5.0	0.7%
Utility	0.0	0.0%	12.8	2.1%	12.8	1.8%
<b>TOTALS</b>	<b>101.4</b>	<b>100%</b>	<b>619.3</b>	<b>100%</b>	<b>720.7</b>	<b>100%</b>

Source: DCPD Land Use Survey, 2003

## **Open Space and Recreation**

All of the open space and recreational areas in the study area are located in Lansdowne. These uses account for just over 10% of the total land area and take the form of open

space areas along Darby Creek and numerous parks and ball fields scattered throughout Lansdowne.



Residential uses account for 87% of the total land area in East Lansdowne Borough and 74% of the total land area in Lansdowne



Less than 4% of the total land area in the Boroughs is devoted to commercial uses

## **Vacant**

It is clear from Table 9-1 that the Boroughs are almost fully “developed.” Furthermore, although some new development will occur, it is not likely that there will be significant changes to existing land use patterns. Undeveloped or vacant land use is listed as less than 1% of the total land area. These few parcels, typically quite small, are dispersed throughout the Boroughs and not concentrated in any one location.

## **FUTURE LAND USE**

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**Objective 9-1:** Maintain the Boroughs as attractive, stable, and blight-free communities that are pedestrian friendly, with distinct residential neighborhoods containing a variety of housing types and vibrant commercial areas.

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 land use and community development. It is considerate of the patterns of existing development but not constrained by it.

Recommendations for future land use are the essence of the comprehensive plan. These proposals indicate the type of land use determined most appropriate for the respective parcels or land areas. These recommendations are based on several factors that include the existing land use patterns, size, shape, and slope of parcel, traffic volume and accessibility, floodplain, condition of existing and nearby structures, and other considerations.

The FLUM is not a zoning map. It is a comprehensive planning tool designed to assist the Boroughs in their comprehensive planning and zoning efforts. Because the FLUM is based on studies of various factors, such as adjacent land use, zoning, topography, access, etc., it provides a justification for a zoning map that should be generally consistent with the FLUM. Similarly, a zoning map that is based on a well-conceived FLUM has a much stronger legal standing and validity than one not based on a comprehensive study.

The following categories are the conceptual groupings displayed on the FLUM and should provide the basis for any zoning ordinance revisions that follow the completion of this plan. Future Land Use Map can be found on page 9-9.

## **Future Land Use Categories**

### **Residential**

There are four residential categories on the FLUM: low-density residential, medium-density residential, medium-high density residential, and high-density residential. The **low-density** category essentially follows the existing pattern of development and covers

areas with concentrations of larger single-family detached dwellings. North of Baltimore Avenue, this category covers the area bounded by Berkley Avenue and Stratford Avenue to the north and south and Shadeland Avenue and Lansdowne Avenue to the east and west. South of Baltimore Avenue, much of the area along Scottdale Road and the area east of Lansdowne Avenue, below Scottdale Road are also shown as low-density on the FLUM.

The **medium-density** category is made up of single-family detached and single-family semi-detached dwellings. This category covers the majority of East Lansdowne and the following areas in Lansdowne: north of Berkley Avenue between Windermere and Shadeland Avenues; along Ardmore and Willowbrook Avenues and the Gladstone manor area; in the southeast section of Lansdowne; and in the eastern section of the Borough north of Baltimore Avenue up to Greenwood Avenue.

The **medium-high density** category covers single-family semi-detached, single-family attached, and multi-family dwellings. The northeastern section and a small section one block south of Baltimore Avenue in Lansdowne are represented by this category.

**High-density** residential refers to apartment buildings and condominiums, and this use is generally encouraged in areas surrounding the Lansdowne CBD and in close proximity to the Lansdowne train station and Gladstone station.

### **Central Business District (CBD)**

The Lansdowne CBD category is intended to function as the Borough's mixed use activity center, with an emphasis on retail and commercial uses supported by a limited amount of public, institutional, and residential uses (above first floor).

The CBD also functions as an important transportation center, yet with an emphasis on its pedestrian scale and character. The heart of the CBD is at the intersection of Baltimore and Lansdowne Avenues. Its boundaries extend from Scottdale Road to the south to Stewart Avenue to the north and along Baltimore Avenue from Owen Avenue to Wycombe Avenue.

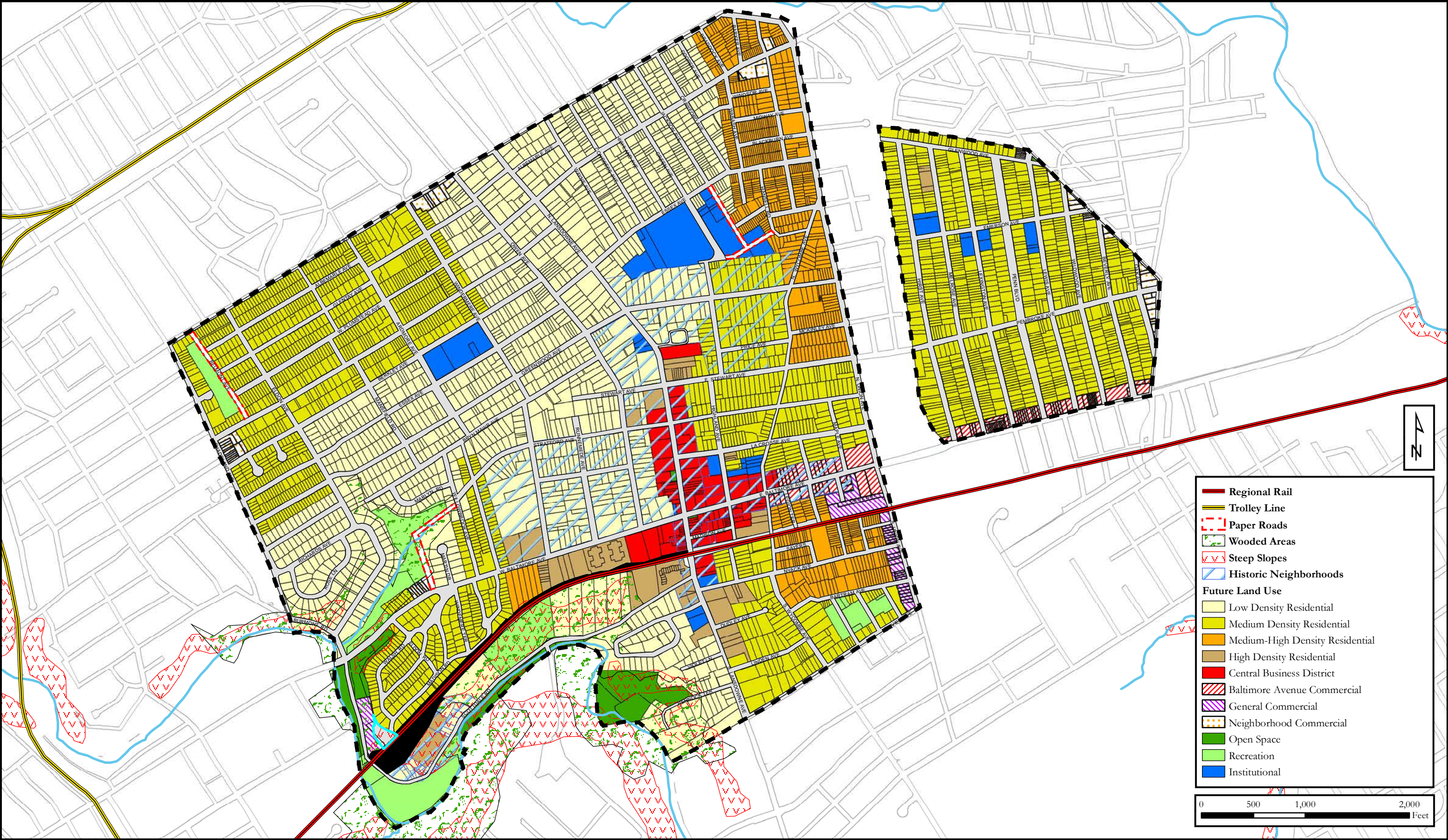
### **Baltimore Avenue Commercial**

The emphasis of this category is on pedestrian-oriented, human-scale retail, office, and commercial uses. This category extends along Baltimore Avenue from Wycombe Avenue in Lansdowne to Long Lane in East Lansdowne.

### **General Commercial**

This category is intended for auto-oriented, higher-impact commercial uses such as auto repair and servicing and light industrial uses such as light manufacturing and processing, warehousing, and other non-nuisance uses. This category is located in the southeastern section of Lansdowne off of Union Avenue between Baltimore Avenue and the railroad.






East Lansdowne  
and  
Lansdowne  
Boroughs

# Future Land Use Map 9 - 2

**NOTES:**

1. USGS - Municipal Boundary
2. Delaware County Board of Assessments - Parcels and Roads
3. Delaware County Planning Department - Future Land Use

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

  
Prepared by  
Delaware County  
Planning Department  
2004



The proximity to the railroad and the nature of the adjacent industrial uses in Upper Darby make this an appropriate location for this designation.

### **Neighborhood Commercial**

This is intended for small-scale retail and service to serve nearby residential neighborhoods. Uses would be restricted in size to promote a local orientation and limit adverse impacts on nearby residential areas. Development is intended to be pedestrian-oriented and compatible with the scale of surrounding structures. Parking areas are restricted, since their appearance is generally out of character with the surrounding residential development and the desired orientation of the uses. This is similar to the “B-3 Neighborhood Commercial District” proposed in Lansdowne’s previous comprehensive plan, and it encompasses the same areas. This category also designates the area along Church Lane/Long Lane in East Lansdowne.

### **Open Space**

This category includes areas that should be preserved as passive open space such as wooded areas and areas along creeks and streams. These areas are concentrated along Scottdale Road in Lansdowne.

### **Recreation**

This designates areas for active recreational uses such as parks, tot-lots, and skate parks. These uses are scattered throughout Lansdowne Borough.

### **Historic District**

This district designates areas or neighborhoods that contain concentrations of structures with significant architectural character or that have local, regional, or national historic significance.

### **Institutional**

Community facilities such as schools, churches, libraries, and governmental offices are all represented by this category.

## **KEY STRATEGIES AND PROJECTS**

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**Objective 9-2:** To revitalize the Boroughs through strategic projects and investments, targeted streetscape strategies and improvements, and zoning ordinance revisions.

### **Neighborhood Revitalization**

A strong residential community is fundamental to keeping the overall community healthy and stable. Lansdowne and East Lansdowne's neighborhoods are diverse, with a variety of housing types, densities, and conditions. As discussed in Chapter 7 – Housing, the Boroughs are very much livable communities – compact and walkable, with good access to transit, and also parks and recreational amenities. Overall, the majority of the housing stock is well maintained. However, the Housing Conditions Survey conducted in the fall of 2003 as part of this project noted a number of blocks that were displaying signs of distress and deterioration and contained a number of vacancies. These areas are identified in Table 7-3 – Neighborhood Reinvestment Areas (Chapter 7) and on the Comprehensive Plan Map (Map 9-3).

This plan recommends that the areas identified as “Neighborhood Reinvestment Areas” on the Comprehensive Plan Map be the focus of initial rehabilitation efforts and improvement initiatives within the Boroughs. Making the rehabilitation of these areas a priority will help to stabilize the housing stock and prevent further deterioration, thereby helping to maintain property values and improving the overall look and feel of the neighborhoods in question.

### **Redevelopment Area Plans**

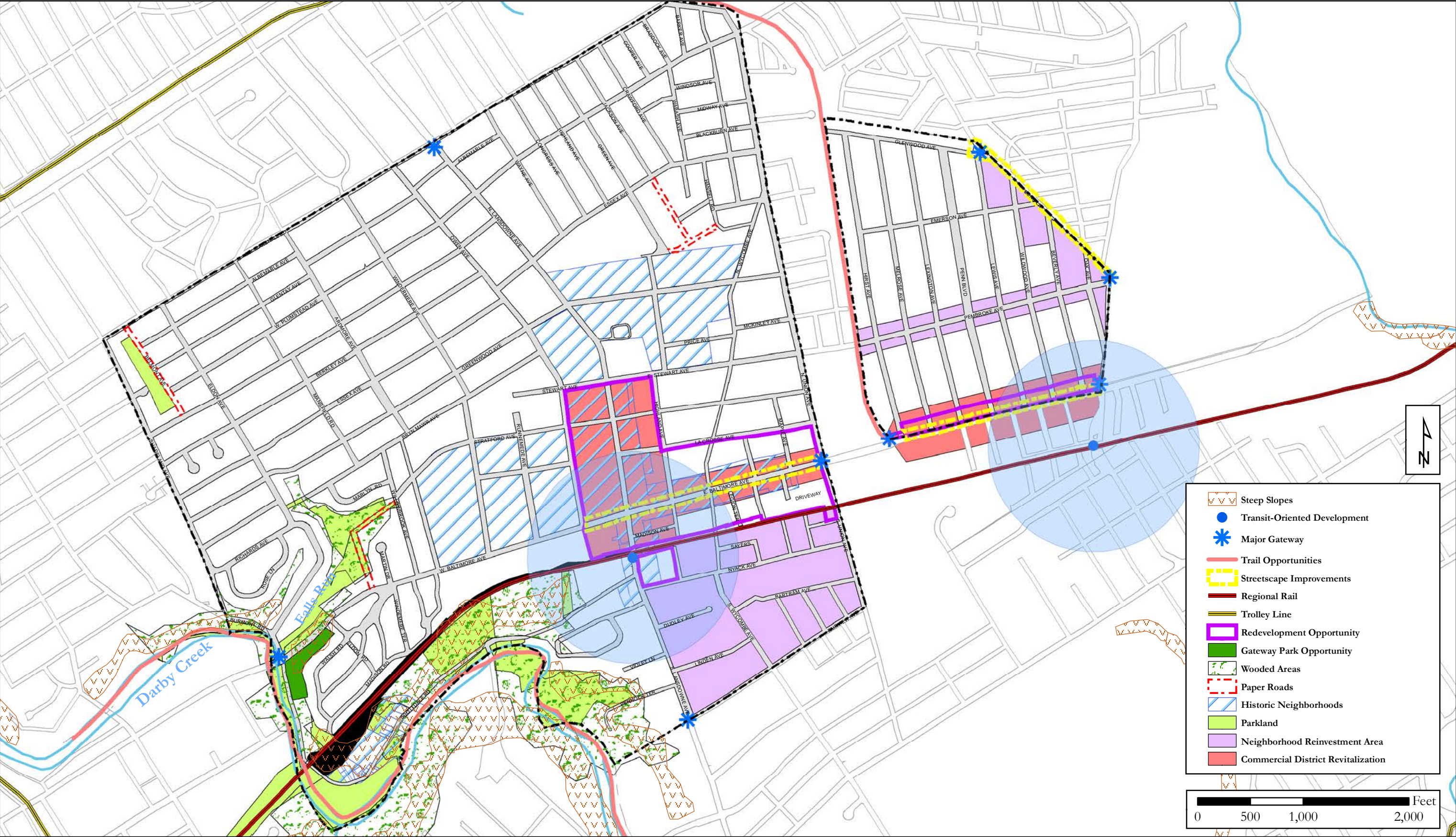
There are several sites within the Baltimore Avenue corridor and Lansdowne's CBD that are vacant or underutilized. Many of these sites contain aging, deteriorating structures on small lots. The redevelopment of these sites would increase tax revenue and enhance the vitality of the commercial areas in the Boroughs. To encourage private investment and enable efficient site development, the Boroughs should prepare redevelopment area plans to facilitate property acquisition and increase the marketability of key commercial areas.

The Pennsylvania Urban Redevelopment Law provides that for an area to be designated as a *redevelopment area* it must present some or all of the following characteristics of blight enumerated by law:

- Unsafe, unsanitary, inadequate, or overcrowded conditions on dwellings therein;
- Inadequate planning of the area;
- Excessive land coverage of the buildings thereon;
- Lack of proper light and open space;
- Defective design and arrangement of buildings thereon;
- Faulty street and lot layout; or
- Economically or socially undesirable land use.

In early 2004, Lansdowne began a project to prepare a redevelopment area plan for the CBD and Baltimore Avenue. East Lansdowne should consider preparing a redevelopment area plan for Baltimore Avenue from Hirst Avenue to Long Lane. This is a mixed-use area with mainly commercial uses at street level and residential uses above. There are





East Lansdowne  
and  
Lansdowne Boroughs

# Key Projects Map 9 - 3

NOTES:  
1. DVRPC - Regional Rail and Trolley Lines  
2. USGS - Municipal Boundary  
3. Delaware County Board of Assessments - Roads  
4. Delaware County Planning Department - Gateway Park Opportunity, Historic Areas, Major Gateways, Redevelopment Opportunities, Streetscape Improvements, Neighborhood Revitalization Opportunity, Commercial District Revitalization, Trail Opportunity, Transit-Oriented Development, Woodland Areas, Parkland

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2005



several vacant or underutilized sites in this area, and many of the lots are small and narrow with insufficient parking



Baltimore Avenue in East Lansdowne

### **Long Lane Streetscape Improvements**

Long Lane, which runs north-south along the eastern boundary of East Lansdowne, is a well-traveled route connecting the 69<sup>th</sup> Street area in Upper Darby Township to Baltimore Avenue. It is also a gateway into the Borough. The northernmost section of Long Lane in East Lansdowne, at the intersection with Lewis and Glenwood Avenues, is the location of a small neighborhood commercial area consisting of first floor commercial and second floor apartments. Presently, there are no pedestrian amenities, and an unattractive streetscape provides a poor first impression for drivers entering the Borough from the north and likely discourages shoppers from patronizing the stores.

East Lansdowne should create a more attractive entranceway and neighborhood commercial area through targeted streetscape improvements and by alteration of the types of uses allowed in the area. Current zoning permits a variety of high impact commercial uses including auto repair and service and gas stations. These are not appropriate uses given the residential nature of surrounding neighborhoods. Appropriate uses for this area would be small-scale retail and service uses and eat-in restaurants. Zoning should be revised to encourage this type of development (see *Zoning Ordinance Revisions* section of this chapter).



Long Lane is a major gateway into East Lansdowne. The addition of pedestrian amenities and some other streetscape improvements would greatly enhance the area's appearance and improve safety

To enhance the streetscape, improvements for this area should include:

- *Gateway Signage*: Install an attractive gateway sign to signal to visitors that they are entering East Lansdowne. A possible location could be on the JFK Memorial site as the Borough already owns and maintains it.
- *Textured, raised, or “continental” crosswalks at stop signs*: Install more visible crosswalks where Long Lane intersects with Lewis Avenue and with Glenwood Avenue to slow drivers and create a more inviting environment for pedestrians. The crosswalks would also provide a safer environment for residents of adjacent neighborhoods to patronize the stores.
- *Streetlights*: Human-scale streetlights create a safer nighttime environment for residents while improving the overall appearance of an area.
- *Curb bumpouts and wider sidewalks*: Install curb bumpouts at stop signs to reduce the distance pedestrians must travel to cross the street, thereby improving safety.

East Lansdowne should also consider partnering with Upper Darby Township to implement a façade improvement program to improve storefronts along Long Lane. It is important to note that the Renaissance Action Plan for Planning Area 5 (see *Delaware County Renaissance Program* section in this chapter) recommended that East Lansdowne and Upper Darby Township conduct an engineering study and reconstruct Long Lane.

## **Gateway Enhancements**

Gateways are supposed to welcome and invite visitors and residents while identifying the entrances to a municipality. Attractive gateways send a positive message about a municipality and can contribute significantly to the beautification of a main street or business district. In addition, gateways can greatly improve municipal image and encourage economic development through improved identification and the appearance of community investment.

### **Gateway Signage**

Gateways can be identified in many ways. Landscaping, monuments, lighting, and signs can all be used to identify an entrance to a municipality. Lansdowne Borough currently has a welcome sign incorporated into the CVS store sign at Baltimore and Union Avenues. Thematic and visible signage should be designed and installed at all major municipal entrances to signal to visitors that they are entering a new municipality. The Comprehensive Plan Map identifies some recommended locations for gateway signage. The Boroughs may also consider some form of thematic signage to identify business districts, particularly along Baltimore Avenue. Working with other communities along Baltimore Avenue, the Boroughs could come up with a coordinated design that unifies the corridor and identifies a “Baltimore Avenue Shopping District” for example.

### **Reclaim Important Community Corners**

The first thing motorists see when entering East Lansdowne traveling either way on Baltimore Avenue is a gas station. There are many problems with this situation. On a commercial street, corners are points of interest and set the tone for the entire block. In East Lansdowne, these corners are particularly important as they are at the entranceways to the community. Aesthetically, having gas stations at these important intersections creates a poor image of the Borough to commuters passing through. Pedestrian safety is also an issue. Both gas stations have large curb cuts spanning almost the entire length of the properties to allow easy ingress and egress for motorists. These curb cuts break up the sidewalk and create major points of conflict for pedestrians.

Current zoning allows gas stations by special exception. The Borough should consider eliminating this type of use on Baltimore Avenue and encouraging more pedestrian-oriented, retail/commercial uses. Potential options for reuse could be investigated further as part of a redevelopment area plan.

### **Gateway Park**

The vacant site at the southeast corner of Scottdale Road and Baltimore Avenue presents a great opportunity to develop a “gateway park.” The easternmost section of the site currently contains a small welcome sign for vehicular travelers entering the Borough on Baltimore Avenue. Having natural wooded land cover on both sides of Baltimore Avenue





Vacant lot at the intersection of Baltimore Avenue and Scottdale Road provides a great opportunity for a passive recreational opportunity such as a gateway park

for a short stretch creates a positive entrance into Lansdowne while it breaks up the commercial nature of Baltimore Avenue. The property to the south of the vacant site is used as a flower shop, which occupies a small part of the lot, with the rest being left undeveloped in its natural state.

The parkland would be a passive park included in a Darby Creek Greenway that could be planned in detail as part of the *Multi-Municipal Comprehensive Park, Recreation, and Open Space Plan*. An existing plan, the *Darby Creek Stream Valley Park Master Plan* (1987), has already proposed a trail through many municipalities along this portion of Darby Creek. An established trail and signage would be included in the new plan, as this could be the central information point for the greenway and a gateway for Lansdowne Borough. A trail easement has been recommended in this plan for the swim club property on Falls Run. To extend a trail down to Hoffman Park, there would need to be road crossings with signage and/or striping. To cross Baltimore Avenue on the east, and Scottdale/Burmout Road on the south would present the least conflict with heavy traffic, but would involve making an arrangement with the current owner of the vacant site. Also of note is the fact that a portion of the vacant site is in the 100-year floodplain, making it undevelopable.



### **Natural Resource Protection**

The discussion of Natural Features in Chapter 5 reveals that, while the Boroughs are almost entirely built out, there remain some areas of steep slopes, woodland, and open space that are worth preserving. Particularly in the southwestern portion of Lansdowne where much of the area is wooded and located within the floodplain along Darby Creek.

Every effort should be made to preserve and enhance the natural features that still remain in the Boroughs. Recommendations for natural resource protection include restricting development in the floodplain, preserving wooded areas, preserving steep slope areas through the adoption of a steep slope ordinance, and supporting regional watershed conservation and greenway initiatives. The Comprehensive Plan Map highlights natural features that exist throughout the Boroughs. A more detailed discussion of natural resource protection is provided in Chapter 5 – Environment.

### **Transit-Oriented Development**

Transit-oriented development (TOD) is development characterized by a layout that encourages use of public transit service and walking or bicycling instead of automobile use for many trips or purposes. Typically, it places higher density development within an easy walking distance of ¼ to ½ mile of a public transit station or stop. TOD is also characterized by compact, mixed-use development that is pedestrian-friendly.

Lansdowne and East Lansdowne are well served by two modes of transit – the Media-Elwyn (formerly R-3) Regional Rail Line, which provides service between Elwyn and Philadelphia, and five bus routes. There are 3 train stations that serve the Boroughs and all are within easy walking distance (within ½ mile) of the commercial areas along Baltimore Avenue and the surrounding neighborhoods.

Although the Boroughs have good access to transit, overall, transit ridership has decreased over the past ten years as automobile use has increased, worsening traffic problems, particularly along Baltimore Avenue.

This plan recommends building upon existing assets by improving pedestrian connections to transit stops to facilitate safe and comfortable walking between the stations, stops, commercial areas, and residential neighborhoods. Existing stations and stops should be improved to ensure that amenities such as seating, shelter, adequate lighting, passenger information, and ticket offices are provided. In addition, the Boroughs should encourage new development and redevelopment near transit stops to encourage transit use and decrease dependence on the automobile. The Comprehensive Plan Map identifies potential locations for transit-oriented development (TOD).

## RECOMMENDATIONS

The Boroughs should...

- 9-1 Lansdowne should continue to work with the consultant team to prepare a Redevelopment Area Plan for the Lansdowne CBD and Baltimore Avenue.

- 9-2 Lansdowne should work with the Delaware County Redevelopment Authority to implement the completed Redevelopment Area Plan.

Funding Program: Delaware County Redevelopment Authority

Technical Assistance: Delaware County Redevelopment Authority

- 9-3 Lansdowne should actively pursue private developers to work with the Borough and the Delaware County Redevelopment Authority to redevelop specific sites in the CBD and on Baltimore Avenue.

Funding Program: Delaware County Redevelopment Authority

Technical Assistance: Delaware County Redevelopment Authority

- 9-4 East Lansdowne should consider preparing a Redevelopment Area Plan for Baltimore Avenue between Hirst Avenue and Long Lane.

Funding Program: Applicable State Grants

Technical Assistance: Delaware County Redevelopment Authority  
DCPD Policy section

- 9-5 Design and install gateway signage at major municipal entrances to welcome visitors and residents and project a positive municipal image.

Funding Programs: Transportation Enhancement Program  
Transportation and Community and System  
Preservation  
Community Revitalization Program

Technical Assistance: DCPD  
DCED

- 9-6 Lansdowne should acquire or gain access to the vacant parcels on the southeast corner of the intersection of Baltimore Avenue and Scottdale Road for use as a gateway park and a pedestrian link between recreational amenities north of Baltimore Avenue and Darby Creek and Hoffman Park south of Baltimore Avenue.

- Funding Programs: Urban Open Space and Recreation Fund  
Community Conservation Partnerships Program
- Technical Assistance: DCPD Environmental section
- 9-7 Improve pedestrian connections to transit stops and stations. Improvements could include the installation/improvement of sidewalks, installation of way finding signage identifying pedestrian routes to stations, well-marked bicycle routes, and bicycle parking at stations.
- Funding Programs: Transportation Enhancement Program  
Transportation and Community and System  
Preservation  
Community Revitalization Program  
SEPTA
- Technical Assistance: DCPD Transportation section  
SEPTA  
Delaware County TMA
- 9-8 Take advantage of excellent access to mass transit by encouraging TOD. Focus new mixed-use development and redevelopment projects around Lansdowne Station and Fernwood/Yeadon Station.

## **BALTIMORE AVENUE CORRIDOR**

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**Objective 9-3:** Revitalize the Baltimore Avenue corridor through a coordinated approach to land use and development and unified design standards.

Commercial corridors have been the subject of derision for decades, yet the features that characterize these areas have not changed much over the years. Today's corridors, like yesterday's strips, drags, and ribbon-type development, share a number of common components. Among the characteristics that have come to epitomize the common commercial corridor are:

- Numerous large freestanding signs and portable signs;
- Large expanses of unscreened surface parking in front of buildings;
- Little or no landscaping of public or private property;
- Few or no pedestrian improvements;
- Aboveground utilities and overhead lights;
- Numerous poorly delineated and closely spaced driveway access points, and;
- A generally uncoordinated approach to the design, location, and planning of various public and private improvements.

Visually, commercial corridors often lack a sense of organizational structure, and often this “confusion” reflects poorly on the community. Frequently, the development that occurs within these corridors bears no relationship to the character or architectural styles present in the rest of the community. This is true to a certain extent in both Lansdowne and East Lansdowne, although the Boroughs have been able to preserve a reasonable amount of community character along Baltimore Avenue. This is reflected in the presence of structures such as the 1925 bank building and the municipal building in Lansdowne and the Queen Anne style architecture still visible in East Lansdowne. Moreover, commercial corridors often contain the same national fast-food franchises, gas station chains, and large retail stores, making one community’s commercial corridor indistinguishable from the next. A prime example of this can be found on Baltimore Pike less than 2 miles west of Lansdowne in Springfield. Here the road widens to 5 lanes (two lanes of traffic each way and a designated turning lane) and is flanked on either side with a multitude of large, garish signs all competing for attention – each one bigger, taller, and brighter than the next.

### **Pedestrian Amenities and Streetscape Improvements**

Streetscape improvements set the stage for private sector investment and signal to the business community that the governing body is serious about being a partner in sustaining the health of downtown. Since commercial corridors evolved to accommodate the automobile, it’s not surprising that pedestrian amenities are virtually nonexistent within the typical roadway corridor. Although Baltimore Avenue has remained relatively narrow (2 lanes) and sidewalks do exist along the majority of the corridor in the Boroughs, most of the area consists of unattractive streetscapes and inadequate pedestrian amenities. Multiple curb cuts, poor condition sidewalks, no shade trees or landscaping, little or no street furniture, and occasional deep building setbacks all contribute to an inhospitable pedestrian environment.

Attractive paving, tasteful pedestrian-oriented lighting, additional shade tree planting, curb bump-outs, and street furniture can dramatically improve the appearance of Baltimore Avenue. As the main thoroughfare through Lansdowne and East Lansdowne, an enhanced Baltimore Avenue will present a positive image to the thousands of commuters who pass through the Boroughs each day. As the symbolic heart of the communities, a renewed Baltimore Avenue can become an important source of civic pride. The design of the Baltimore Avenue streetscape should reflect the Boroughs’ heritage as livable, walkable communities. The Comprehensive Plan Map shows the sections of the corridor that are recommended for streetscape improvement strategies.

### **Parking**

In order to properly manage parking supply and resolve the parking issues along Baltimore Avenue and in the Lansdowne CBD, the Boroughs should prepare a parking management plan. This plan should be the principal tool used by the Boroughs to address existing parking problems. The plan should provide the following information:

- Location, layout, and condition of existing parking
- Existing parking system operation, revenue, fine structure, and restrictions
- Existing and future demand for on- and off-street parking



Multiple curb cuts, narrow sidewalks, large visible parking lots, and a lack of landscaping creates an unattractive streetscape that is inhospitable to pedestrians

- Strategies to increase the efficiency of existing parking
- Recommendation regarding the development of new parking facilities (if found to be necessary)
- Suggested sources of funding

In the short-term, some general approaches to resolving the problem should be explored. These include reducing demand for parking by encouraging walking, biking, or transit and increasing the efficiency of the existing parking supply. The following is a brief discussion of how these approaches might apply to Lansdowne and East Lansdowne:

*Reduce the demand for parking* – Improving pedestrian linkages to Baltimore Avenue from other parts of the study area is one way to reduce demand for parking by encouraging people to walk. Enhancing bicycle safety by including bike routes/lanes to the corridor is another option.

*Increase the efficiency of the existing parking supply* – Ways to increase the efficiency of existing parking supply include converting parallel parking to angled parking at appropriate locations (possibly in East Lansdowne on Baltimore Avenue); maximizing

turnover through carefully designed and timed limitations; eliminating out-dated parking restrictions (such as redundant loading zones and other surplus or nonfunctional on-street parking restrictions); and promoting existing facilities, such as the existing (underutilized) municipal lots in Lansdowne, with well-designed wayfinding and directional signage.

## RECOMMENDATIONS

The Boroughs should...

9-6 Update ordinances to include provisions for signs. The provisions should consider sign material, color, and shape and should discourage signs that are larger than, or out of proportion with, those on adjacent or nearby properties.

9-7 Improve the overall appearance of the corridor through façade and streetscape improvements, especially new pedestrian lighting and shade tree planting.

Funding Programs: Home Town Streets/Safe Routes to School  
TEA-21

9-8 Prepare a sidewalk improvement plan.

Funding Program: TEA-21

Technical Assistance: DCPD Transportation section

9-9 Prepare a comprehensive parking management plan to address downtown parking issues.

9-10 Implement the recommendations regarding streetscape quality and pedestrian amenities set forth in the *Baltimore Pike Corridor Revitalization Assessment, 2001* prepared by DVRPC.

## DELAWARE COUNTY RENAISSANCE PROGRAM

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**Objective 9-4:** Implement the Renaissance Action Plan for Planning Area 5.

In the fall of 2002, Delaware County Council initiated the Renaissance Program to reverse the trend of decline and begin revitalizing the County's first-generation municipalities. The aim of the program was to complete five-year action plans for each of the five planning areas in the southeastern portion of the County. Action Plans consist of a series of recommended implementation projects, intended to make the Renaissance Program municipalities more attractive, livable, safe, and economically viable. To receive implementation funding from Delaware County, Action Plan projects must address downtown economic development, housing, infrastructure, transportation, public safety,

and other complementary elements such as streetscape improvements and historic preservation. The intent of the Renaissance Program is to recommend projects that have multiple impacts, and ideally, the Renaissance Program will foster regional cooperation through economic revitalization.

Lansdowne and East Lansdowne are in Renaissance Planning Area (RPA) 5 along with the Boroughs of Clifton Heights, Millbourne, and Yeadon and Upper Darby Township. Planning consultant Urban Partners was selected to work with the municipalities to develop the Renaissance Action Plan for RPA 5.

### **Renaissance Action Plan Vision Statement**

- *Maintain and preserve the area's neighborhoods as communities of choice for homeowners;*
- *Revitalize Baltimore Pike in a coordinated way as a retail and employment center for all affected communities;*
- *Maintain and expand the communities' tax bases so that they have sufficient resources to support needed community services.*

### **Key Action Plan Initiatives**

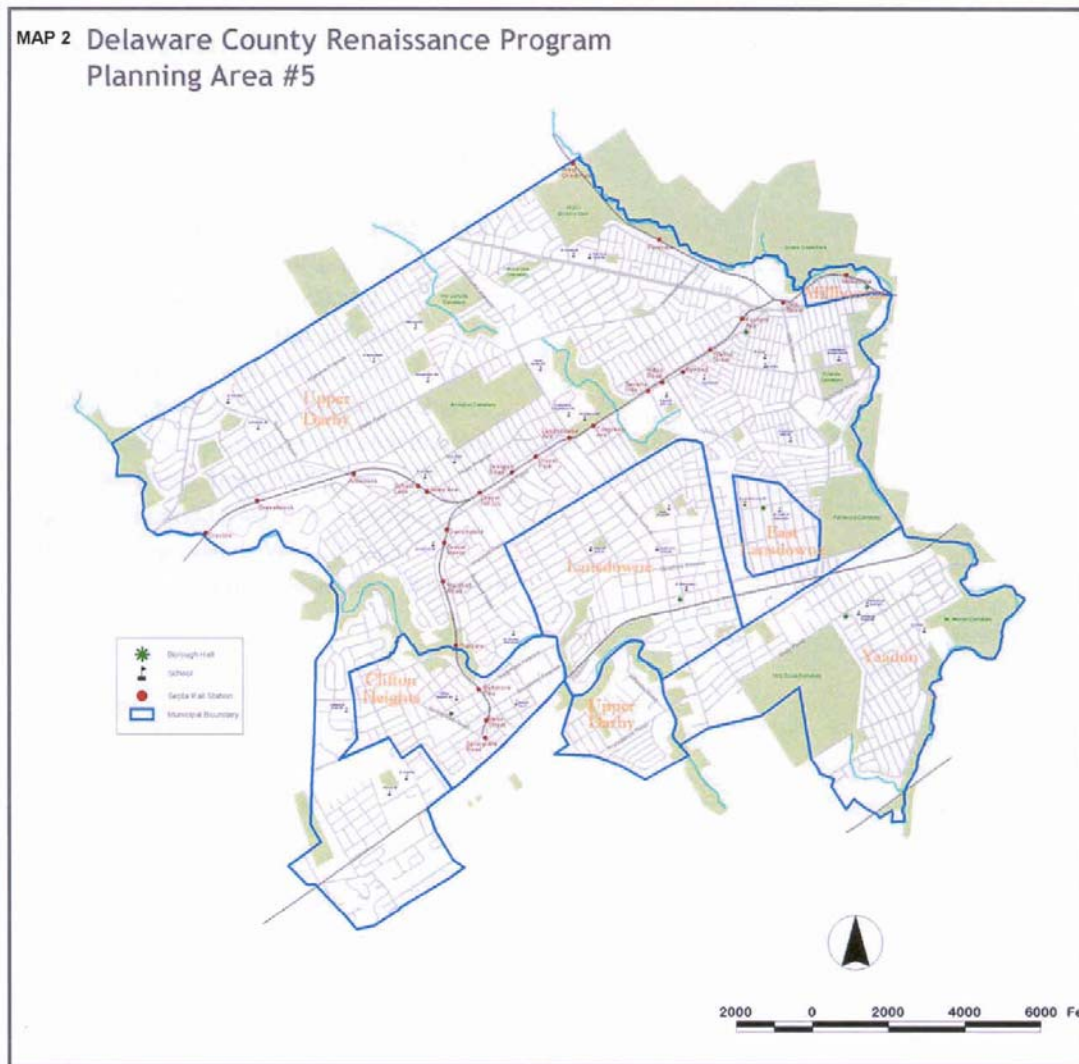
Through the planning process the consultant worked with a task force made up of representatives from each of the municipalities in RPA 5 to develop a number of initiatives aimed at supporting the vision and goals of the municipalities in RPA 5. The initiatives are organized into four functional areas: Housing and Homeownership Support, Economic Development Project and Programs, Train Station Area Improvements, and Roadway and Infrastructure Improvements. Although each of the initiatives is intended to benefit the entire planning area, this comprehensive plan will only focus on the projects that directly involve Lansdowne and East Lansdowne. The following is a summary of the key Action Plan initiatives involving Lansdowne and East Lansdowne.

#### **Housing and Homeownership Support**

The planning consultant recommended eight initiatives aimed at stabilizing the housing stock and increasing homeownership throughout RPA 5. All eight of the initiatives are intended to involve and ultimately benefit the Boroughs. The initiatives are as follows:

- Coordinated code enforcement
- Affordable home maintenance financing
- Affordable financing for homebuyers
- Absentee landlord reduction
- Abandoned housing redevelopment program





Source: *Delaware County Renaissance Action Plan, Planning Area 5*, Urban Partners, 2003

- Coordination of local code enforcement with Delaware County Housing Authority inspections
- Marketing the area to homebuyers
- Commercial and residential area parking and traffic safety issues

### **Economic Development Projects and Programs**

Six initiatives were recommended to revitalize the Baltimore Avenue Corridor, attract businesses to the area, and improve access to higher wage employment opportunities. Four of the six initiatives directly benefit the Boroughs:

- Baltimore Avenue Corridor Economic Development
- Revitalize Lansdowne Avenue CBD

- Market the area to attract businesses
- Entrepreneur business incubator

### **Train Station Area Improvements**

Two initiatives were recommended to attempt to increase the accessibility and usage of commuter lines and increase the development potential of the adjacent properties. The following initiative directly benefits Lansdowne:

- Lansdowne train station area improvements

### **Roadway and Infrastructure Improvements**

Five initiatives were recommended to ease traffic flow and coordinate the improvements to the area's sewer system.

- Implement effective signal coordination
- Reconstruct Long Lane
- Widen Union and Nyack Avenues
- Coordinate sewer system improvement program
- County bid of street and sewer work

### **Action Plan Projects – 2003**

Following the completion of the Renaissance Action Plan in March 2003, the Boroughs submitted applications for consideration in the first round of Renaissance Program funding. Two projects were approved for funding in 2003 – the **Baltimore Avenue Corridor Economic Development** project and the **Abandoned Property Reuse/Refurbishment** project – resulting in grants totaling \$325,000.

The **Baltimore Avenue Economic Development** project involved the hiring of a full-time economic development specialist to coordinate redevelopment of the corridor by actively recruiting businesses and working regularly with realtors and existing businesses to assist with their needs. The specialist was hired by the Delaware County Commerce Center to work with EDCCOG, the RPA 5 municipalities, and other agencies to ensure an efficient implementation process.

The **Abandoned Property Reuse/Refurbishment** project (or Abandoned Housing Redevelopment Program) involved hiring the Community Action Agency of Delaware County (CAADC) to develop an operating plan and method to get abandoned residential properties in RPA 5 back into active use. The specific activities to be undertaken with the Renaissance Program grant include:

- Develop 5 strategies to deal with:
  - Demolition of vacant or abandoned homes

- Rehabilitation of vacant or abandoned homes with no subsidy
  - Rehabilitation of vacant or abandoned homes with light subsidy
  - Rehabilitation of vacant or abandoned homes with heavy subsidy, and
  - Evaluation of vacant parcels for potential new housing construction.
- Identify and investigate 2-5 homes in each municipality
- Prepare a Plan of Action for each home, including photographs, researching ownership information, potential for rehabilitation or demolition, cost for same, and potential funding sources.
- Meet with several lending institutions and secure a private line of credit for the program (after funding needs are determined)
- Prepare a marketing plan for selling homes, based on various income levels and possible subsidies.

#### **Action Plan Projects– 2004**

In March 2004, the Boroughs collaborated with other municipalities participating in the EDCCOG to prepare and submit an application for consideration for 2004 Renaissance Program funding. The application is for the preparation of a Revitalization Plan for Baltimore Avenue. Objectives include coordinated zoning and land development along Baltimore Avenue and the development of consistent design standards for the entire corridor from the Philadelphia boundary to Oak Avenue in Clifton Heights Borough. In early 2005, additional funding was secured through DVRPC's TCDI Program and the scope of the project was expanded to include a section of the corridor in the City of Philadelphia.

#### **RECOMMENDATIONS**

The Boroughs should...

- 9-11 Continue to work with other RPA 5 municipalities, the EDCCOG, the Economic Development Specialist for Baltimore Avenue, and the City of Philadelphia to revitalize the Baltimore Avenue corridor.

Technical Assistance: Delaware County Commerce Center

- 9-12 Prioritize Action Plan projects and decide for which projects to apply for funding over the next 3 years (2005-2008).

- 9-13 Continue to implement the Renaissance Action Plan for Renaissance Planning Area 5.

Funding Program: Renaissance Program

Technical Assistance: OHCD  
DCPD Policy section

9-14 Review and revise the Renaissance Action Plan.

Funding Program: Renaissance Program

Technical Assistance: DCPD Policy section  
OHCD

## **EXISTING LAND USE AND ZONING**

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**Objective 9-5:** Update zoning ordinances to be consistent with this Comprehensive Plan and to provide the framework for revitalization in the Boroughs.

Lansdowne and East Lansdowne are currently using zoning ordinances prepared in 1985 and 1995 respectively. In order to implement many of the recommendations set forth in this Plan, the Boroughs should undertake a comprehensive revision of their zoning ordinances. (NOTE: Both Boroughs revised their zoning ordinances in 2008. Please refer to these documents for current zoning practices.) In addition, the MPC requires that zoning ordinances be consistent with comprehensive plans. The MPC states:

*Zoning ordinances adopted by municipalities shall be generally consistent with the municipal or Multi-Municipal Comprehensive Plan...(Article VI, Section 603(j))*

There are a number of different residential and commercial zoning districts in Lansdowne and East Lansdowne. The following is a summary of the existing zoning districts in each Borough.

### **Existing Zoning Districts**

#### **East Lansdowne Zoning Ordinance – 1995**

East Lansdowne has 3 zoning districts – 1 residential district and two commercial districts.

Residential District – The purpose of this district is to provide for and maintain medium density residential development, preserve open space between houses, and allow for a limited number of additional uses by special exception.

Uses Permitted by Right

- Single-family detached dwelling (on 6,000 sq. ft. lot)

- Single-family semi-detached dwelling (on 3,000 sq. ft. lot)
- Family-based community residence facility
- Church
- Library, school or other educational institution
- Community facility

Uses Permitted by Special Exception

- Conversion
- Group day care home
- Major home occupation and professional office

C-1 Commercial District – The purpose of this district is to provide opportunities for neighborhood and /or community shopping areas directly accessible from a major roadway.

Uses Permitted by Right

- Retail store, including general merchandise store, hardware, pharmacy or variety store.
- Food store, including grocery store, deli, convenience store or supermarket, liquor store or bakery.
- Eating and drinking establishment, including sit-down or drive-through restaurant, pizza or sandwich shop or tavern.
- Office, office building or studio, bank or other financial institution.
- Personal service shop, including barber or beautician, shoe repair, Laundromat or laundry where actual cleaning and pressing are done off premises, tailor or similar personal service shop.
- Private club or lodge.

Uses Permitted by Special Exception

- Gas station
- General repair or service facility
- Catering establishment
- Adult uses

C-2 Commercial District – The purpose of this district is to provide for commercial uses and a combination of commercial and residential uses.

Uses Permitted by Right

- All uses permitted in residential district
- All uses permitted in C-1 except office buildings
- Apartments when located together with commercial uses

Uses Permitted by Special Exception

- General repair or service facilities
- Catering establishment

## **Lansdowne Borough Zoning Ordinance – 1985**

Lansdowne has a total of 9 zoning districts – 6 residential districts and 3 commercial districts.

R-1 Single-Family Detached Residential District – The purpose of this district is to provide for single-family detached dwellings on 10,000 square feet lots.

### Uses Permitted by Right

- Single-family detached dwellings

### Uses Permitted by Special Exception

- Church or synagogue or similar place of worship
- School
- Family day-care home
- Professional offices
- Public parks
- Conversions
- Enclosed storage when used in conjunction with a permitted use
- Public utility and transportation uses
- Group living arrangements

### Use Permitted by Conditional Use

- Residential lot averaging

R-1A Single-Family Detached Residential District – The purpose of this district is to provide for single-family detached dwellings on 6,000 square feet lots.

### Uses Permitted by Right

- All uses in R-1

### Uses Permitted by Special Exception

- All uses in R-1

### Uses Permitted by Conditional Use

- All uses in R-1

R-2 Single-family Semi-detached Residential District – The purpose of this district is to provide for single-family semi-detached dwellings or “twins” at a density of up to 14 units per acre.

### Uses Permitted by Right

- All uses in R-1A
- Single-family semi-detached dwellings

Uses Permitted by Special Exception

- All uses in R-1A

Uses Permitted by Conditional Use

- All uses in R-1A

R-3 One- and Two-Family Residential District – The purpose of this district is to provide for single-family attached and two-family dwellings up to a density of 21 units per acre.

Uses Permitted by Right

- All uses in R-2
- Single-family attached dwellings
- Two-family detached dwellings

Uses by Special Exception

- All uses permitted by special exception in R-1

Uses Permitted by Conditional Use

- All uses permitted by conditional use in R-1

R-4 Multi-family Residential District – The purpose of this district is to provide for low-rise multi-family dwellings (apartments), at a density up to 22 units per acre, within easy walking distance to the train station and the Central Business District.

Uses Permitted by Right

- All uses permitted by right in the Media-Elwyn district
- Apartment buildings

Uses Permitted by Special Exception

- All uses permitted by special exception in the R-1 district
- Halfway homes

Uses Permitted by Conditional Use

- All uses permitted by conditional use in R-1

R-5 Multi-family Residential District – The purpose of this district is to provide for mid-rise multi-family dwellings (apartments), at a density up to 27 units per acre, within easy walking distance to the train station and the Central Business District.

Uses Permitted by Right

- All uses permitted by right in the R-4 district
- Office buildings

Uses Permitted by Special Exception

- All uses permitted by special exception in the R-4 district



Uses Permitted by Conditional Use

- All uses permitted by conditional use in R-1

C-1 Central Business District – The purpose of this district is to encourage the development of retail, personal service and office uses to serve the needs of Borough residents and visitors, to promote development which is compatible with the character and scale of the Borough's downtown, and to complement the revitalization objectives of the Borough.

Uses Permitted by Right

- General merchandise and other stores selling consumer-oriented goods at retail and department stores
- Furniture shops, carpet showrooms, stores selling appliances, computer stores, business equipment stores
- Retail food stores, including supermarkets, grocery, fruit vegetable, fish, meat and dairy stores
- Retail hardware, lighting showrooms, and home improvement stores, but not to include plumbing supply houses, lumberyards or other establishments catering to tradesmen
- Business and professional offices
- Offices and banks, financial institutions, real estate offices, travel agencies and similar offices
- Personal service shops excluding nail salons
- Artist's studios
- Libraries
- Multi-family dwellings above first floor
- Private club or lodge, business school or trade school, tradesmen's offices, wholesale or distribution are all permitted provided that they are above first floor
- Single-family detached or semi-detached dwelling when replacing a previously existing dwelling
- Sit-down restaurants

Uses Permitted by Special Exception

- Private club or lodge on ground floor
- Catering establishment
- Theaters and bowling alleys
- Business or trade school on ground floor
- Shops or offices of tradesmen on ground floor

Prohibited Uses

- Any use not specifically permitted is prohibited
- Motor vehicle related uses including sale, rental, painting, washing, or repair
- Motor vehicle service stations, gas stations, and car washes

- Adult entertainment
- Fortune telling
- Pawn shops
- Tattoo and body piercing
- Off-premises advertising signs
- Outdoor storage
- Parking lots and garages
- Institutional uses
- Fast food restaurants
- Massage parlors
- Indoor amusements
- Government offices
- Nail salons
- Community centers
- Family day-care home, group day-care home or day-care center
- Hotel or motel
- Check-cashing establishments

C-2 Commercial District – The purpose of this district is to encourage the development of retail, personal service and office uses to serve the needs of Borough residents and visitors, to promote development which is compatible with the character and scale of the Borough's downtown, provide for multi-family dwellings (apartments) in close proximity to the Borough's downtown, and to complement the revitalization objectives of the Borough.

Uses Permitted by Right

- All uses permitted by right in the C-1 district
- Low-rise apartment buildings
- Single-family detached or semi-detached dwelling when replacing a previously existing dwelling

Uses Permitted by Special Exception

- Outdoor storage of items for sale
- Offices and shops of tradesmen
- Laboratories and research and development facilities
- Exterminator
- Upholstery workshop
- Beverage distributor
- Indoor or outdoor recreational facility
- Hospitals, nursing homes, clinics
- Catering establishments
- Private clubs or lodge halls
- Business and trade school
- School or studio for the arts

- Funeral homes
- Fast food restaurants
- Check-cashing establishments

#### Prohibited Uses

- Any use not specifically permitted is prohibited
- Motor vehicle related uses including sale, rental, painting, washing, or repair
- Motor vehicle service stations, gas stations, and car washes
- Adult entertainment
- Fortune telling
- Pawn shops
- Tattoo and body piercing
- Off-premises advertising signs
- Outdoor storage
- Parking lots and garages
- Institutional uses such as churches, synagogues and other houses of worship
- Massage parlors
- Indoor amusements
- Government offices
- Nail salons
- Community centers
- Family day-care home, group day-care home or day-care center
- Hotel or motel

C-3 Commercial District – The purpose of this district is to provide for general business and light industrial uses, including some uses that may be considered inappropriate for the Central Business District.

#### Uses Permitted by Right

- Any use permitted by right or special exception in C-2, except multi-family dwellings and restaurants
- Truck and other transportation terminals
- Manufacturing and assembly operations
- Printing, publishing, bookbinding, engraving, lithography, photo finishing, film processing
- Monument establishments and cemeteries
- Food processing establishments
- Photography, cinema, radio and television studios
- Commercial greenhouse, nursery and wholesale florist
- Outdoor storage of items for sale
- Motor vehicle related uses including sale, rental, painting, washing, or repair

- Motor vehicle service stations, gas stations, and car washes
- Fast food restaurants
- Fortune telling establishments
- Pawn shops
- Tattoo and/or body piercing establishments
- Off-premises advertising signs
- Outdoor storage
- Parking lots and garages
- Churches, synagogues, mosques and other houses of worship
- Hotels and motels
- Government offices
- Nail salons
- Community centers
- Family day-care home, group day-care home or day-care center

Uses Permitted by Special Exception

- Outdoor storage of material not for sale
- Adult entertainment establishments
- Indoor amusement places

**Ordinance Issues**

The municipal zoning ordinance is the principal tool for implementing the comprehensive plan and can provide the framework for the preservation and revitalization of communities. Overall, Lansdowne and East Lansdowne's land use controls are in need of updating to incorporate more contemporary regulations that are compatible with the Boroughs' present land use and development objectives. Although there has not been a significant amount of new development or a change in the composition of land uses over the past two decades, the way in which the Boroughs would like to further develop or redevelop has changed. This Comprehensive Plan recommends a number of amendments to the existing zoning ordinances of each Borough and while this plan is not intended to provide a complete amendment of the Boroughs' existing zoning, some analysis of the existing shortcomings and potential revisions is presented.

Current zoning provisions do not provide for the right mix of uses in the Boroughs' commercial areas and do not adequately address urban design issues. New regulations are needed to impose character-defining design standards, provide for an appropriate mix of uses in commercial areas, preserve and enhance community character, and provide incentives for private sector redevelopment.

**Parking**

Lack of parking or a perceived lack of parking is a problem in both communities, particularly along Baltimore Avenue and in the Boroughs' denser residential areas. Having said that, excessive parking requirements may deter potential developers from

investing in Lansdowne and East Lansdowne. Existing zoning requires 1 parking space per 200 square feet of retail, office, and commercial space. These minimum-parking requirements could be lowered to 3 spaces per 1,000 square feet to be consistent with the traditional, pedestrian-oriented character of the Lansdowne CBD and Baltimore Avenue in East Lansdowne. In addition, current zoning provides parking requirements for individual uses rather than by district, which may not adequately address parking issues in different sections of the Boroughs. For instance, many areas of the Boroughs include on-street parking, however, neither ordinance counts on-street parking towards the parking requirements.

In terms of design, parking located along the street in front of stores should be minimized and where possible, should be located to the rear of buildings. Parking located along the commercial street where pedestrian traffic is desirable lessens the attractiveness of the area to pedestrians and compromises the safety of pedestrians along the street. Lansdowne Borough recently updated the provisions for their commercial districts and included provisions that prohibit parking in front of buildings in the C-1 district and only permit parking to the rear and side of structures. It may be appropriate to also apply this provision to the C-2 district and to East Lansdowne's commercial districts.

## **Design**

Current zoning does not regulate building design (Lansdowne's 2008 ordinance contains design guidelines.) Nor are there any provisions to regulate building placement, architectural character, building materials or color. In order to preserve and enhance the Boroughs' traditional development patterns and historic architecture, design standards should be incorporated into the revised zoning ordinances. Lansdowne and East Lansdowne are characterized by a variety of architectural styles, an abundance of tree-lined streets with sidewalks, and buildings built right up to the sidewalk. These features help to give the Boroughs a real sense of community and maintain a small town atmosphere. Without these standards in place, developers are free to do what they like with regard to design which may result in poorly designed buildings that do not fit in with the existing building stock and detract from the traditional character of the Boroughs.

## **Natural Features**

Lansdowne and East Lansdowne are highly urbanized communities and are almost entirely built out. However, both communities, particularly Lansdowne, contain some valuable natural resources and recreational amenities that should be preserved. Neither ordinance contains provisions for steep slope regulation, controlling development in the floodplain, or preservation of woodland areas. The Boroughs currently use the Delaware County Subdivision and Land Development Ordinance to regulate development. This ordinance does not contain provisions for steep slope regulation. Because of the very steep slopes along Darby Creek, Lansdowne should consider adopting a steep slope ordinance. East Lansdowne does not possess any areas of steep slopes and therefore does not need to consider further regulation. As previously mentioned, East Lansdowne and Lansdowne have a number of large shade trees that significantly enhance the visual

character of the communities. The preservation of such trees is vital to maintaining the character and visual quality of the two Boroughs. Neither Borough currently has regulations to preserve and protect shade trees. The Boroughs might consider the creation of a shade tree ordinance to protect shade trees throughout their communities and to provide for the installation of new shade trees during development or redevelopment projects.

### **Subdivision and Land Development**

The Boroughs are currently using the Delaware County Subdivision and Land Development Ordinance (SALDO) from 1981. The County is in the process of developing a new model SALDO that should provide a good overall model for the Boroughs. Having said that, Lansdowne and East Lansdowne have development issues that are unique to them and as a result the County's model SALDO may not be entirely adequate to meet their needs. It may be appropriate for the Boroughs to review the County SALDO once it is completed, adopt portions of it and adapt it as necessary.

### **Land Use and Zoning Conflicts with Adjacent Municipalities**

In general, land use and zoning is fairly consistent along the Boroughs' municipal boundaries. However, some conflicts do exist along East Lansdowne's southern and eastern boundaries and along Lansdowne's eastern boundary, which they share with Upper Darby Township.

Obviously one community cannot dictate what neighboring communities do with regard to zoning but there should be communication between neighbors to try to ensure that conflicts are avoided where possible or at the very least, impacts from incompatible uses are lessened. The Boroughs should work with Upper Darby to ensure that impacts from industrial uses adjacent to residential areas are minimized through the use of buffering and screening. Where land use and zoning conflicts exist the Boroughs may consider developing provisions for buffering to lessen the impact of adjacent incompatible land uses. These may include provisions for landscaping and screening, the installation of street trees, and setbacks. These provisions may be applied to Union Avenue between Stewart and Bartram in Lansdowne,- which forms the municipal boundary with Upper Darby, to create a visual buffer between the residential areas in Lansdowne and the industrial type development on the Upper Darby side of road.

### **ZONING ORDINANCE REVISIONS**

The following section provides recommendations for zoning ordinance revisions to enable the Boroughs to implement the comprehensive plan and set the stage for revitalization.

## **Coordinate Baltimore Avenue Zoning**

Many zoning and land use inconsistencies exist along Baltimore Avenue as it runs through the Boroughs, particularly in East Lansdowne, where small-scale commercial and residential uses exist on the north side of the street across from the Manufacturing and Industrial district in Upper Darby Township.

The Boroughs should create a zoning district that provides a flexible regulatory framework to promote compact development and innovative design solutions along Baltimore Avenue. The district should include both regulatory and performance standards. The regulatory standards would deal with requirements such as building setbacks, lot coverage, sign placement, and number of parking spaces while the performance standards would essentially be design guidelines dealing with site design, buildings, and public areas. These guidelines would serve as a framework for changes to existing development and the physical form of new development, and they would include recommendations for such things as architectural features, location of parking, streetscaping, and amenities.

## **Develop Design Standards**

The Boroughs should develop design standards to preserve community character while creating an inviting, aesthetically pleasing, vibrant, and pedestrian-oriented commercial and residential environment. To do this, the standards should focus on the following:

- Improving the appearance and use of the existing street system
- Creating an aesthetically-pleasing and human-scaled pedestrian network linking major destinations, and a pleasing and safe street experience for pedestrians and transit users
- Building upon community assets, including public parks, public libraries, and community gathering places
- Creating a unified streetscape
- Creating new gateways at main entryways into the Boroughs
- The installation of street trees
- Enhancing safety and a balance between pedestrian, vehicular, and transit flow
- Enhancing central areas (Lansdowne and Baltimore Avenue in Lansdowne/Penn Boulevard and Baltimore Avenue in East Lansdowne) with improvements that make them points of community interest and pride

The Boroughs should partner with Upper Darby, Clifton Heights, and Yeadon to develop standards for Baltimore Avenue from Clifton Heights to the Philadelphia municipal boundary to create a unified appearance for the corridor.



## Create Historic Districts

At present, neither Lansdowne nor East Lansdowne has any provisions for the protection of historic resources. The creation of an historic zoning overlay district would serve to protect their numerous historic properties. The overlay can apply regulations and incentives in addition to those of the base zoning. These regulations can address such factors as:

- Historic impact studies as a part of the existing land development process;
- Demolition of historic resources;
- Design guidelines;
- Buffering or visual protection; and
- Additional or conditional uses.

The overlay zoning district could be applied to the two existing National Register Districts in Lansdowne in addition to a number of other areas throughout the Boroughs. An historic resource survey would need to be completed to determine where the overlay zoning could be applied.

In addition, Lansdowne should consider creating a Certified Local Historic District (Act 167) for the CBD. The Act 167 local district has distinct advantages, most notably the local control and design guidelines that are tailored to the individual municipality. It is the most effective way in which to preserve the character as well as the buildings (see *Chapter 4 – Preservation* for more information).

## Incentive Zoning

Many new plans and land development regulations now subscribe to the principles of smart growth, which include using land resources more efficiently through compact building forms and infill development; mixing land uses; promoting a variety of housing choices; supporting walking, cycling, and transit as attractive alternatives to driving; improving the development review process and development standards to encourage developers to apply these principles; and connecting infrastructure planning to development decisions to make efficient use of existing facilities and ensure that infrastructure is in place to serve new development.

To encourage the right type of new development in the appropriate locations, the Boroughs could utilize a technique called incentive zoning. Incentive zoning involves a trade-off between a community and a developer. A developer gets to build a project that

***Density Bonus –  
Increased floor area ratio  
(FAR) in return for new  
amenities.***

would not otherwise be permitted under the existing zoning regulations in exchange for providing something that is in the community's interest – something that the community would not otherwise require of the developer. Usually, the trade-off involves the municipality allowing the developer to build a larger, higher-density project in return for public amenities and

urban design features such as street-level retail, urban plazas, building design, and parking lot landscaping. Cash contributions for off-site improvements are another thing developers could offer in a trade-off for higher densities. An adopt-a-landmark program involves a developer providing money to owners of nearby designated historic landmarks for substantial interior or exterior renovation work.

## **RECOMMENDATIONS**

The Boroughs should...

9-15 Work with the participants of the EDCCOG to create a unified vision for the future of the Baltimore Avenue corridor.

9-16 Develop design standards to preserve and enhance community character.

9-17 Create an historic zoning overlay district to protect significant historic resources.

Program: PHMC

Technical Assistance: DCPD Preservation section  
PHMC

9-18 Work with the participants of the EDCCOG to create design guidelines for new development and alteration to existing development that address such things as architectural features, building design, construction materials, parking location and design, and streetscaping.

Funding Programs: Renaissance Program  
LUPTAP  
TCDI  
DCED Keystone Communities

9-19 Consider the creation of a shade tree ordinance to preserve and protect shade trees.

Funding Programs: Pennsylvania Urban and Community Forestry  
Council  
Community Conservation Partnership Program  
TreeVitalize Program (DCNR)

Technical Assistance: Pennsylvania Urban and Community Forestry  
Council

## **FUTURE LAND USE MAP AND ZONING MAP RELATIONSHIP**

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Frequently, discussions of planning and zoning reveal confusion between a future land use map and a zoning map. Therefore, it is important to emphasize that the future land use map is not a zoning map; it is a generalized statement of reasonable and appropriate future uses. For example, while the future land use map may propose one general use, commercial for example, the zoning map may divide this same area into several different commercial zoning districts that allow very different types of commercial establishments with very different dimensional requirements.

The future land use map and text also serve as the basis for any zoning ordinance and zoning map amendments prepared after this plan. Zoning maps are very specific; land use maps are more general. The zoning map is, of course, part of the zoning code and is not part of this plan.

## **CONSISTENCY MANDATE**

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The Year 2000 amendments to the MPC (PA House Bill 14 and Senate Bill 300) place strong emphasis on coordinated, countywide planning. Section 301 requires municipal and multi-municipal comprehensive plans to be generally consistent with the County comprehensive plan. Since there is presently no adopted County comprehensive plan, there are no official or adopted Countywide planning goals or policies with which the Boroughs need to achieve consistency. The MPC also requires municipal zoning ordinances to be consistent with municipal comprehensive plans.

The MPC also strongly emphasizes the importance of contiguous municipalities joining together to prepare joint or multi-municipal comprehensive plans. This plan is one of three multi-municipal plans to be initiated in Delaware County since the Year 2000 amendments, and only the second in more than 25 years. State agencies that provide funding for planning and community development activities such as DCED give priority to joint planning efforts. The requirements for consistency between municipal and county plans and encouragement for municipalities to prepare joint plans represent steps toward a more coordinated planning process. This is particularly important in Pennsylvania and Delaware County where planning and zoning efforts haven often been fragmented and contradictory.

The degree to which these efforts at consistency and coordination will be successful remains to be seen. It appears that the preparation of realistic and well-crafted consistency standards by county planning commissions as required by the MPC and the degree to which municipalities adhere to these standards will be important factors in determining the success of efforts to improve the planning process in Pennsylvania. Also, the extent to which the courts define and support the MPC's provisions requiring consistency will have a strong bearing on the success of planning efforts in the Commonwealth.

## **REGIONAL RELATIONSHIPS**

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The MPC specifies that all municipal comprehensive plans shall include:

*A statement indicating that the existing and proposed development of the municipality is compatible with the existing and proposed development and plans in contiguous portions of neighboring municipalities, or a statement indicating measures which have been taken to provide buffers or other transitional devices between disparate uses, and a statement indicating that the existing and proposed development of the municipality is generally consistent with the objectives and plans of the county comprehensive plan. (Article III Comprehensive Plan)*

### **Land Use and Planning Issues in Adjacent Municipalities**

Each municipality has its own planning program and schedule for undertaking significant planning efforts, as well as an internal process for ordinance review and update. The comprehensive plans of municipalities adjacent to Lansdowne and East Lansdowne have been consulted and reviewed, and the recommendations of this section as well as the recommendations made throughout this plan are generally compatible with the plans of neighboring municipalities.

The following is a summary of the status of planning within adjacent municipalities, as well as a brief comparison between existing land uses and future land uses for areas near Lansdowne and East Lansdowne's borders.

### **Planning Status of Adjacent Municipalities**

**Clifton Heights Borough** – Comprehensive Plan (2006, with Springfield Township),  
Zoning Ordinance (1993)

Existing Land Use: The existing land use on the Clifton Heights side of the boundary shared with Lansdowne is mainly commercial near Baltimore Avenue with some high-density residential and some recreational uses south of Baltimore Avenue, adjacent to the municipal boundary along Scottdale Road. In Lansdowne, the existing land uses along the shared boundary north of Baltimore Avenue are low-density residential and recreational. Therefore, conflicts exist; however, uses appear adequately separated by Darby Creek and trees and vegetation that minimize adverse impacts. The area along the shared boundary south of Baltimore Avenue is mainly vacant with one small commercial use.

Comprehensive Plan: The Borough is working together with Lansdowne, East Lansdowne, and other communities in eastern Delaware County to enhance the Baltimore Avenue corridor through various multi-municipal planning initiatives.

**Upper Darby Township – Comprehensive Plan (2004), Zoning Ordinance (2001)**

Existing Land Use: Lansdowne shares municipal boundaries with Upper Darby to the north, south, and east. Uses are generally consistent along the north and south boundaries, with residential matching residential and recreational matching recreational. There are some land use conflicts that currently exist along the eastern boundary along Union Avenue in the vicinity of Baltimore Avenue. The uses on the Lansdowne side are a mix of residential and commercial with some light industrial uses. The Upper Darby side is comprised of mainly industrial uses with some commercial properties, the majority of which are currently vacant. Current zoning in Upper Darby allows for a variety of moderate to high impact manufacturing and industrial uses. The Township indicates that the zoning for this area is not likely to change so the potential for significant future land use conflicts remains.

East Lansdowne is entirely surrounded by Upper Darby Township. The existing land uses near the boundaries shared to the north and west are generally consistent, and no real conflicts exist. However, a number of incompatible uses do exist at the eastern boundary along Long Lane. The existing land uses in East Lansdowne are a mix of medium-density residential and commercial uses, whereas on the Upper Darby side, the existing land use is mainly high-density residential. Significant conflicts also exist at the municipal boundary along Baltimore Avenue. Uses on the East Lansdowne side of Baltimore Avenue are a mix of retail, commercial, and residential uses, whereas light industrial is the primary land use with a limited amount of commercial and high-density residential uses on the Upper Darby side. The industrial uses are generally inappropriate along Baltimore Avenue which is predominately comprised of retail and residential uses.

Comprehensive Plan: The Upper Darby Future Land Use Plan generally recommends a continuation of the existing land uses and zoning along the boundaries shared with Lansdowne and the northern, eastern, and western boundaries shared with East Lansdowne. Along Baltimore Avenue, the plan recommends office/industrial as future land uses. In addition, the plan identifies Baltimore Avenue as an area appropriate for redevelopment and recommends streetscape improvements along the corridor. Currently, the Township is engaged in a multi-municipal planning project to coordinate zoning and land development along the corridor and to create a more consistent and unified appearance.

**Yeadon Borough – Comprehensive Plan (2001), Zoning Ordinance (1984)**

Existing Land Use: The existing land use on the Lansdowne side of the Yeadon boundary is primarily residential with some institutional. Uses on the Yeadon side are also residential; therefore, no conflicts exist.

Comprehensive Plan: Yeadon Borough's Future Land Use Map shows the boundary area as residential. No conflicts exist with this comprehensive plan as the Lansdowne and East Lansdowne Existing and Future Land Use Maps show the shared boundary as mainly residential also.

## **RECOMMENDATIONS**

The Boroughs should...

- 9-21 Continue to be an active member of the EDCCOG.
- 9-22 Work with neighboring municipalities on regional planning initiatives.

# **CHAPTER 10**

## **IMPLEMENTATION**



## **CHAPTER 10**

### **IMPLEMENTATION**

Active implementation is necessary in order for the comprehensive plan to be of value to the community. Although a plan prepared with accuracy, diligence, and community input and support has the potential to be instrumental in guiding the future development and direction of the community, this potential will not be realized if it is not implemented. Implementation cannot be accomplished by a single act or a single document. It is a series of public and private actions that must be initiated when feasible and timely. The success of such efforts requires the cooperation of Borough residents, business owners, and public officials and agencies.

#### **THE PLANNING PROCESS**

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The completion of this comprehensive plan does not conclude the planning process for Lansdowne and East Lansdowne. Rather, it is the first step in planning for future development and redevelopment and the provision of municipal services. The Boroughs should use a variety of methods to pursue an effective perpetual planning program, such as:

- Forming a joint planning committee to oversee implementation of the *Multi-Municipal Comprehensive Plan*.
- Entering into an Intergovernmental Cooperative Implementation Agreement to establish each Borough's responsibilities for their part of the plan.
- Establishing a process for consistency review to ensure that local ordinances are consistent with the multi-municipal comprehensive plan.
- Engaging in annual reporting to keep participants informed about the progress that each is making toward carrying out the plan.
- Reviewing the plan on a regular basis to ensure that changes in physical and social conditions and new developments are reflected and adequately addressed. The joint planning committee should formally review and update the plan as conditions warrant, or at least once every three years.

#### **IMPLEMENTATION MEASURES**

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The provisions set forth in Article XI of the MPC make the multi-municipal comprehensive plan much more significant, both politically and legally, than single municipality comprehensive plans in Pennsylvania were in the past. Prior to the Year

2000 amendments to the MPC, comprehensive plans were purely advisory documents that were largely ignored. Now they will play a much more important role in planning, land use, and community development.

The implementation provisions make it possible for a multi-municipal plan to become reality if the participating municipalities each do their part by adopting “generally consistent” regulations. It is through consistent actions by each participating municipality that the plan takes legal effect. Ordinances enacted in conformity with the plan are likely to withstand legal challenge because the legislature has directed the courts to look at the plan and implementing ordinances in the entire area of the plan, not just in the municipality whose ordinance is being challenged.<sup>1</sup>

The following is a summary of the tools that the Boroughs can and should use to implement the multi-municipal comprehensive plan.

### **Zoning Ordinance**

The municipal zoning ordinance is the principal tool for implementing the comprehensive plan and can provide the framework for the preservation and revitalization of communities. As noted in Chapter 9 – Land Use, current zoning provisions do not provide for the right mix of uses in the Boroughs’ commercial areas and do not adequately address urban design issues. New regulations are needed to impose character-defining design standards, provide for an appropriate mix of uses in commercial areas, preserve and enhance community character, and provide incentives for private sector redevelopment.

Zoning ordinance revisions are essential if the Boroughs enter into an Intergovernmental Cooperative Implementation Agreement (see Intergovernmental Cooperative Implementation Agreements section of this chapter) as the MPC requires that each participating municipality enact consistent ordinances to implement the multi-municipal plan within two years of the plan’s adoption.

### **Subdivision and Land Development Ordinance**

A subdivision and land development ordinance (SALDO) used in concert with a 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. This ordinance controls development features such as street widths, grades and curves, driveways, sight distances, lot design, sewage disposal, storm drainage, and recreational areas for new developments or additions/alterations to existing development.

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<sup>1</sup> *Planning Beyond Boundaries: A Multi-Municipal Planning and Implementation Manual for Pennsylvania Municipalities*, 10,000 Friends of Pennsylvania, 2002.

The Boroughs currently use the County's current ordinance as neither has its own. Because of the Boroughs' built-out nature, there is very little subdivision and land development activity. However, the Boroughs should be concerned with regulations for both residential and nonresidential infill development at the size and scale that is appropriate. In view of these possibilities, the Boroughs must decide if the County's ordinance is acceptable or if the Boroughs should prepare their own ordinance based upon the County's SALDO.

### **Official Map**

Article IV of the MPC enables municipalities to prepare an official map. This map is intended to show public lands and facilities, including:

- Public streets, watercourses, and public grounds, including widenings, extensions, openings, or closing of same;
- Existing and proposed public parks, playgrounds, and open space reservations;
- Pedestrian ways and easements;
- Railroad and transit rights-of-way and easements;
- Flood control basins, floodways and floodplains, stormwater management areas, and drainage easements;
- Support facilities, easements, and other properties.

When a municipality creates an official map showing locations of existing and future streets as well as other public areas, it reserves this land for future public use. If by virtue of the official map, a landowner is denied reasonable use of his property, he can apply for a special encroachment permit that would allow him to build on the site. If a landowner notifies the municipality of his intention to develop a site identified on the official map, the municipality has one year to acquire the site or the reservation of that land becomes invalid. The official map is, therefore, an important but seldom-used tool that can help municipalities plan the location and layout of future roads and public areas.

When consistent with a municipal SALDO, zoning ordinance, and comprehensive plan, an official map can give strength and validity to the Boroughs' wants and needs for future growth. In this manner, the Boroughs could take proactive measures in shaping important components of their future development, in contrast to simply reacting to developers' proposals.

### **Capital Improvements Program**

The Capital Improvements Program (CIP) and capital budget are 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. The ranking of a given project should be based upon the following criteria:

- Consistency with the comprehensive plan recommendations
- Fulfillment of a pressing need
- Extent of service
- Urgency of the project, i.e., how many citizens would be inconvenienced if the project is not done
- Savings that will accrue as a result of the project
- Relationship with other projects in the Borough or abutting municipalities
- Economic impact
- Public support

Capital programming is a process designed to anticipate what community projects are needed over the next several years. Projects may be completed in phases and last for several years. The Boroughs must determine what projects should be started immediately, those that should begin the following year, and those that may commence in two or three years. In setting these priorities, it is important to remember that many projects take several years to complete. By ranking projects, the Boroughs can budget money to spread their cost over a number of years or, under other circumstances, make large purchases ( e.g. real estate) in advance of actual use to avoid higher costs later. In short, this process lends a large degree of flexibility to purchasing and budgeting.

Another benefit of establishing a formal CIP is that by demonstrating this planning and budgeting process, chances for obtaining federal and state funding are often improved. Funding agencies are more likely to loan or grant money to a community that documents need and carefully plans for future improvements.

In order to establish a capital programming process, the Boroughs should appoint a committee responsible for the evaluation and prioritization of capital projects. Borough Councils, appropriate members of other local boards, the Borough Managers, and Borough Engineers should work together in selecting and prioritizing projects for the CIP.

Many of the policies established in the comprehensive plan need to be considered in the operating budget. Facility maintenance, code enforcement, housing rehabilitation, traffic control, zoning administration, and other activities required to achieve the goals and objectives set forth in the plan are funded annually in the Boroughs' operating budgets.

Presently, the Boroughs do not have a formal, documented CIP and budget. They simply consider mid-range and long-range projects during the course of formulating the annual budget. In order to improve planning for municipal projects and purchases and improve local financial conditions, the Boroughs should take the following steps:

1. Implement a formal CIP and budget designed to establish a long-range program to select, schedule, prioritize, and budget major capital projects.

2. Form a committee responsible for the planning, evaluation, and prioritization of capital projects. This group should include members of Borough Council 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.

### **Citizen Involvement**

Shaping the growth of a community requires active citizen participation. The Boroughs should, therefore, place great importance on the opinions of their residents, civic groups, and business community. The development of this comprehensive plan is a step in that direction.

Our system of law emphasizes private rights. Therefore, it is the duty of private groups and citizens to act constructively in community affairs. Participation in local government issues including the planning process must be a positive effort as criticism alone is not sufficient. Citizens offering constructive alternatives to local proposals are vital to the effective operation of municipal government. Each person who is concerned with the future of the Boroughs should educate himself about the problems and challenges facing his Borough and the project area. The comprehensive plan should be used in this informational process. It provides background studies that contain important statistical data and makes recommendations for land use, transportation, and community facilities based on the data. The comprehensive plan is, however, only a tool to guide development policy. For it to be successfully implemented, this plan must have the support of the area residents.

### **Code Enforcement**

Code enforcement activity represents another method of implementing this plan. The various codes used by the Boroughs have an important role in assuring that new construction, rehabilitations, and conversions are constructed with proper materials and appropriate construction methods. The primary responsibilities of the local Code Enforcement Officer (CEO) are to inspect all building components of new construction, additions, alterations, and the repair of structures.

The code enforcement program to a great extent establishes the effectiveness of the zoning ordinance. Even if a zoning ordinance is well conceived and crafted, the true test of its effectiveness lies in its administration. Good enforcement procedures are likely to result in optimum compliance.

## **Regional Code Enforcement**

Adopting ordinances for the enforcement of building and housing codes is a decision to be made by the municipal governing bodies. Once that municipal decision is made, a regional approach to delivering this service should be explored. Lansdowne Borough is currently operating a joint code enforcement program with Yeadon Borough. The regional approach has multiple benefits for participating municipalities. It can provide sufficient workload for a full-time inspector allowing smaller municipalities to work together to employ a full-time, qualified inspector. Larger municipalities working together in a regional code enforcement program can provide the workload to justify employing specialists for plumbing and electrical inspections and major plan reviews, as well as having several general building inspectors available so the office is not closed when one inspector is ill or on vacation. A multi-municipal code enforcement program can also improve consistency.

The introduction of the Uniform Construction Code (UCC) (see Uniform Construction Code (Act 45 of 1999) below) will also affect how the Boroughs administer code enforcement. Under Act 45, CEOs are required to meet strict regulations with regard to training and certifications in order to perform inspections and issue permits. This will inevitably result in higher costs for the Boroughs either for training or to hire qualified third party agencies to obtain a UCC construction permit, all necessary inspections, and a certificate of occupancy. By administering a regional code enforcement program, the Boroughs could save money by sharing the services of a qualified CEO(s) or pooling resources for training expenses. A joint code enforcement program can be provided under an Act 180 agreement or a COG.

## **Uniform Construction Code (Act 45 of 1999)**

This new, statewide building code establishes minimum regulations for most new construction, including additions and renovations to existing structures. The building codes adopted through Act 45 will consist of most of the International Code Council's 2000 code series. This series includes the International Building Code (IBC) and the International Residential Code (IRC) and replaces what are commonly known as the BOCA and CABO building codes, respectively. The Pennsylvania Department of Labor & Industry (L&I) has been designated as the lead agency to facilitate implementation of the code and prepare the requirements regulating training, certification, and administration.

Local governments have a number of options in administering the UCC. If a local government chooses to provide code services for residential structures (one and two-family), the municipality must still provide for nonresidential code services using the variety of options available to them. L&I does not have the obligation to automatically provide code services for nonresidential structures in municipalities that wish to deal only with residential construction. However, a municipality may still “contract” with L&I to provide nonresidential inspection and plan review services pending a mutually acceptable agreement and availability of personnel at the Department.

Under the current proposed regulations, if a local government chooses not to administer the UCC, that municipality will no longer have the right to issue building permits. In that case, a contractor or building owner would have to retain a certified third-party agency (for one- and two-family homes) or go to L&I (for all nonresidential structures), to obtain a UCC construction permit, all necessary inspections, and a certificate of occupancy.

The proposed training and certification regulations “grandfather” current code officials, whether directly employed by a municipality or working under contract with a municipality. Note that residential code officials may continue to work for three years and nonresidential code officials may continue providing inspections and plan reviews for five years, but they must register and also obtain an accessibility certification before handling accessibility code requirements. All “grandfathered” individuals must still obtain the required certifications by the conclusion of the applicable “grandfather” period.<sup>2</sup>

## **JOINT PLANNING COMMITTEE**

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Because of the complexity of coordinating activities and reaching consensus between two municipalities there needs to be a specific group whose primary mission is implementation of the joint comprehensive plan.

This Joint Planning Committee would serve as the “keeper of the plan”, and its sole purpose would be to make sure that the recommendations in the plan were being implemented. The first job of the Committee would be to thoroughly review the comprehensive plan with emphasis on the Two-Year Action Agenda chapter and to prioritize the activities and programs recommended for the first two years after adoption of the plan. The Planning Committee should also organize and present the selected implementation tasks to the Councils and other stakeholders to gain their support. The respective Councils, developers, and other stakeholders would then execute the implementing actions. Examples of these groups of actions are the adoption of recommended ordinances, formation of new boards/commissions, application for funding, and awarding of contracts etc. At the end of each year, the Planning Committee would issue a report indicating the progress made towards implementing plan recommendations. The group would also be responsible for reviewing and updating the plan at regular intervals as recommended in this report. The Planning Committee would consist of representatives from both Lansdowne and East Lansdowne. These representatives should include municipal officials and may also include members from the business community, various organizations, as well as citizen representatives. The specific roles and responsibilities of the Joint Planning Committee would be identified in an Implementation Agreement.

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<sup>2</sup> Governor’s Center for Local Government Services, Department of Community and Economic Development [online], (<http://inventpa.com>).



## IMPLEMENTATION AGREEMENT

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Based on Article XI of the MPC, one of the principal benefits of an adopted multi-municipal comprehensive plan is the authority to distribute land uses among the entire plan area so that each individual municipality does not need to provide for all legitimate uses.

Prior to the year 2000 amendments to the MPC, municipalities participating in a joint comprehensive plan were required to adopt a joint zoning ordinance before all uses could be distributed within the area covered by the joint plan. Presently, the MPC does not require a joint zoning ordinance to enable this distribution, although the participating municipalities may adopt such an ordinance, if they desire.

However, the municipalities need to adopt an Implementation Agreement for the purpose of agreeing on the details involved in implementing the plan. The agreement needs to list the responsibilities of each participant in carrying out the plan. Within two years of plan adoption, the participants must also enact ordinances that are consistent with the plan's recommendations. The acceptance of the implementation agreement and the adoption of consistent ordinances and actions lend legitimacy to the plan (see Appendix H for a sample Implementation Agreement).

The Pennsylvania Intergovernmental Cooperation Law and the MPC govern the content of intergovernmental cooperation agreements such as the 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.
4. Manner and extent of financing.
5. Organizational structure necessary to implement the agreement.
6. Manner in which personal or real property shall be acquired, managed, licensed, or disposed.

In addition, the MPC states that implementation agreements shall:

1. Establish a process by which participating municipalities will achieve general consistency between the plan and the various ordinances of the participating municipalities within 2 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.
4. Require a yearly report by participating municipalities to the county planning agency and by the county planning agency to the participating municipalities.
5. Describe any other duties and responsibilities agreed upon by the parties.<sup>3</sup>

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<sup>3</sup> *Planning Beyond Boundaries: A Multi-Municipal Planning and Implementation Manual for Pennsylvania Municipalities*, 10,000 Friends of Pennsylvania, 2002.

## **CHAPTER 11**

### **TWO-YEAR ACTION AGENDA**

## **CHAPTER 11**

### **TWO-YEAR ACTION AGENDA**

Implementation of the recommendations outlined in this plan is expected to occur incrementally over the next ten years. The Two-year Action Agenda identifies recommendations from throughout the plan that should be implemented in the first two years following adoption. The recommendations are grouped into four action areas to create an organized, strategic approach to implementation:

- Establish Boards, Commissions, Committees, and Partnerships
- Update Ordinances
- Stabilize Residential Neighborhoods
- Revitalize Commercial Areas
- Other Priorities

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.

#### **Establish Boards, Commissions, Committees, and Partnerships**

- 4-8 Consider the creation of an official historic preservation advisory body such as a Historical Commission.

Funding Program: PHMC grants

Technical Assistance: DCPD

- 4-9 Consider establishing an Act 167 District, using the boundaries of existing National Register Historic Districts for example, and form an accompanying Historic Architectural Review Board to maintain the consistency of the historic buildings and landscape (Lansdowne).

Funding Program: PHMC grants

Technical Assistance: DCPD

- 5-10 Establish separate individual or a joint EACs to advise the Boroughs on various environmental problems and issues. Such a group or groups could spearhead both a storm drain stenciling project and an accompanying public education program for residents and businesses. This program should highlight how activities such as over-fertilization of lawns, dumping of motor oil, and failure to clean up after pets contribute to the level of water pollution.

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

- 7-2 Appoint a citizen housing committee made up of homeowners and renters to develop a program with the Boroughs to address the housing rehabilitation needs.

**Update Ordinances**

- 4-10 Consider establishing historic preservation ordinances or historic overlay districts and amending preservation language into the Borough's zoning ordinance (see Appendix B for specific examples).

Funding Program: PHMC grants

Technical Assistance: DCPD

- 5-4 Revise and/or adopt zoning ordinances and require other protective measures such as buffers to protect stream corridors and wetland areas from paving, channelization, or fill and provide strong enforcement for these ordinances.

Technical Assistance: DCPD

- 5-5 Regulate development in floodplains through strict enforcement of local floodplain ordinances, including prohibition of structures such as sheds or storage of loose or floatable items, and enact any amendments necessary as new FIRMS become available or regulations change.

Funding Program: Floodplain Land Use Assistance Program

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

- 5-6 Consider adoption of consistent floodplain ordinances that might contain slightly more stringent management standards that entirely prohibit certain types of development in flood-fringe and floodway areas.

Funding Program: Floodplain Land Use Assistance Program

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

- 7-19 Review existing ordinances relating to conversions to determine applicability to current conditions.

Technical Assistance: DCPD

- 7-31 Revise the zoning ordinance to assure that the regulations provide for the changes and allowances necessary for the construction of compact and sustainable infill residential development.

Funding Programs: Pennsylvania State Planning Assistance Grant  
(DCED)  
CDBG (where applicable)

Technical Assistance: DCPD

- 9-6 Update ordinances to include provisions for signs. The provisions should consider sign material, color, and shape and should discourage signs that are larger than, or out of proportion with, those on adjacent or nearby properties.

- 9-16 Develop design standards to preserve and enhance community character.

- 9-17 Create an historic zoning overlay district to protect significant historic resources.

Funding Programs: PHMC

Technical Assistance: DCPD Preservation section  
PHMC

- 9-18 Work with the participants of the EDCCOG to create design guidelines for new development and alteration to existing development that address such things as architectural features, building design, construction materials, parking location and design, and streetscaping.

Funding Programs: Renaissance Program  
LUPTAP  
TCDI  
DCED Keystone Communities

### **Stabilize Residential Neighborhoods**

- 4-1 Identify (or continue to identify) significant neighborhoods that are successful examples of both early and later suburban development patterns. Develop significant design criteria for each neighborhood, including elements such as set-back, bulk, height, roof lines, architectural styles, building types, and other streetscape features such as well-designed sidewalks, curbs, and street trees.

- Funding Programs: CDBG  
PHMC
- Technical Assistance: DCPD
- 4-2 Develop voluntary design guidelines using the design criteria established for each neighborhood. The information may include preferred rehabilitation and maintenance alternatives and can be made available to residents and developers as they apply for construction permits, in order to preserve the historic nature of the housing stock. The process and results provide awareness to residents.
- Funding Programs: CDBG  
PHMC
- Technical Assistance: DCPD
- 4-5 Create a complete and official survey of historic resources from the inventory provided in this plan, where more specific information concerning the most significant places would be collected, and further preservation planning could be based. The plan should be amended to include this survey when completed.
- Funding Programs: CDBG  
PHMC grants
- Technical Assistance: DCPD
- 7-6 Investigate the feasibility of establishing a regional CDC that would acquire vacant or blighted properties, rehabilitate them, and then re-sell them to interested home buyers. Steps to form a CDC are listed in Appendix E.
- 7-21 Investigate the possibility of instituting a multi-family housing conversion program to convert previously converted multi-family units back to single-family homes.
- Technical Assistance: DCPD  
OHCD
- 7-26 Encourage residents to form neighborhood associations that address neighborhood scale issues, such as maintenance and neighborhood beautification.
- Funding Source: Municipal Funds
- Technical Assistance: Housing Association of the Delaware Valley



### **Revitalize Key Commercial Areas**

- 8-12 Increase decorative and welcome signs throughout the Boroughs to encourage and define the sense of place. These signs serve the dual function of increasing civic pride for residents and increasing awareness of the Borough by those who visit.

Funding Programs: State Liquid Fuels tax reimbursement  
Surface Transportation Program  
Transportation Enhancements Program  
National Highway System funds  
CDBG (where eligible)  
SEPTA  
Municipal funds

Technical Assistance: PennDOT District 6-0 Traffic Unit  
DCPD

- 8-21 Work together with Upper Darby to create a Baltimore Avenue Corridor district. Create a single design standard for construction and marketing, helping to make the area more competitive commercially, industrially, and residentially. Focus on creating transit-oriented and pedestrian-oriented guidelines for redevelopment and consolidating access points into new and current developments. Capitalize on the need to reduce cartway width through use of medians, bike lanes, angled parking, curb bump-outs, raised crosswalks, etc. Provide all of these options to the community and allow them to shape the future development of the corridor.

- 8-29 Work with Upper Darby Township to create a pedestrian-friendly streetscape along Baltimore Avenue, and consider improvements such as street trees, benches, pedestrian-scale lighting, corner bump-outs, bicycle lanes, crosswalks with different materials such as bricks, and more attractive street and store signs.

- 9-1 Lansdowne should work with the Delaware County Redevelopment Authority to implement the completed Redevelopment Area Plan.

Funding Program: Delaware County Redevelopment Authority

Technical Assistance: Delaware County Redevelopment Authority

- 9-4 East Lansdowne should consider preparing a Redevelopment Area Plan for Baltimore Avenue between Hirst Avenue and Long Lane.

Funding Program: Renaissance Program

Technical Assistance: Delaware County Redevelopment Authority  
DCPD Policy section

- 9-15 Work with the participants of the EDCCOG to create a unified vision for the future of the Baltimore Avenue corridor.

**Other Priorities**

- 3-5 Conduct a GIS needs assessment to establish which departments would use GIS and what they would use it for.

- 3-21 East Lansdowne should consider performing an I&I study to identify areas in its collection system in need of repair.

Funding Program: CDBG  
PENNVEST

Technical Assistance: DEP, Wastewater Operator Outreach Program

- 5-20 Adopt the River Conservation Plan prepared for Darby Creek when it is completed. Adoption of this plan will enable the Boroughs to access state funding for stream corridor-related activities and programs cited in the plan.

Technical Assistance: Darby-Cobbs Partnership  
Darby Creek Valley Association

- 6-14 Lansdowne Borough should work with the County to connect open land area along Darby Creek and Scottdale Road, joining Shrigley Park with Pennock Woods and Hoffman Park using easements, bike lanes, and walking trails. Both of Lansdowne's County owned parks are optimal places for making greenway connections. These County parks are both valuable pieces of passive open space parks and should remain as such.

- 6-18 Continue and complete current efforts to produce a Multi-municipal Comprehensive Recreation, Park, and Open Space Plan that will determine the adequacy of the existing facilities with potential for public recreational use and investigate opportunities for riparian restoration. Properties with identified flooding problems should be considered for acquisition and inclusion in any greenway plans.

- 8-18 Conduct a parking study to identify underutilized parking areas and target these areas for increased promotion or development in conjunction with a Baltimore Avenue Corridor District. Long-term parking spaces could be promoted to SEPTA commuters, thus encouraging them to walk by and patronize businesses.

- 9-11 Continue to work with other RPA 5 municipalities, the EDCCOG and the Economic Development Specialist for Baltimore Avenue to revitalize the Baltimore Avenue corridor.

## **APPENDICES**

Please note, on an ongoing basis programs at the federal, state and local level receive reductions in funding or are discontinued altogether while at other times new funding programs may be created.

For the most current and accurate information on available funding and technical assistance sources please consult the online version of the Delaware County Urban Revitalization Resource Guide at:

<http://www.co.delaware.pa.us/planning/countyregionalplanning/urbanresourceguide.html>

## **APPENDIX A**

### **FUNDING AND TECHNICAL ASSISTANCE SOURCES**

(For recommendations found in the plan)

#### **FUNDING PROGRAMS**

##### **Act 167 Stormwater Management Program - Chapter 111 Funding**

**Pennsylvania Department of  
Environmental Protection (DEP)  
Southeast Regional Office**

Jennifer Fields  
2 East Main Street  
Norristown, PA 19401  
Tel: (484) 250-5900  
Email: [jefields@state.pa.us](mailto:jefields@state.pa.us)  
Website: [www.dep.state.pa.us](http://www.dep.state.pa.us)

The program offers grants to municipalities for the implementation of the County Act 167 Stormwater Management Plans for the local watershed, including costs associated with technical and legal services for the administration and enforcement of Act 167 plans. The program may also fund a municipality's NPDES Phase II implementation if it coincides with Act 167 activities. Contact DEP for eligibility requirements.

##### **Certified Local Government Program**

**Pennsylvania Historical and Museum  
Commission (PHMC)**

Bureau for Historic Preservation  
Commonwealth Keystone Building  
400 North Street, 2<sup>nd</sup> Floor  
Harrisburg, PA 17120-0093  
Tel: (717) 787-0771  
Email: [mlefevre@state.pa.us](mailto:mlefevre@state.pa.us)  
Website: [www.phmc.state.pa.us](http://www.phmc.state.pa.us)

The Bureau helps local governments strengthen their local historic preservation efforts and expand their preservation activities by achieving Certified Local Government (CLG) status from the National Park Service (NPS). The National Historic Preservation Act established the Certified Local Government program, which authorizes local governments to participate in the national historic preservation program. Responsibilities of a CLG include maintaining an historic preservation commission, surveying local historic properties, enforcing local preservation laws and providing for public participation in preservation activities. The Bureau provides valuable technical assistance and matching grants to participating communities throughout Pennsylvania whose local governments operate and manage comprehensive preservation programs.

##### **Coastal Zone Management (CZM) Program**

**Pennsylvania Department of  
Environmental Protection (DEP)**

James A. Nagy  
Chief, Grants Projects and Planning  
Office for River Basin Cooperation  
Coastal Zone Management Program  
P.O. Box 2063  
400 Market Street, 15<sup>th</sup> Floor  
Harrisburg, PA 17105-2063  
Tel: (717) 772-4785

The CZM Program is coordinated by the Water Planning Office within DEP and implements a federally approved management program for Pennsylvania's two coastal areas, the Delaware Estuary and Lake Erie, ensuring that federal and state agencies act consistently with program goals as individual projects and permits are pursued. Through annual federal grants, CZM provides technical and financial assistance to local governments and state agencies to control development in coastal hazard areas,

Fax: (717) 783-4690  
Email: [jnagy@state.pa.us](mailto:jnagy@state.pa.us)  
Website:  
[www.dep.state.pa.us/river/czmp.htm](http://www.dep.state.pa.us/river/czmp.htm)

improve public access, protect natural resources, expand strategies to improve local economies, promote proper planning, conserve coastal and wetland resources, and control coastal nonpoint source pollution.

## **Coastal Zone Management (CZM) Program**

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### **Pennsylvania Department of Environmental Protection (DEP)**

James A. Nagy  
Chief, Grants Projects and Planning  
Office for River Basin Cooperation  
Coastal Zone Management Program  
P.O. Box 2063  
400 Market Street, 15<sup>th</sup> Floor  
Harrisburg, PA 17105-2063  
Tel: (717) 772-4785  
Fax: (717) 783-4690  
Email: [jnagy@state.pa.us](mailto:jnagy@state.pa.us)  
Website:  
[www.dep.state.pa.us/river/czmp.htm](http://www.dep.state.pa.us/river/czmp.htm)

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## **Community Conservation Partnerships Program (C2P2)**

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### **Department of Conservation and Natural Resources (DCNR) Southeast Regional Field Offices**

Don Gephart/Fran Rubert  
908 State Office Building  
1400 Spring Garden Street  
Philadelphia, PA 19130  
Tel: (215) 560-1182/1183  
Fax: (215) 560-6722  
Email: [dgephart@state.pa.us](mailto:dgephart@state.pa.us)  
Email: [frubert@state.pa.us](mailto:frubert@state.pa.us)  
Website: [www.dcnr.state.pa.us](http://www.dcnr.state.pa.us)

This program is a combination of several funding sources and grant programs: the Commonwealth's Keystone Recreation, Park, and Conservation Fund (Key 93), the Environmental Stewardship and Watershed Protection Act (Growing Greener), and Act 68 Snowmobile and ATV Trails Fund. The Program also includes federal funding from the Land and Water Conservation Fund (LWCF) and the Recreational Trails component of TEA-21.

This initiative joins DCNR with communities, nonprofit groups, and the private sector in conserving Pennsylvania's valuable natural and cultural heritage. DCNR partnerships involve greenways, open spaces, community parks, rail trails, river corridors, natural areas, indoor and outdoor recreation, environmental education, and tourism and community development.

The C2P2 contains the following grant components: Community Recreation, Land Trusts, Rails-to-Trails, Rivers Conservation, Snowmobile/ATV, Heritage Parks, LWCF, and Recreational Trails. Except for the Heritage Parks grants, all other components have been combined into one annual application cycle (generally late summer/early fall) and use a single application format and

process with one grant manual and one set of application forms. Applications selected for federal LWCF funding require some supplemental information to enable submission of the application to NPS. Generally, all components require a match, usually 50% of cash or in-hand contributions.

### **Community Development Block Grant (CDBG) Program**

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#### **Delaware County Office of Housing and Community Development (OHCD)**

600 North Jackson Street  
Room 101  
Media, PA 19063  
Tel: (610) 891-5425  
Fax: (610) 566-0532  
Email: [wessonj@co.delaware.pa.us](mailto:wessonj@co.delaware.pa.us)  
Website:  
[www.co.delaware.pa.us/hcd/index.html](http://www.co.delaware.pa.us/hcd/index.html)

Delaware County is entitled to receive an annual grant from the CDBG Program operated by HUD. CDBG funds enable local governments to develop viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for low- and moderate-income persons. The County and participating municipalities are free to determine how the money is to be spent based on individual community development needs. Eligible projects include construction of public improvements, such as streets, curbs, sidewalks, historic preservation, and water and sewer facilities.

### **Community Improvement Grant**

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#### **Pennsylvania Urban and Community Forestry Council**

Montgomery County Cooperative  
Extension Office  
1015 Bridge Road, Suite H  
Collegeville, PA 19426-1179  
Tel: (610) 489-4315  
Fax: (610) 489-9277  
Email: [MontgomeryExt@psu.edu](mailto:MontgomeryExt@psu.edu)  
Website: <http://4trees.cas.psu.edu/grants.html>

The Council will consider requests for funds ranging from \$500 - \$3,000. Grant requests must be matched dollar for dollar with cash and/or in-kind contributions by the applicant. The main purpose of this grant is to foster stewardship of trees and the environment and partnerships by bringing together resource experts with volunteers and others who care about trees and their communities. The grant will support education and training opportunities of the general public and professionals, grassroots tree planting projects, and partnerships at the local level.

### **Communities of Opportunity Program**

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#### **Department of Community and Economic Development (DCED)**

Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 787-8158  
1-888-223-6837  
Fax: (717) 783-1402  
Website:  
[www.inventpa.com/default.aspx?id=320](http://www.inventpa.com/default.aspx?id=320)

The program is designed to help communities succeed in making their vision a reality, encouraging the creation of local community partnerships among municipal agencies, financial communities, and for-profit and not-for-profit organizations. It supports local initiatives that promote the stability of neighborhoods and communities, assists communities in achieving and maintaining social and economic diversity, ensures a productive tax base in a community, and assists in approving a community's quality of life.

## **Community Recreation Grants**

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### **Department of Conservation and Natural Resources (DCNR) Southeast Regional Field Offices**

Don Gephart/Fran Rubert  
908 State Office Building  
1400 Spring Garden Street  
Philadelphia, PA 19130  
Tel: (215) 560-1182/1183  
Fax: (215) 560-6722  
Email: [dgephart@state.pa.us](mailto:dgephart@state.pa.us)  
Email: [frubert@state.pa.us](mailto:frubert@state.pa.us)  
Website: [www.dcnr.state.pa.us](http://www.dcnr.state.pa.us)

Community Recreation Grants are awarded to municipalities for recreation, park, and conservation projects. These include the rehabilitation and development of parks and recreational facilities; acquisition of land for park and conservation purposes; and technical assistance for feasibility studies, trails studies, and site development planning. Grants require a 50% match except for some technical assistance grants and small community projects.

## **Community Revitalization Program**

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### **Department of Community and Economic Development (DCED)**

Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 787-8158  
1-888-223-6837  
Fax: (717) 783-1402  
Website: [www.inventpa.com](http://www.inventpa.com)

This DCED funded grant program supports local initiatives that improve the stability of communities and enhance local economic conditions. Fund uses are community development activities that are necessary for a community to enhance quality of life and/or become competitive for business retention, expansion, and attraction.

## **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

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### **Federal Highway Administration Philadelphia Metropolitan Office**

Amy Fox  
1760 Market Street  
Philadelphia, PA 19103  
Tel: (215) 656-7070  
Fax: (215) 656-7269  
Email: [amy.fox@fhwa.dot.gov](mailto:amy.fox@fhwa.dot.gov)  
Website: [www.fhwa.dot.gov](http://www.fhwa.dot.gov)

This program funds transportation projects that reduce congestion and improve air quality. Eligible projects include transit improvements, shared-ride services, traffic flow improvements, demand management strategies, pedestrian and bicycle facilities and programs, inspection and maintenance programs, and alternative fuel projects.

## **Conservation District Mini-Grants**

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### **Delaware County Conservation District**

Rose Tree Park - Hunt Club  
Media, PA 19063  
Tel: (610) 892-9484  
Fax: (610) 892-9489  
Email: [info@delcocc.org](mailto:info@delcocc.org)  
Website: <http://delcocc.org>

The County Conservation District awards competitive grants to locally based environmental organizations, school based environmental clubs, homeowners associations, scouting organizations, civic associations, and sportsman's groups. Grant requests should not exceed \$500.00. The Conservation District Board annually allocates a sum of money to this program based on the prior year's excess of income over expenses.

Examples of eligible projects include:

- Stream bank stabilization
- Riparian forest buffer plantings
- Storm sewer stenciling/disks
- Wildlife habitat improvements
- Workshops/seminars for the general public on local environmental issues
- Stream monitoring – water quality testing programs
- Nature trails

Application deadlines are April 1<sup>st</sup> and October 30<sup>th</sup>.

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### **Demolition Fund**

#### **Delaware County Office of Housing and Community Development (OHCD)**

600 North Jackson Street  
Room 101  
Media, PA 19063  
Tel: (610) 891-5425  
Fax: (610) 566-0532  
Email: [wessonj@co.delaware.pa.us](mailto:wessonj@co.delaware.pa.us)  
Website:  
[www.co.delaware.pa.us/hcd/index.html](http://www.co.delaware.pa.us/hcd/index.html)

Delaware County has established a municipal Countywide Demolition Fund through the CDBG Program. Applications for funding demolition projects are accepted on an ongoing basis. Only properties that are vacant at the time of application will be considered. Call OHCD for a separate application form.

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### **Earmarked Funds**

#### **Pennsylvania General Assembly**

[www.legis.state.pa.us](http://www.legis.state.pa.us)  
[www.house.state.pa.us/](http://www.house.state.pa.us/)  
Tel: (717) 787-2372  
[www.pasen.gov/](http://www.pasen.gov/)  
Tel: (717) 787-7163

#### **U.S. Congressional Representatives**

[www.house.gov](http://www.house.gov)  
[www.senate.gov](http://www.senate.gov)

#### **United States Capitol switchboard:**

(202) 224-3121

Pennsylvania's United States Senators and Representatives earmark funding for specific projects in federal authorization and appropriations bills. Earmarked funds set aside funding to be used for those projects only. Delaware County is represented by two members of the U.S. House of Representatives from Pennsylvania Districts 1 and 7 and two Senators statewide. The County is represented in the Pennsylvania General Assembly by eleven (2003) State Representatives and three (2003) State Senators. Norwood is located in state Senate District 8 and House District 162. Representatives can be found on-line at the addresses noted by entering zip codes, county name, or district numbers in the appropriate search boxes.

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### **Economic Development Revolving Loan Fund**

#### **Delaware County Office of Housing and Community Development (OHCD)**

600 North Jackson Street

Delaware County has established this Countywide economic development direct loan program funded through the CDBG Program. Funding is available to eligible businesses for the provision of working capital, equipment



Room 101  
Media, PA 19063  
Tel: (610) 891-5425  
Fax: (610) 566-0532  
Website:  
[www.co.delaware.pa.us/hcd/index.html](http://www.co.delaware.pa.us/hcd/index.html)

and supplies, employee training, facility rehabilitation and modernization, land and building acquisition, and construction activities. For program specifics contact the Delaware County Economic Development Oversight Board at (610) 566-2225.

## **Elm Street Program**

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### **Department of Community and Economic Development (DCED)**

Customer Service Center  
4th Floor-Commonwealth Keystone Building  
Harrisburg, PA 17120-0225  
Tel: (717) 787-8158  
1-888-223-6837  
Fax: (717) 783-1402  
Website: [www.inventpa.com](http://www.inventpa.com)

The Elm Street Component of the New Communities Program will allow communities to integrate a Main Street or downtown revitalization program with a neighborhood renewal strategy. The Elm Street Program is designed to provide assistance and resources to those mixed use and residential areas in proximity to central business districts, to further enhance the downtown area and to improve the viability of older neighborhoods.

The Elm Street Program incorporates volunteer support, leveraging of private dollars, strategic planning, rehabilitation/reuse of existing buildings, and streetscape improvements. Neighborhood involvement and a visible programmatic connection to an existing downtown revitalization program are required and must be demonstrated.

Through the Elm Street Program, grants will be available for planning, technical assistance and physical improvements.

### **Eligible Applicants**

Eligible applicants include local governments, redevelopment authorities, nonprofit Main Street and economic development organizations, neighborhood improvement district (NIDs), and business district authorities (BDAs). Nonprofits, NIDs, and BDAs are eligible to apply directly only if they have at least two years of satisfactory operational experience as evidenced by satisfactory audits and evidence of municipal support through an executed cooperation agreement. Preference will be given to local governments and redevelopment authorities.

### **Eligible Activities**

Eligible activities are primarily for the preparation of a five-year Elm Street Plan as outlined in the Five Point Elm Street Elements. Other eligible planning activities include, but are not limited to, the following:

- Establishment of a neighborhood improvement district as defined in the Act of December 20, 2000 (P.L. 949, No. 130) known as the Neighborhood Improvements District Act.
- The review of local comprehensive plans and zoning and other land use ordinances to foster the viability of established residential neighborhoods, with a balanced mix of commercial, civic, employment, and residential uses, with particular attention to diversity of housing options.
- The review of educational and recreational opportunities and facilities.
- The marketing and promoting of urban residential living.
- The establishment of a deliberate connection to the Main Street/Downtown Revitalization effort.
- Preparation of a map that clearly identifies the established residential neighborhood and demonstrates its proximity to a commercial district.

#### **Amounts**

A one-time planning grant of up to \$25,000 is available. A 10% match from local private or public sources is required. Matching funds can be cash and/or documented in-kind services.

### **Federal Rehabilitation Investment Tax Credit (RITC)**

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#### **Pennsylvania Historical and Museum Commission (PHMC)**

Bureau for Historic Preservation  
Commonwealth Keystone Building  
400 North Street, 2<sup>nd</sup> Floor  
Harrisburg, PA 17120-0093  
Tel: (717) 787-0772  
Email: [bwilkinson@state.pa.us](mailto:bwilkinson@state.pa.us)  
Website: [www.phmc.state.pa.us](http://www.phmc.state.pa.us)

The Bureau administers the federal Rehabilitation Investment Tax Credit (RITC) program in partnership with NPS. The tax credit program is one of the most successful and cost-effective programs that encourages private investment in rehabilitating historic properties such as office buildings, rental housing, hotels, and retail stores. Since its inception in 1976, Pennsylvania has been a national leader in certified tax credit projects, completing over 1,800 projects and generating over \$2.6 billion in private reinvestment back into Pennsylvania communities.

There are two federal tax incentive programs; a 20% tax credit is available to owners and some long-term leases of income-producing properties that will be rehabilitated, and

a 10% tax credit is available for any nonresidential building not on the National Register but built before 1936.

## **FHA 203(k) Program**

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### **U.S. Department of Housing and Urban Development**

451 7th Street S.W.,  
Washington, DC 20410  
Telephone: (202) 708-1112  
TTY: (202) 708-1455  
[www.hud.gov](http://www.hud.gov)

The Section 203(k) program is HUD's primary program for the rehabilitation and repair of single-family properties. As such, it is an important tool for community and neighborhood revitalization and for expanding homeownership opportunities. This program can be used to accomplish rehabilitation and/or improvement of an existing one-to-four unit dwelling in one of three ways:

- To purchase a dwelling and the land on which the dwelling is located and rehabilitate it.
- To purchase a dwelling on another site, move it onto a new foundation on the mortgaged property, and rehabilitate it.
- To refinance existing indebtedness and rehabilitate such a dwelling.

### **Eligible improvements include:**

Structural alterations and reconstruction, changes for improved function and modernization, elimination of health and safety hazards, changes for aesthetic appeal and elimination of obsolescence, reconditioning or replacement of plumbing, installation of well and/or septic system, roofing, gutters, and downspouts. Flooring, tiling and carpeting, energy conservation improvements, major landscape work and site improvement, improvements for accessibility to a disabled person.

## **Floodplain Land Use Assistance Program**

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### **Department of Community and Economic Development (DCED)**

Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 787-8158  
1-888-223-6837  
Fax: (717) 783-1402  
Website: [www.inventpa.com](http://www.inventpa.com)

This program provides grants and technical assistance to municipalities to comply with the requirements of the NFIP and the Pennsylvania Floodplain Management Act (Act 166 of 1978). Grants can be a maximum of 50% of the eligible costs with no maximum dollar limit. Funds cover ordinance revision only.

## **Growing Greener Watershed Program**

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### **Department of Environmental Protection (DEP)**

DEP Grants Center  
RCSOB, 15<sup>th</sup> Floor  
400 Market Street  
P.O. Box 8776  
Harrisburg, PA 17105-8776  
Tel: (717) 705-5400 or  
1-877 PAGREEN  
Email: [growinggreener@state.pa.us](mailto:growinggreener@state.pa.us)  
Website: [www.dep.state.pa.us/growgreen](http://www.dep.state.pa.us/growgreen)

This DEP program provides three kinds of grants:

- **Watershed** – aimed at cleaning up nonpoint sources of pollution through acid mine drainage abatement, mine cleanup efforts, abandoned oil and gas well plugging, and local watershed-based conservation projects to eligible counties, authorities, municipalities, county conservation districts, watershed organizations, and others involved in the restoration and protection of Pennsylvania’s environment.
- **Technical Assistance** - a network of assistance providers to help watershed organizations effectively and efficiently achieve their watershed protection goals, providing legal, engineering, data management, program management, science mentoring, and technical services at no cost to eligible organizations.
- **New/Innovative Technology** - for improving existing drinking water and sewage treatment facilities through the use of new or innovative technology, going beyond what is needed to maintain compliance with applicable regulatory requirements.

## **Historic Preservation Grants**

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### **Pennsylvania Historical and Museum Commission (PHMC)**

Bureau for Historic Preservation  
Commonwealth Keystone Building  
400 North Street  
Harrisburg, PA 17120-0093  
Tel: 1-800-201-3231  
Fax: (717) 772-0920  
Website: [www.phmc.state.pa.us](http://www.phmc.state.pa.us)

These grants are available to support projects in the categories of cultural resource surveys, National Register nominations, planning and development assistance, educational and interpretive programs, and archaeology. The grants are administered on a competitive basis and are available in two different amounts: no match required to \$5,000 and matching to \$15,000. The maximum award is \$15,000, and the awards are made annually based on a peer review process.

## **Homeowners’ Emergency Mortgage Assistance Program (HEMAP)**

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### **Delaware County Office of Housing and Community Development (OHCD)**

600 North Jackson Street  
Room 101  
Media, PA 19063  
Tel: (610) 891-5425  
Fax: (610) 566-0532  
Website:  
[www.co.delaware.pa.us/hcd/index.html](http://www.co.delaware.pa.us/hcd/index.html)

HEMAP is a Pennsylvania Housing Finance Agency program that provides short-term, temporary funding to cure loan delinquencies. The Program makes mortgage payments to lenders on behalf of qualifying homeowners for up to 24 months. Recipients must meet the eligibility guidelines defined in state law (Act 91), and repayment of the assistance is required. To apply, contact the Media Fellowship House.

Media Fellowship House  
302 South Jackson Street  
Media, PA 19063  
Tel: (610) 565-0434  
Fax: (610) 565-8567

Pennsylvania Housing Finance Agency  
Stony Creek Office Center  
151 West Marshall Street  
Building #3, Suite 300  
Norristown, PA 19401  
Tel: (610) 270-1999  
Fax: (610) 270-1355

2101 North Front Street  
P.O. Box 8029  
Harrisburg, PA 17105-8029  
Tel: (717) 780-3800  
Fax: (717) 780-3905  
Website: [www.phfa.org](http://www.phfa.org)

## **Housing Development Fund (HDF)**

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### **Delaware County Office of Housing and Community Development (OHCD)**

600 North Jackson Street  
Room 101  
Media, PA 19063  
Tel: (610) 891-5425  
Fax: (610) 566-0532  
Email: [wessonj@co.delaware.pa.us](mailto:wessonj@co.delaware.pa.us)  
Website:  
[www.co.delaware.pa.us/hcd/index.html](http://www.co.delaware.pa.us/hcd/index.html)

This initiative of Delaware County Council and OHCD intends to promote the production and improvement of affordable rental and homeowner housing. Delaware County utilizes the federal HOME Investment Partnerships (HOME) Program and CDBG Program funds in combination with its Affordable Housing Fund (AHF) to maximize the funds available in the HDFs. OHCD is responsible for distributing applications, handling all correspondence, evaluating proposals, making recommendations to County Council, and coordinating the award of HDF. OHCD accepts applications for funding from nonprofit organizations, for-profit corporations, limited partnerships, and government agencies.

## **Home Improvement Loan Program (HIL)**

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### **Delaware County Office of Housing and Community Development (OHCD)**

600 North Jackson Street  
Room 101  
Media, PA 19063  
Tel: (610) 891-5425  
Fax: (610) 566-0532  
Email: [wessonj@co.delaware.pa.us](mailto:wessonj@co.delaware.pa.us)  
Website:  
[www.co.delaware.pa.us/hcd/index.html](http://www.co.delaware.pa.us/hcd/index.html)

Delaware County has established the Home Improvement Loan (HIL) Program, which provides low-interest loans to homeowners who need rehabilitation work performed on their properties. The maximum loan for this Program is \$25,000 with a maximum term of 20 years. The interest-bearing loans are made through either Citizens Bank or PNC Bank to eligible homeowners at 5.75%. Interested homeowners should contact either Chester Community Improvement Project (CCIP) or Media Fellowship House to apply.

Chester Community Improvement Project  
(CCIP)  
412 Avenue of the States  
P.O. Box 541  
Chester, PA 19016-0541  
Tel: (610) 876-8663  
Fax: (610) 876-3449  
Email: [ccip.info@verizon.net](mailto:ccip.info@verizon.net)

Media Fellowship House  
302 South Jackson Street  
Media, PA 19063  
Tel: (610) 565-0434  
Fax: (610) 565-8567

## **HOME Investment Partnership Program**

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### **Department of Community and Economic Development (DCED)**

Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 787-8158  
1-888-223-6837  
Fax: (717) 783-1402  
Website: [www.inventpa.com](http://www.inventpa.com)

This DCED funding program can be used for housing rehabilitation, public services, community facilities, infrastructure improvement, development, and planning.

## **Home Modification and Repair Program**

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### **Delaware County Office of Services for the Aging (COSA)**

206 Eddystone Avenue, 2nd Floor  
Eddystone, PA 19022-1594  
Tel: (610) 872-1316  
Fax: (610) 490-1500  
Email: [cosa@co.delaware.pa.us](mailto:cosa@co.delaware.pa.us)  
Website: [www.delcosa.org](http://www.delcosa.org)

The program provides assistance to eligible low-income adults (aged 60 or older) or COSA consumers living in Delaware County with minor repairs, weatherization, and handicapped accessibility assistance.

## **Keystone Historic Preservation Grant Program**

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### **Bureau for Historic Preservation**

Commonwealth Keystone Building  
400 North Street  
Harrisburg, PA 17120-0093  
Tel: 1-800-201-3231  
Fax: (717) 772-0920  
Website: [www.phmc.state.pa.us](http://www.phmc.state.pa.us)

Funding under this state program is available to nonprofit organizations and local governments for capital improvements on historic resources listed in, or eligible for listing in, the National Register of Historic Places. Funding is available in the categories of Preservation, Restoration, and Rehabilitation.

## **Land Use Planning and Technical Assistance Program (LUPTAP)**

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### **Department of Community and Economic Development (DCED)**

Commonwealth Keystone Building  
400 North Street  
4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 787-8158  
1-888-223-6837  
Fax: (717) 783-1402  
Website: [www.inventpa.com](http://www.inventpa.com)

Grants and technical assistance are provided for local governments to prepare comprehensive plans and strategies, as well as the ordinances to implement their plans. One of its main objectives is to promote and encourage the sharing of municipal services, joint planning and zoning, and the application of advanced technology at the local level. Grants require a 50% local match.

## **Liquid Fuels Tax Program**

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### **Pennsylvania Department of Transportation (PennDOT)**

Frank DiSantis  
Municipal Representative  
PennDOT District 6  
7000 Geerdes Boulevard  
King of Prussia, PA 19406-1525  
Tel: (610) 205-6539  
Fax: (610) 205-6910  
Email: [fdisant@state.pa.us](mailto:fdisant@state.pa.us)  
Website:  
[www.dot.state.pa.us/pennndot/districts/district6.nsf/main?readform](http://www.dot.state.pa.us/pennndot/districts/district6.nsf/main?readform), click on Other PennDOT Services, then Municipal Services, then Liquid Fuels, then Liquid Fuels and Turnback Forms.

Dennis Carey, Director  
Public Works Department  
Government Center, Room 207  
201 West Front Street  
Media, PA 19063  
Tel: (610) 891-4668  
Fax: (610) 891-4482  
Email: [careyd@co.delaware.pa.us](mailto:careyd@co.delaware.pa.us)  
Website: [www.co.delaware.pa.us/depts/publicworks.html](http://www.co.delaware.pa.us/depts/publicworks.html)

This state program provides for a permanent allocation to municipalities (determined by population and local road mileage) of part of the liquid fuels taxes on motor vehicle fuels that are collected at the pump. Liquid fuels allocations may be used for any road-related activity including maintenance, repair, construction, or reconstruction of public roads or streets. Road machinery and equipment are also eligible expenditures, as are traffic signs and signals. In any given year, at least a portion of the money could be used for transportation facility projects.

PennDOT's Municipal Services group oversees the allocation of Pennsylvania's liquid fuels funds to 238 municipalities and the five counties in District 6. Representatives work with the cities, boroughs, and townships across the region to ensure that each receives its proper annual allocation of state funds and spends it properly by reviewing and overseeing local highway and bridge construction projects where these funds are utilized.

This group also oversees the Road Turnback Program, where sections of the state highway system are turned over to local municipalities, who are then paid an annual maintenance fee for their continued upkeep.

## **Local Government Capital Projects Loan Program**

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### **Department of Community and Economic Development (DCED)**

This program is administered by the Governor's Center for Local Government Services (CLGS) of the Pennsylvania DCED. It was established to provide low-interest loans to

Governor's Center for Local Government  
Services  
Commonwealth Keystone Building  
4th Floor  
Harrisburg, PA 17120-0225  
Tel: 1-888-223-6837  
Fax: (717) 783-1402  
E-mail: [ra-dcedclgs@state.pa.us](mailto:ra-dcedclgs@state.pa.us)  
Website:  
[www.inventpa.com/default.aspx?id=346](http://www.inventpa.com/default.aspx?id=346)

municipalities with populations of 12,000 or less for the purchase of equipment and the purchase, construction, renovation, or rehabilitation of municipal facilities. The program offers small local governments, who find the cost of borrowing at conventional rates to be prohibitive, an opportunity to secure needed funds at an interest rate of 2.0% per annum. Requests for assistance may be submitted any time throughout the year.

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## **Main Street Program**

### **Department of Community and Economic Development (DCED)**

Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 787-8158  
1-888-223-6837  
Fax: (717) 783-1402  
Website: [www.inventpa.com](http://www.inventpa.com)

This funding and business assistance program targets development opportunities into downtown areas of municipalities and provides five-year assistance for the hiring of a full-time coordinator to oversee a comprehensive revitalization program.

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## **MTRP Electric Utility Grant Program**

### **Pennsylvania Urban and Community Forestry Council**

Montgomery County Cooperative  
Extension Office  
1015 Bridge Road, Suite H  
Collegeville, PA 19426-1179  
Tel: (610) 489-4315  
Fax: (610) 489-9277  
Email: [MontgomeryExt@psu.edu](mailto:MontgomeryExt@psu.edu)  
Website: <http://4trees.cas.psu.edu/grants.html>

Funding matches from \$1,000 - \$5,000 designed to stimulate communities to choose the appropriate trees for planting locations under or near utility wires and improve municipal tree programs. Trees may also be planted on private property in the absence of an adequate tree lawn, provided that the municipality obtains a written easement from the landowner and the trees are planted within six (6) feet of the sidewalk or right-of-way. Planting and maintenance of these trees shall be the responsibility of the municipalities in accordance with its regulations.

PECO  
Alex Brown  
1040 West Swedesford Road  
Berwyn, PA 19312-1074  
Tel: (610) 648-7769  
Email:  
[Alexander.brown@peco-energy.com](mailto:Alexander.brown@peco-energy.com)  
Website: [www.peco.com](http://www.peco.com)

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## **Municipal Bus Shelter Partnership**

### **Delaware County Transportation Management Association (TMA)**

The TMA administers its Municipal Bus Shelter Partnership to provide for bus rider passenger shelters.



102 West Front Street, 1st Floor  
Media, PA 19063  
Tel: (610) 892-9440  
Fax: (610) 892-9460  
Email: [dctma@libertynet.org](mailto:dctma@libertynet.org)  
Website: [www.dctma.org](http://www.dctma.org)

The TMA brokers with a private company that provides shelters, with the revenue from advertising being split between the TMA and the municipality.

## **Municipal Challenge Grants Program**

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### **Pennsylvania Urban and Community Forestry Council**

Montgomery County Cooperative  
Extension Office  
1015 Bridge Road, Suite H  
Collegeville, PA 19426-1179  
Tel: (610) 489-4315  
Fax: (610) 489-9277  
Email: [MontgomeryExt@psu.edu](mailto:MontgomeryExt@psu.edu)  
Website: <http://4trees.cas.psu.edu/grants.html>

Challenge grants will be made available to Pennsylvania municipalities (or municipal tree commissions) to stimulate and assist them in developing a comprehensive urban and community forestry program. Trees can be planted on public lands as street trees in the tree lawn or public right-of-way, in parks, and in greenbelts. Trees may also be planted on private property in the absence of an adequate tree lawn, provided that the municipality obtains a written easement from the landowner and the trees are planted within six (6) feet of the sidewalk or right-of-way. Planting and maintenance of trees shall be the responsibility of the municipalities. Applications can be downloaded through the website.

## **National Trust for Historic Preservation Main Street Program**

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### **The National Trust Main Street Center of the National Trust for Historic Preservation**

1785 Massachusetts Avenue, NW  
Washington, DC 20036  
Tel: (202) 588-6219  
Fax: (202) 588-6050  
Email: [mainstreet@nthp.org](mailto:mainstreet@nthp.org)  
Website: [www.mainstreet.org](http://www.mainstreet.org)

The National Main Street Center works with communities across the nation to revitalize their historic or traditional commercial areas. Based in historic preservation, the Main Street approach was developed to save historic commercial architecture and the fabric of American communities' built environment, but has become a powerful economic development tool as well. The program is designed to improve all aspects of the downtown or central business district, producing both tangible and intangible benefits. Improving economic management, strengthening public participation, and making downtown a fun place to visit are as critical to Main Street's future as recruiting new businesses, rehabilitating buildings, and expanding parking.

## **New Communities Program**

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### **Department of Community and Economic Development (DCED)**

Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225

The New Communities Program, an innovative blend of the Enterprise Zone Program and Main Street Program, will allow the DCED to integrate revitalization of downtowns with that of industrial/manufacturing areas. Complementary elements of each program can assist

Tel: (717) 787-8158  
1-888-223-6837  
Fax: (717) 783-1402  
Website: [www.inventpa.com](http://www.inventpa.com)  
[www.inventpa.com/default.aspx?id=326](http://www.inventpa.com/default.aspx?id=326)

municipalities in bringing together a comprehensive approach to promote both sound land use and revitalization.

## **Owner-Occupied Housing Rehabilitation Program**

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### **Delaware County Office of Housing and Community Development (OHCD)**

600 North Jackson Street  
Room 101  
Media, PA 19063  
Tel: (610) 891-5425  
Fax: (610) 566-0532  
Email: [wessonj@co.delaware.pa.us](mailto:wessonj@co.delaware.pa.us)  
Website:  
[www.co.delaware.pa.us/hcd/index.html](http://www.co.delaware.pa.us/hcd/index.html)

Delaware County Housing Rehabilitation Department  
Cathy Gummel  
1600 Calcon Hook Road  
Sharon Hill, PA 19079  
Tel: (610) 583-4481  
Fax: (610) 583-3093  
Website: [www.co.delaware.pa.us/hcd/coupro.html](http://www.co.delaware.pa.us/hcd/coupro.html)

Delaware County's Countywide Owner-occupied Housing Rehabilitation Program (excluding Chester City, Haverford Township, and Upper Darby Township) provides low- and moderate-income homeowners with financial assistance for home repairs. This Program addresses major systems repairs (such as roofs, HVAC systems, plumbing, and electrical) and weatherization improvements (door and window repair or replacement) with loans up to \$25,000. The form of assistance is a 0% deferred payment loan that is not payable until the house is sold or transferred. For more information, contact the Delaware County Housing Rehabilitation Department.

## **Pennsylvania Access Program**

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### **Freedom Valley Disability Center**

Chris Zinszer  
3607 Chapel Road  
Newtown Square, PA 19063  
Tel: (610) 353-6640  
TDD: (610) 353-8900  
Fax: (610) 353-6753  
Website: [www.fvdc.info](http://www.fvdc.info)

The PA Access Program for Delaware County provides grants up to \$25,000 for removing architectural barriers and installing modifications and/or adaptations for persons with disabilities. This Program serves income-eligible renters and homeowners in all 49 municipalities of Delaware County. The purpose of this grant is to provide modifications that allow persons with disabilities to better perform daily chores and to live more independently. Under this Program, HUD Housing Quality Standards (HQS) and major systems problems are not addressed, thus a property that requires repairs to major systems and/or has HQS violations would require assistance from another source.

## **Pennsylvania Department of Transportation (PennDOT)**

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### **PennDOT District 6**

7000 Geerdes Boulevard  
King of Prussia, PA 19406-1525  
Tel: (610) 205-6700  
Fax: (610) 205-6910  
Email: [penndot6@roadwatch.org](mailto:penndot6@roadwatch.org)  
Website: [www.dot.state.pa.us/pennDOT/districts/district6.nsf/main?readform](http://www.dot.state.pa.us/pennDOT/districts/district6.nsf/main?readform)

District 6 is the regional office of PennDOT, which offers many funding streams for road improvements. Municipalities can also contact DCPD for information concerning transportation projects, such as getting a project on the TIP.

## **Pennsylvania Housing Finance Agency (PHFA)**

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Stony Creek Office Center  
151 West Marshall Street  
Building #3, Suite 300  
Norristown, PA 19401  
Tel: (610) 270-1999  
Fax: (610) 270-1355

2101 North Front Street  
P.O. Box 8029  
Harrisburg, PA 17105-8029  
Tel: (717) 780-3800  
Fax: (717) 780-3905  
Website: [www.phfa.org/](http://www.phfa.org/)

PHFA is Pennsylvania's leading provider of capital for affordable homes and apartments. In order to make the Commonwealth a better place to live while fostering community and economic development, PHFA provides capital for decent, safe, and affordable homes and apartments for older adults, persons of modest means, and those persons with special housing needs. PHFA offers the following programs:

- Future Home Buyer
- Homeownership Choice
- Homeowner's Emergency Mortgage Assistance
- Multi-family Rental Housing Development
- PENNVEST On-lot Sewage System loans
- Single Family Homeownership

## **Pennsylvania Infrastructure Bank (PIB)**

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### **Pennsylvania Department of Transportation (PennDOT)**

James A. Smedley  
Center for Program Development and Management  
P.O. Box 3365  
Harrisburg, PA 17105-3365  
Tel: (717) 772-1772  
Fax: (717) 787-5247  
Email: [jsmedley@state.pa.us](mailto:jsmedley@state.pa.us)  
Website: [www.dot.state.pa.us/pennDOT/bureaus/pib.nsf/homepagepib?readform](http://www.dot.state.pa.us/pennDOT/bureaus/pib.nsf/homepagepib?readform)

The PIB is a revolving loan fund administered by PennDOT that offers flexible financing opportunities for eligible highway, transit, and bridge projects. It has two accounts (highway/bridge and transit) that seek to leverage with private and local revenues. The end results are acceleration of project implementation, spurring economic development, facilitating nontraditional projects, and responding to emergencies/natural disasters.

Eligible projects include transit improvements, shared-ride services, traffic flow improvements, demand management strategies, pedestrian/bicycle facilities and programs, inspection and maintenance programs, and alternative fuel projects. Loan amounts vary, interest rate is one half the prime lending rate, and the maximum loan term is ten years.

## **Pennsylvania Infrastructure Investment Authority (PENNVEST)**

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### **PENNVEST**

Vickie Johnson  
22 South 3<sup>rd</sup> Street  
Harrisburg, PA 17101  
Tel: (717) 783-8618  
Fax: (717) 787-0804  
Email: [vjohnson@state.pa.us](mailto:vjohnson@state.pa.us)  
Website: [www.pennvest.state.pa.us](http://www.pennvest.state.pa.us)

PENNVEST is a low-interest revolving loan program administered by the State to assist municipalities with installation of new, or the repair and replacement of existing, water, sewer, and stormwater management infrastructure. In order to be eligible for PENNVEST, a municipality will be required to show evidence of need in the form of water or sewer studies and adopted stormwater management regulations and/or that the municipality is implementing its respective Act 167 plans.

## **Private Improvements**

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Property owners can be encouraged to construct public improvements on their property, with the incentive that these improvements will improve access to their business. For example, property owners could construct sidewalks on their property along a public roadway, help to pay for bus shelters, or provide bicycle parking for their customers and employees. Large employers can make donations for municipal transportation projects. For example, donations for road maintenance, police funds for traffic law enforcement, bus shelters, and bicycle parking can be made.

## **Public Works Department**

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### **Delaware County**

Dennis J. Carey  
Government Center, Room 207  
201 West Front Street  
Media, PA 19063  
Tel: (610) 891-4668  
Fax: (610) 891-4482  
Email: [careyd@co.delaware.pa.us](mailto:careyd@co.delaware.pa.us)  
Website: [www.co.delaware.pa.us/depts/publicworks.html](http://www.co.delaware.pa.us/depts/publicworks.html)

The County Department of Public Works is responsible for the development, engineering design, and administration of construction projects for physical structures and facilities owned and maintained by the County. Its duties include, but are not necessarily limited to, the following:

- Administration of Liquid Fuels Tax Fund distributions to County municipalities as well as maintenance and capital repairs to County bridges
- Planning, development, and implementation of short-term and long-term capital improvements
- Analysis of requests for improvements and determination of necessity, validity, and cost-effective means for solution

- Inspection of construction projects in progress to ensure compliance with design concepts and schedules
- Development of chronology required for distribution from capital monies

## **Recreational Trails Program**

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### **Department of Conservation and Natural Resources (DCNR) Southeast Regional Field Offices**

Don Gephart/Fran Rubert  
908 State Office Building  
1400 Spring Garden Street  
Philadelphia, PA 19130  
Tel: (215) 560-1182/1183  
Fax: (215) 560-6722  
Email: [dgephart@state.pa.us](mailto:dgephart@state.pa.us)  
Email: [frubert@state.pa.us](mailto:frubert@state.pa.us)  
Website: [www.dcnr.state.pa.us/recreation/grants/workshop/rectrails.htm](http://www.dcnr.state.pa.us/recreation/grants/workshop/rectrails.htm)

This program, operating under the larger C2P2 Program, awards grants for projects such as maintenance and restoration of existing trails, development and rehabilitation of trailside and trailhead facilities and trail linkages, purchase and lease of recreational trail construction and maintenance equipment, construction of new recreational trails, and acquisition of easements or property for recreational trails or recreational trail corridors. Match requirements for this program are 80% grant money and 20% project applicant money.

## **Regional Police Assistance Grant Program**

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### **Department of Community and Economic Development (DCED)**

Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 787-8158  
1-888-223-6837  
Fax: (717) 783-1402  
Website:  
[www.inventpa.com/default.aspx?id=347](http://www.inventpa.com/default.aspx?id=347)

The program provides grants of up to \$99,000 for a period of up to three years for the start-up of consolidated police departments. Any two or more municipalities who agree to regionalize their police forces are eligible, and grant monies may be used to pay for the regional police chief salary and other related expenses.

## **Delaware County Renaissance Program**

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### **Delaware County Office of Housing and Community Development (OHCD)**

600 North Jackson Street  
Room 101  
Media, PA 19063  
Tel: (610) 891-5425  
Fax: (610) 566-0532  
Email: [wessonj@co.delaware.pa.us](mailto:wessonj@co.delaware.pa.us)  
Website:  
[www.co.delaware.pa.us/hcd/index.html](http://www.co.delaware.pa.us/hcd/index.html)

This program provides grant money for revitalization-oriented projects identified in Renaissance Program Action Plans prepared for 29 municipalities in the County. Funds are intended to be used as leverage/matching funds with other public or private dollars. Applications are accepted yearly, following the same timeframe and process as that of the CDBG Program, administered by the OHCD.

## **Renaissance Revitalization Homeownership First Program**

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### **Delaware County Office of Housing and Community Development (OHCD)**

600 North Jackson Street  
Room 101  
Media, PA 19063  
Tel: (610) 891-5425  
Fax: (610) 566-0532  
Email: [wessonj@co.delaware.pa.us](mailto:wessonj@co.delaware.pa.us)  
Website:  
[www.co.delaware.pa.us/hcd/index.html](http://www.co.delaware.pa.us/hcd/index.html)

Chester Community Improvement Project  
412 Avenue of the States  
P.O. Box 541  
Chester, PA 19016-0541  
Tel: (610) 876-8663  
Fax: (610) 876-3449  
Email: [ccip.info@verizon.net](mailto:ccip.info@verizon.net)

Media Fellowship House  
302 South Jackson Street  
Media, PA 19063  
Tel: (610) 565-0434  
Fax: (610) 565-8567

The Renaissance Revitalization Homeownership First Program provides up to \$5,000 in down payment and closing costs to qualifying first-time home buyers purchasing a property within Renaissance revitalization municipalities - Aldan Borough, Chester Township, Clifton Heights Borough, Collingdale Borough, Colwyn Borough, Darby Borough, Darby Township, East Lansdowne Borough, Eddystone Borough, Folcroft Borough, Glenolden Borough, Lansdowne Borough, Lower Chichester Township, Marcus Hook Borough, Millbourne Borough, Morton Borough, Norwood Borough, Parkside Borough, Prospect Park Borough, Ridley Township, Ridley Park Borough, Rutledge Borough, Sharon Hill Borough, Tinicum Township, Trainer Borough, Upland Borough, and Yeadon Borough. The assistance takes the form of a 0% interest forgivable loan that is only repayable upon sale or transfer of the property and is forgiven after seven years.

## **Shared Municipal Services Grant Program**

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### **Department of Community and Economic Development (DCED)**

Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 787-8158  
1-888-223-6837  
Fax: (717) 783-1402  
Website: [www.landuseinpa.com/default.asp?content=fin\\_shared&bhcp=1](http://www.landuseinpa.com/default.asp?content=fin_shared&bhcp=1)

The purpose of the program, administered by the CLGS, is to promote cooperation between municipalities to foster increased efficiency and effectiveness in the delivery of municipal services at the local level. Any group of two or more municipalities, or a body authorized to act on behalf of two or more municipalities, is eligible to apply for funds. Municipalities must be non-entitlement boroughs or townships as per the Commonwealth's CDBG program. HUD Federal Entitlement Municipalities and Commonwealth Act 179 Entitlement Municipalities are not eligible applicants. A multi-municipal code enforcement program is a typical eligible activity. Application is through the DCED Single Application process.

## **Southeastern Pennsylvania Transportation Authority (SEPTA)**

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1234 Market Street, 9th Floor  
Philadelphia, PA 19107  
Tel: (215) 580-4000  
Website: [www.septa.org](http://www.septa.org)

SEPTA is the Philadelphia region's public transportation provider and the point of contact for bus and rail service in the County. SEPTA maintains an on-going capital program, improving its existing infrastructure and designing new routes to meet the needs of its riders.

Municipalities should contact SEPTA if they desire changes in service or cooperation on transportation related projects.

## **Surface Transportation Program**

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### **Pennsylvania Department of Transportation (PennDOT), District 6**

7000 Geerdes Boulevard  
King of Prussia, PA 19406-1525  
Tel: (610) 205-6539  
Fax: (610) 205-6910  
Website:  
[www.dot.state.pa.us/pennDOT/districts/district6.nsf/main?readform](http://www.dot.state.pa.us/pennDOT/districts/district6.nsf/main?readform)

This program provides funding for transportation improvements on the federal-aid highway system (other than the National Highway System), the public transportation system, or for bicycle and pedestrian facilities.

## **Transportation Community Development Initiative (TCDI)**

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### **Delaware Valley Regional Planning Commission (DVRPC)**

Barry Seymour  
DVRPC  
The Bourse Building  
111 South Independence Mall East  
Philadelphia, PA 19106-2521  
Tel: (215) 238-2831  
Fax: (215) 592-9125  
Email: [bseymour@dvrpc.org](mailto:bseymour@dvrpc.org)  
Website: [www.dvrpc.org/planning/tcdi.htm](http://www.dvrpc.org/planning/tcdi.htm)

The TCDI program is intended to assist in reversing the trends of disinvestment and decline in many of the region's core cities and first-generation suburbs by:

- Supporting local planning projects that will lead to more residential, employment, or retail opportunities;
- Improving the overall character and quality of life within these communities to retain and attract business and residents, which will help to reduce pressure for further sprawl and expansion into the growing suburbs;
- Enhancing and utilizing the existing transportation infrastructure capacity in these areas to reduce the demands on the region's transportation network; and
- Reducing congestion and improving the transportation system's efficiency.

## **Transportation Enhancement Program (PennDOT)**

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### **The Federal Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)**

Donald Shanis  
Delaware Valley Regional Planning Commission (DVRPC)  
The Bourse Building  
111 South Independence Mall East  
Philadelphia, PA 19106-2521

This program provides funding for activities such as pedestrian and bicycle facilities and educational activities, landscaping or scenic beautification, historic preservation of transportation-related resources, rehabilitation and operation of historic transportation resources, control and removal of outdoor advertising, and establishment of transportation museums.

Tel: (215) 238-2898  
Fax: (215) 592-9125  
Email: [dshanis@dvrpc.org](mailto:dshanis@dvrpc.org)  
Website: [www.dvrpc.org](http://www.dvrpc.org)

## **Transportation Improvements Program (TIP)**

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### **Delaware County Planning Department (DCPD)**

201 West Front Street  
Media, PA 19063  
Tel: (610) 891-5200  
Fax: (610) 891-5203

Delaware Valley Regional Planning  
Commission (DVRPC)

The Bourse Building  
111 South Independence Mall East  
Philadelphia, PA 19106-2521  
Tel: (215) 592-1800  
Fax: (215) 592-9125  
Email: [dshanis@dvrpc.org](mailto:dshanis@dvrpc.org)  
Website: [www.dvrpc.org/tip/tipguide.htm](http://www.dvrpc.org/tip/tipguide.htm)

The TIP is a federally required, detailed list of the region's prioritized transportation improvement projects. The TIP is the authorization to seek funding for the projects on it, but does not represent a commitment, obligation, or granting of funds. It is multi-modal, meaning in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight related projects as well. The TIP covers four years in Pennsylvania and is updated every other year. Because the TIP is financially constrained, projects compete against one another.

Municipalities interested in getting a project on the TIP should first go to DCPD, who will then work with the municipality to properly organize the project. The project will then go on the County's list of desired projects, which are presented to DVRPC each year. DVRPC then goes through a review process and makes its determination in June/July of each year.

## **Tree Maintenance Grant**

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### **Pennsylvania Urban and Community Forestry Council**

Montgomery County Cooperative  
Extension Office  
1015 Bridge Road, Suite H  
Collegeville, PA 19426-1179  
Tel: (610) 489-4315  
Fax: (610) 489-9277  
Email: [MontgomeryExt@psu.edu](mailto:MontgomeryExt@psu.edu)  
Website:  
<http://4trees.cas.psu.edu/grants.html>

Grants up to \$5,000 with a 50% match requirement. The main objective of this grant is to stimulate communities to initiate systematic maintenance programs for public trees which are not receiving regular care and to develop local resources for continuing tree care, especially periodic pruning. Grants will be made available to Pennsylvania municipalities to assist them in implementing a tree care program for street and park trees including trees growing in greenways. Use of grant funds for removal of dead or dying trees is not allowed. Grants will be made available as funding becomes available to the Council. Municipalities will be expected to rely on their own resources to continue pruning of public trees at regular intervals after grants have been completed. Applications can be downloaded through the website.



## **U.S. Communities Government Purchasing Alliance**

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2175 North California Blvd.  
Suite 550  
Walnut Creek, CA 94596  
Tel: 1-866-472-7467  
Fax: 1-925-933-8457  
Email: [info@uscommunities.org](mailto:info@uscommunities.org)  
Website: [www.uscommunities.org](http://www.uscommunities.org)

### **Eastern US Region**

Chris Mellis  
Regional Marketing Manager  
830 Harper Avenue  
Drexel Hill, PA 19026  
Tel: (610) 368-9766  
Fax: (443) 647-0357  
Email: [cmellis@uscommunities.org](mailto:cmellis@uscommunities.org)

The U.S. Communities program provides all local agencies in the U.S. with publicly competitively bid contracts for various products and services through the buying power of large purchasers. Most local agencies may piggyback on a contract competitively solicited by another public agency, thereby eliminating the need to re-solicit.

U.S. Communities offers local agencies:

- Competitively bid contracts by a lead local agency
- Most favorable local agency pricing
- No cost to participate
- National sponsorship by leading associations and purchasing organizations
- A broad range of high quality products such as office/school supplies, office furniture, industrial supplies, electrical and data communication supplies, janitorial supplies, computer hardware/software, and procurement card
- The aggregate purchasing power of public agencies nationwide
- Management by public purchasing professionals

## **Watershed Grants**

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### **Department of Environmental Protection (DEP)**

Patricia Grim  
DEP Grants Center  
RCSOB, 15<sup>th</sup> Floor  
400 Market Street  
P.O. Box 8776  
Harrisburg, PA 17105-8776  
Tel: (717) 705-5400 or  
1-877 PAGREEN  
Email: [growinggreener@state.pa.us](mailto:growinggreener@state.pa.us)  
Website: [www.dep.state.pa.us/growgreen/](http://www.dep.state.pa.us/growgreen/)

The Environmental Stewardship and Watershed Protection Act authorizes DEP to allocate nearly \$240 million in grants for acid mine drainage abatement, mine cleanup efforts, abandoned oil and gas well plugging, and local watershed-based conservation projects. These projects can include watershed assessments and development of watershed restoration or protection plans; implementation of watershed restoration or protection projects (stormwater management wetlands, riparian buffer fencing and planting, stream bank restoration (especially fluvial geomorphology (FGM), agricultural BMPs); construction of mine drainage remediation systems; reclamation of previously mined lands; and demonstration/education projects and outreach activities.

These grants are available to a variety of eligible applicants, including counties, authorities, and municipalities; county conservation districts; watershed organizations; and other organizations involved in the restoration and protection of Pennsylvania's environment.

These grants will support local projects to clean up nonpoint sources of pollution throughout Pennsylvania.

## **Weatherization Program**

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### **Community Action Agency of Delaware County (CAADC), Inc.**

Edward T. Coleman  
Toal Building, Ground Floor  
2nd and Orange Streets  
Media, PA 19063  
Tel: (610) 891-5101  
Fax: (610) 565-9332  
Email: [colemane@co.delaware.pa.us](mailto:colemane@co.delaware.pa.us)  
Website: [www.caadc.org](http://www.caadc.org)

This program provides eligible households with weatherization assistance such as caulking, insulation of hot water tanks, attic ventilation, primary windows, oil and gas heater repair, and weather-stripping.

CAADC offers assistance to families and individuals to promote economic self sufficiency, thus reducing dependence on public support through innovative approaches to programs including provision of professional case management services, life skills and employment training, and housing rehabilitation and community development.

## **TECHNICAL ASSISTANCE**

### **Act 167 Program – Chapter 111 Funding**

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#### **Pennsylvania Department of Environmental Protection (DEP), Southeast Regional Office**

Jennifer Fields  
2 East Main Street  
Norristown, PA 19401  
Tel: (484) 250-5900  
Email: [jefields@state.pa.us](mailto:jefields@state.pa.us)  
Website: [www.dep.state.pa.us](http://www.dep.state.pa.us)

Along with providing grant funding for stormwater management projects, DEP can provide technical assistance with any stormwater related issue or problem a municipality should have.

### **Act 2 Land Recycling Program**

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#### **Pennsylvania Department of Environmental Protection (DEP), Bureau of Land Recycling and Waste Management**

Post Office Box 8471  
Harrisburg, PA 17105-8471  
Tel: (717) 783-7816  
Fax: (717) 787-0884  
Email: [landrecycling@state.pa.us](mailto:landrecycling@state.pa.us)  
Website: [www.dep.state.pa.us/dep/deputate/airwaste/wm/landrecy/default.htm](http://www.dep.state.pa.us/dep/deputate/airwaste/wm/landrecy/default.htm)

Staff of the DEP Bureau of Land Recycling and Waste Management can provide technical assistance to municipalities or land owners seeking information on contaminated lands and their options and requirements for remediation under state and federal law.

## **Bureau of Parks**

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### **Pennsylvania Department of Conservation and Natural Resources (DCNR), State Park Region 4 (Eastern)**

Dave Kemmerer  
Regional Park Manager  
2808 Three Mile Run Road  
Perkasie, PA 18944-2065  
Tel: (215) 453-5000  
Email: [parkregion4sp@state.pa.us](mailto:parkregion4sp@state.pa.us)  
Website: [www.dcnr.state.pa.us/stateparks](http://www.dcnr.state.pa.us/stateparks)

The Bureau of Parks can provide technical assistance to municipalities seeking aid in researching or completing parks and recreation projects, including grant writing.

## **Chester Community Improvement Project (CCIP)**

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412 Avenue of the States  
P.O. Box 541  
Chester, PA 19016-0541  
Tel: (610) 876-8663  
Fax: (610) 876-3449  
Email: [ccip.info@verizon.net](mailto:ccip.info@verizon.net)

CCIP can aid municipalities in preparing applications for the County HIL and Renaissance Revitalization Homeownership First Programs, which provide low-interest loans and money for down payments and closing costs to qualifying first time home buyers.

## **Community Service Program**

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### **Delaware County Department of Community Service**

Toal Building, Ground Floor  
201 W. Front Street  
Media, PA 19063  
Tel: (610) 891-4461  
Fax: (610) 891-5304  
Website: [www.co.delaware.pa.us/depts/ccorrections.html](http://www.co.delaware.pa.us/depts/ccorrections.html)

The Department of Community Service carries out the orders of the Court of Common Pleas that pertain to community service obligations and weekend highway clean-up. Municipalities may seek the program's services for local improvement projects that match the Department's normal workload.

## **“Creating Transit-Supportive Land Use Regulations”**

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### **American Planning Association (APA)**

1776 Massachusetts Avenue, N.W.,  
Washington, DC 20036  
Email: [pasreport@planning.org](mailto:pasreport@planning.org)  
Website: [www.planning.org](http://www.planning.org)

This report pulls together the codes, standards, and designs that forward-looking communities of all sizes have used to create more balanced transportation systems. It addresses a wide array of topics, including transit- and pedestrian-friendly design, parking, mixed use development, and support densities and incentives. Contains many drawings to explain transit-friendly planning options.

## **Crum Creek Watershed Partnership**

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Arthur McGarity  
Department of English, Hicks Hall  
Swarthmore College  
500 College Avenue  
Swarthmore, PA 19081  
Tel: (610) 328-8077  
Fax: (610) 328-8082  
Email: [amcgarity@swarthmore.edu](mailto:amcgarity@swarthmore.edu)  
Website:  
[http://watershed.swarthmore.edu/crum\\_partnership/index.html](http://watershed.swarthmore.edu/crum_partnership/index.html)

The Crum Creek Watershed Partnership is a coalition of governmental and private organizations that are working to develop a management plan for the Crum Creek watershed. It is supported by a project currently underway at Swarthmore College and funded by DEP under Section 319 of the federal Clean Water Act.

## **CSX**

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### **Regional Office**

Rick Nevinger  
One Bell Crossing Road  
Selkirk, NY 12158  
518-767-6037  
518-767-6468 (fax)  
[www.csx.com](http://www.csx.com)

CSX strives to be a good corporate citizen in all the communities through which it travels. Municipalities or local government officials with property code compliance or safety issues can contact CSX to discuss possible solutions.

## **Darby-Cobbs Watershed Partnership**

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### **Pennsylvania Environmental Council (PEC), Southeast Regional Office**

Ann Smith  
Director, Watershed Programs  
117 South 17<sup>th</sup> Street, Suite 2300  
Philadelphia, PA 19103-5022  
Tel: (215) 563-0250  
Fax: (215) 563-0528  
Email: [asmith@pecphila.org](mailto:asmith@pecphila.org)  
Website: [www.phillywater.org/Darby-Cobbs/](http://www.phillywater.org/Darby-Cobbs/)

The Darby-Cobbs Watershed Partnership is a consortium of proactive environmental groups, community groups, governmental agencies, residents, and other watershed stakeholders. Its mission is to improve the environmental health and safe enjoyment of the Darby-Cobbs watershed by sharing resources through cooperation of the residents and other stakeholders in the watershed.

## **Darby Creek Valley Association (DCVA)**

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P.O. Box 732  
Drexel Hill, PA 19026  
Tel: (610) 789-1814  
Fax: (  
Email: [info@dcva.org](mailto:info@dcva.org)  
Website: [www.dcva.org](http://www.dcva.org)

The DCVA is an all volunteer, nonprofit organization dedicated to the protection and enhancement through public education of all of the Darby Creek watershed's resources, including water, wildlife, historic sites, and the floodplain. Municipalities may seek its assistance and expertise in projects relating to streams.

## **Delaware County Commerce Center (DCCC)**

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Laura Goodrich  
200 East State Street  
Media, PA 19063  
Tel: (610) 566-2225  
Fax: (610) 566-7337  
E-mail: [info@delcopa.org](mailto:info@delcopa.org)  
Website: [www.delcopa.org](http://www.delcopa.org)

DCCC is the centralized one-stop shop for all economic development programs in Delaware County. As the economic development agency for the County, the Center manages the Economic Development Oversight Board (EDOB), Industrial Development Authority (IDA), Industrial Development Corporation (IDC), and the Redevelopment Authority (RDA).

DCCC can assist municipalities by providing information essential to the locational decision process, administering all available federal, state, and local incentive programs, helping to tackle workforce development issues, and acting as a liaison between municipalities and companies in working through the various local planning and zoning commissions and related state agencies.

The RDA acts as the vehicle for condemnation and development within the County. In certain circumstances, it has the power of eminent domain for private development. It also administers the County's Brownfield pilot program.

## **Delaware County Conservation District**

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Rose Tree Park - Hunt Club  
1521 North Providence Road  
Media, PA 19063  
Tel: (610) 892-9484  
Fax: (610) 892-9484  
Email: [Info@delcocc.org](mailto:Info@delcocc.org)  
Website: <http://delcocc.org>

The Delaware County Conservation District provides technical assistance for activities relating to erosion/sedimentation, stormwater management, stream restoration, floodplain management, and storm drain stenciling.

## **Delaware County Housing Authority (DCHA)**

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1855 Constitution Avenue  
P.O. Box 100  
Woodlyn, PA 19094  
Tel: (610) 490-3301  
Website: [www.dcha1.org](http://www.dcha1.org)

DCHA's mission is to provide well-maintained, safe housing while honoring a commitment to enhance the quality of life within our community and for our clients. DCHA operates the Housing Choice Voucher, Section 8, and low rent public housing programs. Municipalities should contact DCHA with any low-income housing projects, improvements ideas, or concerns.

## **Delaware County Library System (DCLS)**

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DCLS Administrative Headquarters  
340 North Middletown Road  
Fair Acres, Building 19  
Media, PA 19063-5597  
Tel: (610) 891-8622  
Fax: (610) 891-8641  
Email: [headquarters@delco.lib.pa.us](mailto:headquarters@delco.lib.pa.us)  
Website: [www.delco.lib.pa.us/](http://www.delco.lib.pa.us/)

DCLS can aid municipalities and local libraries, including grant applications.

## **Delaware County Planning Department (DCPD)**

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Court House / Government Center  
201 West Front Street  
Media, PA 19063  
Tel: (610) 891-5200  
Fax: (610) 891-5203  
Website: [www.co.delaware.pa.us](http://www.co.delaware.pa.us)  
Email:  
[Planning\\_Department@co.delaware.pa.us](mailto:Planning_Department@co.delaware.pa.us)

DCPD provides technical assistance in the following areas:

- Community Assistance
- Environmental Planning
- GIS & Information Services
- Policy Planning
- Preservation Planning
- Subdivision and Land Development
- Transportation Planning

## **Delaware County Transportation Management Association (DCTMA)**

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102 West Front Street  
Media, PA 19063  
Tel: (610) 892-9440  
Fax: (610) 892-9460  
Email: [info@dictma.org](mailto:info@dictma.org)  
Website: [www.dictma.org](http://www.dictma.org)

DCTMA is a County-level advocate for business or municipal transportation needs, communicating with transportation agencies and providers by serving on key committees of SEPTA, PennDOT, and DVRPC. DCTMA sponsors the Municipal Construction Coordination Program, designed to promote cooperation among municipalities and utility companies for local road and other construction projects.

## **Delaware County Solid Waste Authority (DCSWA)**

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Rose Tree Park - Hunt Club  
1521 N. Providence Road  
Media, PA 19063  
Tel: (610) 892-9620  
Fax: (610) 892-9622  
Website:  
[www.co.delaware.pa.us/depts/swa.html](http://www.co.delaware.pa.us/depts/swa.html)

DCSWA is responsible for the operation of solid waste transfer and disposal facilities and recycling drop-off centers in the County and can provide technical assistance in these areas.

## **Delaware Valley Regional Planning Commission (DVRPC)**

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The Bourse Building  
111 South Independence Mall East  
8th Floor  
Philadelphia, PA 19106  
Tel: (215) 592-1800

DVRPC is the regional metropolitan planning organization (MPO), serving 5 Pennsylvania and 4 New Jersey counties and their municipalities, offering planning analysis, data collection, mapping services, aerial photographs, and a

Fax: (215) 592-9125  
Website: [www.dvrpc.org](http://www.dvrpc.org)

variety of publications to the public and private sector. Municipalities should work through DCPD for assistance on DVRPC programs.

### **Department of Community and Economic Development (DCED)**

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Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225  
Tel: (717) 787-8158  
1-888-223-6837  
Fax: (717) 783-1402  
Website: [www.inventpa.com](http://www.inventpa.com)

DCED offers services and programs meant to spur economic development throughout the state. Municipalities should contact the representative identified with each program offered or contact DCPD for assistance.

### **Department of Education (DOE)**

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#### **Pennsylvania Department of Education**

333 Market Street  
Harrisburg, PA 17126  
Tel: (717) 783-6788  
Email: [00plink@psupen.psu.edu](mailto:00plink@psupen.psu.edu)  
Website: [www.pde.state.pa.us](http://www.pde.state.pa.us)

The Pennsylvania DOE provides resources, data, and information on all of the state's school districts and the state's educational programs and expectations.

### **Department of Housing and Urban Development (HUD)**

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#### **United States Department of Housing and Urban Development (HUD)**

451 7<sup>th</sup> Street, S.W.  
Washington, DC 20410  
Tel: (202) 708-1112  
TTY: (202) 708-1455  
Website: [www.hud.gov](http://www.hud.gov)

HUD is the federal agency responsible for national policy and programs that address America's housing needs, that improve and develop the nation's communities, and enforce fair housing laws. HUD plays a major role in supporting homeownership by underwriting homeownership for low- and moderate-income families through its mortgage insurance programs.

Philadelphia Regional Office  
The Wanamaker Building  
100 Penn Square, East  
Philadelphia, PA 19107-3380  
Tel: (215) 656-0500  
TTY: (215) 656-3452  
Fax: (215) 656-3445

The primary programs administered by HUD include mortgage and loan insurance through the Federal Housing Administration (FHA); CDBG to help communities with economic development, infrastructure improvement, job opportunities, and housing rehabilitation; HOME Investment Partnership Act block grants to develop and support affordable housing for low-income residents; rental assistance in the form of Section 8 certificates or vouchers for low-income households; public or subsidized housing for low-income individuals and families; homeless assistance provided through local communities and faith-based and other nonprofit organizations; fair housing public education and enforcement.

## **Eastern Delaware County Council of Governments (EDCCOG)**

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East Lansdowne Borough  
Emerson and Lexington Avenues  
East Lansdowne, PA 19050  
Tel: (610) 623-7131  
Website: [www.eastlansdowne.org](http://www.eastlansdowne.org)

Lansdowne Borough  
12 East Baltimore Avenue  
Lansdowne, PA 19050  
Tel: (610) 623-7300  
Website: [www.lansdowneborough.com](http://www.lansdowneborough.com)

Yeadon Borough  
P.O. Box 5187  
Yeadon, PA 19050  
Tel: (610) 284-1606  
Email: [yeaddonboro@email.msn.com](mailto:yeaddonboro@email.msn.com)

EDCCOG consists of member municipalities East Lansdowne, Lansdowne, and Yeadon Boroughs. Clifton Heights, Darby, and Millbourne Boroughs, along with Upper Darby Township, participate in meetings and projects. EDCCOG works to improve these communities, with most activities centering on the Baltimore Avenue corridor. Municipalities can look to this group as an example of intermunicipal cooperation in action.

## **Emergency Services Department**

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### **Delaware County**

360 N. Middletown Road  
Lima, PA 19063  
Tel: (610) 565-8700  
Fax: (610) 892-9583  
Website: [www.co.delaware.pa.us/depts/emergency.html](http://www.co.delaware.pa.us/depts/emergency.html)

The Emergency Services Department has the responsibility for Emergency Communications and Management. Communications operates the County's Enhanced 911 system and dispatches the majority of police, fire, and ambulance services in the County. Management is responsible for the planning and coordinating of County resources in response to emergencies when they occur, assisting local municipalities in their emergency planning preparedness, providing municipal level training, dispatching the Hazardous Material Response team, and serves as the focal point for the collection of information pertaining to hazardous materials.

## **Grant Assistance Program**

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### **Pennsylvania State Association of Boroughs (PSAB)**

2941 North Front Street  
Harrisburg, PA 17110  
Tel: (717) 236-9526  
Fax: (717) 236-8164  
E-mail: [general@boroughs.org](mailto:general@boroughs.org)  
Website: [www.boroughs.org/grants/welcome.stm](http://www.boroughs.org/grants/welcome.stm)

This program is intended to provide useful resources to borough officials who are pursuing funding for their communities. The Program offers three levels of support: general grant information, a quarterly newsletter called "A Borough's Guide to Grants," and workshops and training. The quarterly newsletter focuses entirely on grant opportunities for boroughs and includes specific and critical information such as deadlines and contacts. The workshops and training include courses designed to prepare and train officials for successful development of grant proposals.



## **Growing Greener Program**

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### **Pennsylvania Department of Environmental Protection (DEP)**

DEP Grants Center  
RCSOB, 15<sup>th</sup> Floor  
400 Market Street  
P.O. Box 8776  
Harrisburg, PA 17105-8776  
Tel: (717) 705-5400 or  
1-877 PAGREEN  
Email: [growinggreener@pa.state.us](mailto:growinggreener@pa.state.us)  
Website:  
[www.dep.state.pa.us/growgreen](http://www.dep.state.pa.us/growgreen)

The Growing Greener Program was created to preserve farmland and protect open space, eliminate the maintenance backlog in state parks, clean up abandoned mines, restore watersheds, and provide new and upgraded water and sewer systems. DEP established this network of technical assistance providers to help watershed organizations effectively and efficiently achieve their watershed protection goals. These providers offer legal, engineering, data management, program management, science mentoring, and technical services at no cost to eligible organizations for Growing Greener type projects.

## **“Guide for the Development of Bicycle Facilities”**

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### **American Association of State Highway and Transportation Officials (AASHTO)**

444 North Capitol Street, N.W.,  
Washington, DC 20001  
Tel: (202) 624-5800  
Fax: (202) 624-5806  
Email: [aashto@normas.com](mailto:aashto@normas.com)  
Website: [www.aashto.org](http://www.aashto.org)

This guide looks at ways to make bicycle use safer and more convenient for not only bicyclists, but pedestrians and motorists as well. Included are planning considerations, design and construction guidelines, and operation and maintenance recommendations. The 1999 edition has been expanded with a look at accessibility issues on shared use paths.

## **Habitat for Humanity (H4H)**

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### **Delaware Valley Habitat for Humanity**

100 South Broad Street, Suite 1331  
Philadelphia, PA 19110-1028  
Tel: (215) 564-2102  
Fax: (215) 564-2103  
Email: [buildahouse@dvhabitat.org](mailto:buildahouse@dvhabitat.org)  
Website: [www.dvhabitat.org](http://www.dvhabitat.org)

The Delaware County chapter of H4H, in partnership with the families that will become homeowners, constructs or rehabilitates homes through volunteer labor and tax-deductible donations of money and materials. These houses are sold to the families for the cost of the materials with a mortgage that does not include interest or profit. Small monthly mortgage payments, including taxes and insurance, are repaid over an average of 20 years. These payments support the construction of more houses. H4H has a default ratio of less than 1% internationally. After an extensive application process, each Partner Family is required to invest 300-500 hours of “sweat equity” (volunteer time), in the building of their home.

## **Housing Association of Delaware Valley (HADV)**

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1500 Walnut Street, Suite 601  
Philadelphia, PA 19102  
Tel. 215/545-6010  
Fax. 215/790-9132  
[www.hadv.org](http://www.hadv.org)

The primary purpose of HADV is to secure decent housing for all people and the elimination of racism and discrimination in housing. The Association acts as a watchdog of government programs and policies, as an advocate for alternatives for low- and moderate-income citizens, conducts research, engages in educational activities, provides technical assistance to organizations, and operates programs to assist low-income families gain, maintain, or retain decent and affordable housing.

HADV was founded in 1909 as the nation's first citizens' housing organization. While the focus of the Association's work is on the Delaware Valley, the intended impact is for the entire nation. HADV assists families and individuals without regard to race, creed, nationality, gender, sexual orientation, disability, family size, or source of income. However, the agency does have a particular commitment to reach out to the poor, minorities, those who do not speak English, the disabled, children, and the elderly.

## **International Code Council (ICC)**

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Roland Hall - Regional Manager  
Norma Jean Gaudet - Secretary

One Neshaminy Interplex, Suite 201  
Trevose, PA 19053  
P: 800-323-1103, Ext. 6  
P: 215-638-0554  
F: 215-638-4438  
[www.iccsafe.org](http://www.iccsafe.org)

The ICC was established in 1994 as a nonprofit organization dedicated to developing a single set of comprehensive and coordinated national model construction codes. The founders of the ICC are Building Officials and Code Administrators International, Inc. (BOCA), International Conference of Building Officials (ICBO), and Southern Building Code Congress International, Inc. (SBCCI).

The organizations that comprise the ICC offer unmatched technical, educational, and informational products and services in support of the International Codes, with more than 250 highly qualified staff members at 16 offices throughout the United States and in Latin America. Some of the products and services readily available to code users include:

- Code application assistance
- Educational programs
- Certification programs
- Technical handbooks and workbooks
- Plan reviews

- Automated products
- Monthly magazines and newsletters
- Publication of proposed code changes
- Training and informational videos

### **John Heinz National Wildlife Refuge at Tinicum**

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International Plaza 2, Suite 104  
Philadelphia, PA 19113  
Tel: (610) 521-0662  
Fax: (610) 521-0611  
Email: [fw5rw\\_jhtnwr@fws.gov](mailto:fw5rw_jhtnwr@fws.gov)  
Website: <http://heinz.fws.gov/>

The Heinz Refuge, approximately 1,200 acres, is what is left of the historic Tinicum Marsh, and is the largest freshwater tidal marsh in the state. Through the Cusano Environmental Education Center, educational programs are offered to the public. Municipalities can also use the CEEC as a resource when creating or enhancing existing parks and recreational areas.

Cusano Environmental Education Center (CEEC)  
8601 Lindbergh Blvd.  
Philadelphia, PA 19153  
Tel: (215) 365-3118

### **Pennsylvania Downtown Center (PDC)**

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Bill Fontana  
Executive Director  
130 Locust Street #101  
Harrisburg, PA 17101  
Tel: (717) 233-4675  
Fax: (717) 233-4690  
Email: [billfontana@padowntown.org](mailto:billfontana@padowntown.org)  
Website: [www.padowntown.org](http://www.padowntown.org)

The mission of the PDC is to promote and support the vitality of Pennsylvania's downtown's and traditional neighborhood business districts. PDC offers a comprehensive field outreach program to assist members with training and technical assistance tailored to a community's unique needs, providing them with a broad menu of tools, training, and workshops to revitalize their downtown. Participants in the Pennsylvania Main Street Program are trained throughout their five-year state funding cycle. PDC also offers regional professional development workshops, a biannual newsletter, and an advocacy committee.

### **Pennsylvania Environmental Council (PEC)**

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Southeast Regional Office  
117 South 17<sup>th</sup> Street  
Suite 2300  
Philadelphia, PA 19103  
Tel: (215) 563-0250  
Fax: (215) 563-0528  
Website: [www.pecpa.org](http://www.pecpa.org)

The Pennsylvania Environmental Council (PEC) improves the quality of life for Pennsylvanians by enhancing the Commonwealth's rural and built environments by integrating advocacy, education, and implementation of community and regional action projects. The Council values reasoned and long-term approaches that include the interests of all stakeholders to accomplish its goals.

## **Pennsylvania Historical and Museum Commission (PHMC)**

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Bureau for Historic Preservation  
Commonwealth Keystone Building  
400 North Street  
Harrisburg, Pennsylvania 17120-0093  
Tel: (717) 787-0771  
Fax: (717) 772-0920  
Website: [www.artsnet.org/phmc/](http://www.artsnet.org/phmc/)

PHMC is the official history agency of the Commonwealth of Pennsylvania, with the mission of preserving the Commonwealth's past through leadership, stewardship, and service. It provides a variety of grant programs and technical assistance in seeking, applying for, and implementing these and other grants for historic preservation purposes.

## **Pennsylvania Horticultural Society**

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100 North 20<sup>th</sup> Street, 5<sup>th</sup> Floor,  
Philadelphia, PA 19103-1495  
Tel: (215) 988-8800  
Fax: (215) 988-8810  
Email: [programreg@pennhort.org](mailto:programreg@pennhort.org)  
Website: [www.pennsylvaniahorticulturalsociety.com](http://www.pennsylvaniahorticulturalsociety.com)

The Pennsylvania Horticultural Society provides technical assistance to urban park restoration programs throughout southeastern Pennsylvania.

## **“Pennsylvania Traffic Calming Handbook”**

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### **Pennsylvania Department of Transportation (PennDOT)**

Publication No. 383, January 2001

PennDOT District 6  
7000 Geerdes Boulevard  
King of Prussia, PA 19406-1525  
Tel: (610) 205-6539  
Fax: (610) 205-6910  
Website:  
[www.dot.state.pa.us/Internet/hwyinths.nsf/info/TrafficCalmingpdf?readform](http://www.dot.state.pa.us/Internet/hwyinths.nsf/info/TrafficCalmingpdf?readform)

Published by PennDOT, this publication outlines a recommended process for implementing traffic calming in a neighborhood. Included is an outline summary of the preliminary traffic calming process and the study and approval process sections of *Pennsylvania's Guide to Traffic Calming*. Municipalities or their engineers should consult this handbook when considering implementing traffic calming measures.

## **Pennsylvania State Association of Borough (PSAB)**

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2941 North Front Street  
Harrisburg, PA 17110  
Tel: (717) 236-9526  
Fax: (717) 236-8164  
Email: [general@boroughs.org](mailto:general@boroughs.org)  
Website: [www.boroughs.org/index.stm](http://www.boroughs.org/index.stm)

PSAB is the primary resource for all information pertaining to Borough government. PSAB can provide technical assistance in virtually any arena related to local municipal government.

## **PRWA Training and Technical Assistance Program**

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Pennsylvania Rural Water Association  
(PRWA)

John Hood  
Executive Director  
138 West Bishop Street

Unique as a member-supported, nonprofit, nongovernmental organization, the PRWA has established and maintains a reputation for integrity and technical excellence by providing leadership in the operation, maintenance, and management of systems responsible for

Bellefonte, PA 16823  
Tel: (814) 353-9302 or  
1-800-653-PRWA in  
Pennsylvania  
Fax: (814) 353-9341  
Email: [jhood@prwa.com](mailto:jhood@prwa.com)  
Website: [www.prwa.com](http://www.prwa.com)

providing safe drinking water and wastewater management -- community, industrial, or commercially operated. Training sessions are offered throughout Pennsylvania covering a wide variety of water and wastewater issues. Training is hands-on and geared to day-to-day operation and maintenance of water and wastewater systems.

### **National Association of Town Watch**

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1 Wynnewood Road, Suite 102  
P.O. Box 303  
Wynnewood, PA 19096  
Tel: (610) 649-7055  
800-NITE-OUT  
Fax: (610) 649-5456  
Email: [info@natw.org](mailto:info@natw.org)  
Website: [www.nationaltownwatch.org](http://www.nationaltownwatch.org)

The National Association of Town Watch (NATW) is a nonprofit organization dedicated to the development and promotion of organized, law enforcement-affiliated crime and drug prevention programs. Members include neighborhood, crime, community, town and block watch groups; law enforcement agencies; state and regional crime prevention associations; and a variety of businesses, civic groups, and concerned individuals working to make their communities safer places in which to live and work.

### **National Crime Prevention Council (NCPC)**

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1000 Connecticut Avenue, NW  
13th Floor  
Washington, DC 20036  
Tel: (202) 466-6272  
Fax: (202) 296-1356  
Email: [webmaster@ncpc.org](mailto:webmaster@ncpc.org)  
Website: [www.ncpc.org](http://www.ncpc.org)

NCPC is a national educational nonprofit, acting as the nation's focal point for crime prevention information. Its mission is to enable people to create safer and more caring communities by addressing the causes of crime and violence and reducing the opportunities for crime to occur. McGruff the Crime Dog, who helped people change their minds and take charge of crime prevention themselves, has been the national spokesdog since 1980.

### **“Opportunities for On-road Bicycle Facilities in Delaware County: A Technical Memorandum”**

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#### **Delaware Valley Regional Planning Commission (DVRPC)**

The Bourse Building  
8<sup>th</sup> Floor,  
111 South Independence Mall East,  
Philadelphia, PA 19006  
Website: [www.dvrpc.org](http://www.dvrpc.org)

This technical memorandum describes the results of and effort to accelerate the implementation of the Year 2020 Regional Long-Range Plan Bicycle Element (*Southeastern Pennsylvania Bicycle and Pedestrian Mobility Plan, Direction 2020 Report No. 28*, September 1995) through the generation of high-priority independent roadway retrofit projects designed to improve the level of service for bicycling. The 22 miles of Delaware County roads selected for study represent the highest priority for implementation, as determined through a process involving County Planning staff, the bicycling community, and the public. Service to key trip generators (including rail stations) and connectivity with existing and proposed off-road trails figured prominently in the selection.

## **Small Water Systems Outreach Program**

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Pennsylvania Department of  
Environmental Protection (DEP)

Bureau of Water Supply Management  
P.O. Box 8467  
Harrisburg, PA 17105-8467  
Tel: (717) 787-0125  
Fax: (717) 772-3249  
Website: [www.dep.state.pa.us/dep/deputate/watermgt/Wqp/ws-wm.htm](http://www.dep.state.pa.us/dep/deputate/watermgt/Wqp/ws-wm.htm)

The outreach program is conducted by DEP to provide on-site education and assistance for small community water systems experiencing current or potential difficulties in areas relating to system operation, maintenance, or management. Assistance is provided in the areas of groundwater treatment, surface water treatment, distribution and storage, process laboratory, and management; however, each outreach effort is flexible and tailored to the individual needs of the system. This program offers on-site technical and management-related assistance and training. Outreach assistance is conducted in an interactive peer-based format at no cost to the system owner and is nonregulatory in nature. Site visits are scheduled at the mutual convenience of system personnel and the instructor. Telephone-based contacts and action planning supplement site visits to gauge understanding and advance activity.

## **“Traffic Calming: State of the Practice”**

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Institute of Traffic Engineers  
1099 14th Street, NW, Suite 300 West  
Washington, DC  
20005-3438  
Tel: (202) 289-0222  
Fax: (202) 289-7722  
Email: [website@ite.org](mailto:website@ite.org)  
Website: [www.ite.org/traffic/tcstate.htm#tcsop](http://www.ite.org/traffic/tcstate.htm#tcsop)

This report contains a synthesis of traffic calming experiences to date in the United States and Canada. It includes information on traffic calming in residential areas and in areas where high-speed rural highways transition into rural communities. The report draws from detailed information collected on traffic calming programs in 20 featured communities, another 30 communities surveyed less extensively, and a parallel Canadian effort by the Canadian ITE (CITE) and the Transportation Association of Canada (TAC).

## **“Transit-Oriented Development for Southeastern Pennsylvania”**

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### **GreenSpace Alliance of Southeastern Pennsylvania**

1211 Chestnut Street, Suite 900  
Philadelphia, PA 19107  
Tel: (215) 563-0250  
Fax: (215) 563-0528  
Email: [bdavis@pecphila.org](mailto:bdavis@pecphila.org)  
Website: [www.greenspacefun.org](http://www.greenspacefun.org)

The purpose of this handbook is to provide municipal officials and development professionals in southeastern Pennsylvania with a resource that explains the concept of TOD and describes how it can be achieved in this region. The first section of the handbook contains textual and graphic descriptions of the elements of TOD and charts summarizing recommended policy changes needed to achieve them. The second section provides examples of TODs that have been proposed or are now being built in this region and elsewhere. Finally, the third section of the book gives a brief overview of the potential roles public agencies, private firms, and individuals from the

community may play. Sources of additional information are given in the final pages of the book.

### **Wastewater Operator Outreach Program**

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Pennsylvania Department of  
Environmental Protection (DEP)

Thomas J. Brown  
Bureau of Water Supply Management  
P.O. Box 625  
437 South Center Street,  
Ebensburg, PA 15931-0625  
Tel: (814) 472-1900  
Fax: (814) 472-1898  
Website: [www.dep.state.pa.us/dep/deputate/  
waterops/Redesign/indexgood.htm](http://www.dep.state.pa.us/dep/deputate/waterops/Redesign/indexgood.htm)

This program provides hands-on, on-site technical assistance and training to publicly owned wastewater treatment plants across Pennsylvania at no charge. The program can provide assistance in laboratory procedures, process control, utility management, financial management, collection systems, maintenance, computerization, and safety. A series of videotapes on wastewater treatment and laboratory procedures is also available free of charge.

## **APPENDIX B**

### **PRESERVATION TOOLBOX**

#### **HISTORIC PRESERVATION PLANNING**

Local historic preservation measures help a community's efforts to increase the quality of life for its citizens and can offer methods to assist in the community revitalization. These measures can create a desirable and interesting area for heritage trails and tourist destinations. These "tools" for preservation can also improve the environmental, economic, educational, and social aspects of the municipality, while saving our heritage.

#### **LEGAL BASIS FOR HISTORIC PRESERVATION**

##### Preservation at the Federal Level

Historic preservation is accomplished through a variety of different tools permitted under both federal and state law. The National Historic Preservation Act of 1966 created an extensive framework within which preservation takes place. It established programs and opportunities for preservation activities from the federal to the local levels. In addition, the Act created the National Register of Historic Places, the State Historical Preservation Offices (SHPO), and the Certified Local Government Program (CLG).

##### Preservation at the State level - the SHPO

Federal law mandates that states have a SHPO. The Pennsylvania Historic Preservation Act of 1978 (Act 273) recognizes the role of PHMC (which is the Pennsylvania SHPO) as having general responsibility for overseeing and advising all levels of government on historic preservation within the state.

##### Preservation on the Municipal Level

The Pennsylvania state laws which specifically enable local regulation for preservation are Historic District Act 167 (1961 P. L. 282) and the MPC. The MPC allows municipalities to use zoning to protect historic sites. The Historic District Act authorizes municipalities to create historic districts and to establish a HARB to oversee construction activity within the district.

#### **COMPREHENSIVE PLAN**

##### Goals and Objectives

The legal basis for historic preservation, as described above, assumes that preservation is a goal of the community. As provided for in this plan, it is important to clearly establish preservation-related goals in the comprehensive plan. A section in the plan should clearly indicate that the Boroughs value their historic and cultural resources and that one of the goals for the future is to preserve and maintain them. This provides the basis for any



preservation-related land use provisions that the Boroughs might want to establish such as an historic district ordinance.

### The Inventory of Cultural Resources

In addition to specifying local preservation goals, a municipal comprehensive plan should also contain a mapped inventory or survey of the historic and archaeological resources intended for protection/preservation. This survey or inventory provides the groundwork upon which preservation policies should rest.

A simple inventory would consist of just a listing of all of the historic resources contained within a municipality. A more complete survey containing information on the historic significance of each resource would be of even greater value as it serves as a basis for determining the type and level of protection that is needed. For legal purposes, it is extremely important to establish criteria for determining which sites are chosen to be included in the survey. This list is then the defining base for additional controls through local regulations.

DCPD can act in an advisory capacity to those communities who wish to begin a survey. In a comprehensive survey, each historic resource is documented on a form provided by PHMC. Each site is visited, photographs are taken, and a site plan drawn. A narrative is included for both the history of the structure and the architectural description. The areas believed or known to contain sensitive archaeological resources should also be defined and included in any municipal survey of historic resources. DCPD maintains a database on the potential archaeologically sensitive areas in the County. This completed survey of all of the resources and their location should then be adopted into the comprehensive plan.

### TOOLS FOR HISTORIC PRESERVATION

The following is a description of various tools that can be used to preserve historic and archaeological resources; they can be used alone or together to best satisfy the needs of the community. For example, a municipality with both clustered and scattered sites may wish to enact both an historic district ordinance and an overlay ordinance (refer to subsequent sections on these types of ordinances). Although many municipalities will have sites on the National Register of Historic Places, they may also want to protect valuable community resources that do not meet the criteria of the National Register. The Local Landmark designation (also discussed below) can be used for the one or two scattered sites, while the core of an historic area is protected by the Historic District Ordinance.

### National Register of Historic Places

The National Register is the official source for federally recognized historic resources of value. It lists those places deemed significant due to their history, architecture, archaeology, engineering or culture. Eligibility of buildings, sites, districts, or objects is

based on specific criteria defined by the National Register. More detailed information is available from the National Park Service and at DCPD.

It is important to note that PHMC is the agency responsible for determining whether the nominated resource is eligible for the National Register. This Determination of Eligibility (DOE) carries with it the same advantages as those held by resources actually listed on the National Register. These advantages consist of the following:

1. Recognition of the historic significance of the resource
2. Special consideration if a federally funded project is found to affect the resource in any way.
3. Eligibility for federal tax credits
4. Qualification for special funding from state or federal sources

Districts or clusters of historic buildings or resources (such as an industrial complex or a village of residences) may also be placed on the National Register as a *district*. In this case, each building contributing to the district's historic significance is considered to have the same benefits as those of an individual building on the National Register.

It should also be stressed that the National Register designation places absolutely no obligations on the property owner. The owner is free to do whatever he wishes to his property. In extreme cases, the only penalty would be having the National Register designation removed.

#### Advantages

- A good first step toward recognition of the community's goals
- Prestige and status is given to the resource and community
- Special consideration on the effect of a project funded by state or federal funds
- Special funding opportunities

#### Disadvantages

- It gives no protection from any private or local projects.

#### Certified Local Districts (Act 167 Historic District Ordinances)

Adoption of a Certified Local District through an Act 167 historic district ordinance is the most important tool for protection of clusters of historic resources. It essentially allows for the creation of a district which, after certification by PHMC, provides local review of changes in the district. It places another layer of regulations upon the base zoning of the district whether it is commercial, residential, or industrial. The district need not be on the National Register. Act 167 (1961 P.L. 282) authorizes the local government to:

- Delineate an historic district

- Establish a HARB which is advisory to the municipal governing officials
- Determine guidelines to regulate physical changes within the district.
- Create a review process leading to granting or not granting a Certificate of Appropriateness for changes within the district

Many misconceptions exist about an Act 167 district. It is true that the design guidelines can be very strict and may place limits on many homeowners' exterior alterations. However, since the guidelines should reflect community values, they can be created to be as strict or as lenient as desired. In some cases, they may only affect new construction or any additions (not alterations) made to existing housing within the district. Some municipalities' districts may regulate all changes including the color of paint on the existing structure. Examples of elements that can be regulated by design guidelines are height, bulk, roof line, proportions, façade openings, compatibility with architectural detail, building materials, color, fences, walls, and exterior lighting. It is strongly advised that residents of the proposed district be included in the planning process very early to provide their input and cooperation.

There are three municipalities in Delaware County which have an Act 167 Historic District Ordinance. Chadds Ford Township has two districts involving crossroad villages, and Ridley Park Borough has a district which is a residential area dating to the late 19<sup>th</sup> century. The third district is in Media Borough.

#### Advantages

- A prescribed process is mandated by the Act
- The guidelines are customized to the locality
- It is the most effective way in which to preserve the character as well as the buildings.

#### Disadvantages

- Residents of the district must be involved from the very beginning of the decision making process to create a district which is acceptable to all.
- HARB members must be knowledgeable about architectural styles and interpretation of the guidelines.

#### Historic Zoning Overlay

A municipality could amend its zoning ordinance and/or subdivision and land development ordinance to include an historic preservation section.

If the surveyed historic resources in a municipality are widely scattered, a zoning overlay that includes the resources identified in the municipal survey can be adopted into the zoning ordinance. This overlay can apply regulations in addition to those of the base zoning. These regulations can address such factors as

- demolition of historic structures
- design guidelines
- buffering or visual protection

- protection for archaeological sites

Additional incentives, such as special exceptions or conditional uses, can be granted to property owners. A developer of a property that contains an historic building can be offered incentives to retain the building and reuse it. Some incentives could include an expansion in uses, increased density, and parking bonuses, which are especially valuable in encouraging the reuse of some of the larger late 19<sup>th</sup> century homes now too large for a single family. For instance, an historic home in the overlay zone could be used for a flower shop even though it is in a residential zone on the base-zoning map. Concord Township has enacted an historic zoning overlay with incentives.

To preserve historical integrity, controls can also be included within these regulations to protect resources. Buffering requirements are valuable in maintaining the historic setting of some of the resources. Also helpful are the retention of landscaping and outbuildings. Archaeological sites are especially vulnerable to land development projects. Therefore, developers should be required to submit an archaeological assessment plan describing the measures that will be taken to minimize the impact of the project on these resources.

The review body for activities that take place within an historic overlay district is generally a Historical Commission. This is an appointed advisory board, but its general responsibilities can consist of more than its review function. Like a HARB, the Historical Commission can review for appropriate treatment within the overlay zones, but it may also become the “keeper” of the history of the municipality and be in charge of updating the survey, providing information to citizens, and National Register nominations.

The historic resources protected by a zoning overlay must be in the survey of historical sites adopted into the comprehensive plan. They may be classified by their level of significance. Many municipalities use three classifications:

- Class I - Resources on the National Register or Eligible for the National Register
- Class II – Resources significant to local history
- Class III- All other resources

In this manner, a greater degree of control can be given to the higher classifications, and perhaps no control can be placed on Class III resources.

#### Advantages

- It provides flexibility of restrictions and incentives
- Areas with a high archaeological potential can be included with protective measures directed toward ground disturbances.
- It encourages reuse of historic structures

#### Disadvantage

- The criteria for the classification of the historical and archaeological sites must be precise and thorough

#### Demolition Ordinance

In order to provide a minimum level of protection for historic resources, a municipality should adopt an ordinance governing demolition of historic structures, either as a free-standing ordinance or part of the zoning ordinance. These provisions would specify that all demolition permit applications be reviewed in accordance with a specific procedure. The ordinance provisions could stipulate a delay period or “stay of demolition” for issuing a demolition permit (e.g., 90 to 120 days). During this period, the local review board is given an opportunity to seek alternative uses and/or buyers for the building. A report on the findings developed during that period could indicate that alternative scenarios for the resource are economically feasible and/or acceptable to the applicant. Although legally untested, it may be possible to deny a demolition permit in the case of an extremely significant building.

Demolition by neglect (the gradual deterioration of a building over time) is a difficult situation to address and control. However, maintenance standards can be enforced to help control this type of “demolition.” The Concord Township Historic Preservation Ordinance gives the Township the authority to determine if a structure is being demolished by neglect and to require the owner to apply for a demolition permit, thus setting in motion the review procedure for demolition.

If the end result of a stay of demolition is ultimately granting the demolition permit, then the municipality may require that adequate time be added to the stay period for documenting the building. Such documentation involves photographs, measurements, and site plans being placed with the local historical group or the Boroughs for future reference.

#### Local Landmark Designations

A municipality can adopt a “landmark ordinance” to protect a specific structure that has special significance to the municipality. St. Martins Church in Marcus Hook is protected by just such an ordinance.

A landmark ordinance has two parts. The first part demonstrates the significance of the structure. The second part lists actions permitted or not permitted (such as the removal of an architectural detail) and/or any incentives for preservation activities associated with the structure.

#### Advantage

- The façade for one structure of outstanding significance is protected

#### Disadvantages

- The significance of the structure must be substantiated
- The owner must give consent

#### Historic Conservation Districts

Neighborhoods with a special architectural character can be preserved without putting a financial burden onto the homeowner through a Conservation District Ordinance. This is similar to a Historic District (Act 167) but with less stringent requirements in retaining the authentic historic fabric. For example, homeowners in a conservation district may use aluminum siding, but they may not enclose their front porches because that would undermine a defining feature of the neighborhood.

A conservation district ordinance may also offer the homeowners a financial incentive by making low interest revolving loans available to them from the municipality. In addition, the review board established with the district would also serve as an advisory group offering construction and architectural expertise and advice. An example of a conservation district can be found in the Pottstown, PA zoning ordinance.

#### Advantages

- Minimum design control
- Financial incentives
- Expert consultations

#### Disadvantages

- Destruction of some of the historical fabric of the buildings
- Needs consent of most of the homeowners involved
- Establishing the financial base for the loans

#### Development and Subdivision Regulations

An historic preservation section could be adopted into the municipal ordinance regulating land development and subdivisions. A developer of a property that contains an historic building can be offered incentives to retain the building and reuse it. One incentive could provide for density and parking bonuses, which is especially valuable in encouraging the reuse of some of the larger late 19<sup>th</sup> century homes now too large for a single family.

To preserve historical integrity, controls can also be included within these regulations. Buffering requirements are invaluable in maintaining the historic setting of some of the resources. Also helpful are the retention of landscaping and outbuildings.

Archaeological sites are especially vulnerable to subdivision and land development projects. Requiring the developer to submit an archaeological assessment plan describing the measures that will be taken to minimize the impact of the project can protect these areas.

### Building Code Exceptions

Building codes, including the BOCA code, provide for exceptions for historic buildings. In 1999 BOCA code, buildings classified as historic need not meet all mandatory requirements of the code if they are judged to be safe and meet the requirements for the public's health, safety, and welfare. That is, historic structures can be held to a less stringent standard for repairs, alterations, and additions.

### Historical Commissions and Historical and Architectural Review Boards

In the previous paragraphs we have mentioned two different review boards that a municipality may establish. The following will give a better explanation of how each is used:

HARB – This is the appointed Board mandated by the Historic District Act (Act 167). The Act specifies that this Board will have not less than 5 members and describes the qualifications of these members. The primary duty of this HARB is to review changes within a Historic District and to recommend (or not recommend) that a Certificate of Appropriateness be issued.

Historical Commission – This Board is not mandated by law but, like a HARB, its members are appointed by the municipal officials. The duties of a Historical Commission can range from simply being the keepers of the municipal history, to overseeing the municipal historic resource survey, to a formal review board for historic overlays, archaeological assessment, or any other advisory function regarding the historic fabric of the community.

### Façade Easements/Dedications

The municipality can create an easement on a building façade or accept dedication of an area or structure. The owner of the property then can take a federal tax deduction for a charitable donation. The mechanism can monitor the future changes on structures or areas and is usually done through a nonprofit agency such as Natural Lands Trust or the Preservation Alliance of Philadelphia. Some municipalities have established their own nonprofit group to accept and monitor the easements.

### REUSE, REVITALIZATION

The reuse of existing buildings can help to revitalize a community. Buildings that are intact can in most cases be rehabilitated less expensively than building new structures. Using the tools described above will help to preserve the historic fabric of a community, but adaptive reuse is an important component of revitalization. The key to continued preservation is the active use of a structure. Once a resource is identified as historic and special to the community, action can then begin to encourage its reuse.

In most cases, an historic building is adaptable to reuse. However, it is strongly advised and often enforced that the “Secretary of Interior Standards for Rehabilitation” be used as a guideline for modifying and improving the structure. These guidelines encourage the reuse of original materials or replacement in kind.

#### Tax Incentives

Federal Tax Credits - Sites on the National Register of Historic Places (or those in a National Register Historic District) are eligible for federal tax credits for rehabilitation. This applies only to income producing structures but can be an incentive for revitalization of an area.

Property Tax Abatement and Freeze – The municipality has the authority to develop its own incentive for preservation. The municipal tax is lowered or frozen for a period of time for those historic structures undergoing a rehabilitation or reuse.

#### Community Development Block Grants

Another source of funds for the rehabilitation of historic resources is the CDBG Program. These federally sponsored grants are awarded each year for projects that benefit mainly low- and moderate-income areas, but there is also a provision for funding historic rehabilitation.

#### Public / Private Cooperation

Not all projects can be funded by one source, especially in revitalization areas. Many projects, usually those involving more than one building or an extremely large structure, are accomplished using funds from several public sources such as state or federal preservation grants as well as foundation and corporate grants and local financial institutions.



## APPENDIX C

# Land Recycling Program Fact Sheet 1 Overview of the Land Recycling Program

Commonwealth of Pennsylvania • Department of Environmental Protection

### *The Need for Land Recycling*

Past Pennsylvania environmental policies have been disincentives for the private cleanup of old industrial sites. Since both state and federal cleanup laws can impose full responsibility for a site cleanup on new buyers, even though they may have had no involvement in contamination of the property, state policies that promoted never-ending liability discouraged private firms, lenders, and even public redevelopment authorities from getting involved.

The positive aspects of an old industrial site, such as its location or the availability of electric, water and sewer utilities, were frequently negated by the threat of huge, unknown cost and never-ending liability for an environmental cleanup of the site. Lenders were reluctant to invest in the purchase of such property if they became exposed to perpetual liability. Innocent buyers particularly shunned sites where those persons who were responsible for causing the contamination were bankrupt, insolvent or couldn't be identified. Too often, developers have chosen virgin properties as an alternative to old industrial sites with contamination problems.

The Land Recycling Program will encourage, not discourage, the recycling and redevelopment of old industrial sites. It sets standards, by law for the first time, that are protective of human health and the environment, but which consider future use. It provides potential developers with clear cleanup standards based on risk, not a moving target in a negotiated agreement, and provides an end to liability when that cleanup standard is accomplished.

These changes should make many old industrial sites more attractive to potential developers. As a result, many sites should be converted from vacant eyesores to productive

use, helping many of the Commonwealth's urban and rural municipalities to provide jobs through economic growth.

### Benefits of Land Recycling –

- Encourages private-sector cleanups and productive use of now vacant industrial sites;
- Stimulates economic growth, particularly in urban areas;
- Encourages local government partnerships with business and saves the Commonwealth millions of dollars in cleanup costs it would otherwise pay
- Reduces the pressure to develop prime farmland, open areas and forests.

### *Regulatory Basis*

The Land Recycling Program includes three bills - Acts 2, 3 and 4 - that Governor Tom Ridge signed into law May 19, 1995.

Act 2 of 1995 (previously Senate Bill 1) is the Land Recycling and Environmental Remediation Standards Act. This act is the primary law establishing the Land Recycling Program. It creates a realistic framework for setting cleanup standards, provides special incentives for developing abandoned sites, releases responsible parties from liability when cleanup standards are met, sets deadlines for Department actions and provides funding for environmental studies and cleanups.

Act 3 (previously Senate Bill 11) is the Economic Development Agency, Fiduciary and Lender Environmental Liability Protection Act. This act limits the environmental liability of those involved in redeveloping and financing a recycled industrial site.

Act 4 (previously Senate Bill 12) is the Industrial Sites Environmental Assessment Act. This act provides up to \$2 million for environmental assessments in certain communities and for cleanups in certain cities through the Department of Commerce.



### Basic Elements of Land Recycling

The four cornerstones of the land recycling program are uniform cleanup standards based on health and environmental risks, standardized review procedures, releases from liability, and financial assistance.

#### Uniform cleanup standards

Act 2 establishes environmental remediation standards to provide a uniform framework for cleanups. The standards established under Act 2 will be used for most voluntary or mandatory cleanups conducted in Pennsylvania. The three types of cleanup standards are background, statewide health standards, and site-specific standards.

#### Standardized review procedures

Act 2 describes the submission and review procedures to be used at sites using each of the three types of cleanup standard, thus providing a uniform process for all sites statewide. Uniformity will make it easier for companies and consultants to prepare submissions and follow through the steps necessary to remediate a site.

#### Releases from liability

Act 2 provides releases from liability for owners or developers of a site that has been remediated according to the standards and procedures in the Act. Act 3 extends liability protection to financiers, such as economic development agencies, lenders, and fiduciaries. (Fiduciaries are those who act as a trustee, executor, or administrator for the benefit of another person.) These provisions are intended to reduce the liability concerns that may inhibit involvement with contaminated or abandoned sites.

#### Financial assistance

Act 2 establishes the Industrial Sites Cleanup Fund that is designed to help innocent persons conduct voluntary cleanups. Grants or low-interest loans are provided to cover up to 75 percent of the cost of

completing an environmental study and implementing a cleanup plan. The Department of Commerce will administer this program.

Act 4 allows the Department of Commerce to make grants to municipalities, municipal or local authorities, nonprofit economic development agencies, and similar agencies. The grants are to conduct environmental assessments of industrial sites located in municipalities that the Department of Commerce has designated as distressed communities. Certain cities are eligible for grants to conduct environmental assessments and remediation activities.

#### Relationship to Other State and Federal Programs

- The cleanup standards developed under Act 2 apply to all cleanups.
- State and local permits are not required for remediation activities conducted under Act 2 if they are undertaken entirely on the site unless the federal government requires that permits be issued in federally funded state programs.
- The cleanup standards developed under Act 2 will apply to Hazardous Sites Cleanup Act (HSCA) sites, although the HSCA procedures for remedy selection will continue for listed sites.

The Department of Agriculture will develop regulations providing for the reuse of soil and groundwater contaminated with agricultural chemicals resulting from cleanups.

#### Regional Contacts

Southeast Regional Office  
Lee Park, Suite 6010  
555 North Lane  
Conshohocken, PA 19428  
610-832-6213

Northeast Regional Office  
2 Public Square  
Wilkes-Barre, PA 18711-0790  
717-826-2511

Southcentral Regional Office  
One Ararat Boulevard  
Harrisburg, PA 17110  
717-657-4592

Northcentral Regional Office  
200 Pine Street  
Williamsport, PA 17701  
717-321-6525

Southwest Regional Office  
400 Waterfront Drive  
Pittsburgh, PA 15222-4745  
412-442-4000

Northwest Regional Office  
230 Chestnut Street  
Meadville, PA 16335-3481  
814-332-6648



# Land Recycling Program Fact Sheet 2

## Summary of Act 2 of 1995: The Land Recycling and Environmental Remediations Standards Act

Commonwealth of Pennsylvania • Department of Environmental Protection

### *General Provisions*

The primary goal of Act 2 is to encourage the voluntary cleanup and reuse of contaminated commercial and industrial sites. This strategy of encouraging the redevelopment of sites with existing roads, sewers, water lines and utilities is often more cost-efficient than providing this infrastructure at virgin sites. The strategy also helps to preserve prime farmland, forests and open areas from development.

Act 2 provides incentives to promote the voluntary development and implementation of cleanup plans. Clear, uniform cleanup standards and standardized review procedures promote the voluntary elimination of public health and environmental hazards. Cleanup plans will be based on the actual risk that contamination on a site may pose to public health and the environment.

Other general provisions:

- Act 2 establishes a 13-member Cleanup Standards Scientific Advisory Board to help DEP's Environmental Quality Board develop statewide health standards and provide advice on other technical and scientific matters.
- The environmental remediation standards established under Act 2 are to be used when any site is remediated either voluntarily or remediation is required under the Clean Streams Law, the Air Pollution Control Act, the Solid Waste Management Act, the Infectious and Chemotherapeutic Waste Law, the Hazardous Sites Cleanup Act and the Storage Tank and Spill Prevention Act.
- Existing cleanup standards can continue to be used for up to three years.
- Certain standards and procedures provided in the Act are available on the effective date. Specifically, the background

standard and site-specific standards are immediately available. Also, certain existing standards, such as MCLs, are available for use under the statewide standard.

### *Remediation Standards and Review Procedures*

Anyone who wants to or is required to clean up a site and wants to take advantage of the liability protection provided in Act 2 must select and attain compliance with one or any combination of the following three environmental standards:

- Background standard
- Statewide health standard
- Site-specific standard.

#### **Background Standard**

A person choosing to clean up a site to background must document that the concentrations of any contaminants remaining are at a level not related to any release of contaminants at the site.

#### **Statewide Health Standard**

Regulations will be developed to establish statewide health standards for contaminants for each environmental medium. Existing state and federal standards will be compiled and augmented by proposing new medium-specific concentrations within one year. A special 13-member Cleanup Standards Scientific Advisory Board will help set standards based on a range of excess cancer risk of between one in 10,000 to one in 1 million.

#### **Site Specific Health Standard**

Cleanup levels can be developed specifically for a site. This approach is a more detailed process that involves developing a risk assessment based on the conditions and



human exposures at the site. The surrounding community may be involved in each step of this cleanup process by request of the host municipality.

### Special Industrial Areas

Sites that are abandoned or are located in enterprise zones are eligible for special remediation requirements. Qualifying sites have limited requirements to perform a baseline environmental investigation and remediate any direct and imminent threats to public health or the environment, such as drummed waste.

### Public Involvement

For background and statewide health standard cleanups, notices must be submitted to DEP and the municipality and published in a local newspaper when the responsible person intends to clean up a site and when they believe the cleanup is complete.

For site-specific cleanups, a detailed public involvement program must be developed if requested by the municipality. People doing cleanups are encouraged to develop a proactive approach to working with the municipality in developing and implementing remediation and reuse plans.

#### Regional Contacts

<p>Southeast Regional Office Lee Park, Suite 6010 555 North Lane Conshohocken, PA 19428 610-832-6213</p>	<p>Northcentral Regional Office 200 Pine Street Williamsport, PA 17701 717-321-6525</p>
<p>Northeast Regional Office 2 Public Square Wilkes-Barre, PA 18711-0790 717-826-2511</p>	<p>Southwest Regional Office 400 Waterfront Drive Pittsburgh, PA 15222-4745 412-442-4000</p>
<p>Southcentral Regional Office One Ararat Boulevard Harrisburg, PA 17110 717-657-4592</p>	<p>Northwest Regional Office 230 Chestnut Street Meadville, PA 16335-3481 814-332-6648</p>

### Cleanup Liability Protection

The owner or developer of a site is relieved of liability for further cleanup of the site's contamination when the remediation standard is attained. The owner or developer of a special industrial area has limited liability and is only responsible for remediation of imminent threats. They are not responsible for remediation of any other contamination.

### Industrial Land Recycling Fund

The Industrial Land Recycling Fund includes general appropriations, fees, Federal Funds, and fines and penalties that are assessed under the act. Money in the fund can be used for the purposes of the act.

The Industrial Sites Cleanup Fund is designed to help "innocent" people conduct voluntary cleanups. Grants or low-interest loans are provided to cover up to 75 percent of the cost of completing an environmental study and implementing a cleanup plan. The Department of Commerce administers this program.

### Miscellaneous Provisions

- Submissions under the act must include a plain language description of the information in the submission. This requirement is to improve the opportunity for public involvement and understanding of the remediation process.
- State or local permits are not required for remediation activities undertaken on site under the requirements of this act although the federal government could require permits in federally funded state programs.
- Changing land use from nonresidential to residential may require further cleanup and Department concurrence that the site has been rendered safe for residential use.

## **APPENDIX D**

### **COLLINGSWOOD MULTI-FAMILY HOUSING CONVERSION PROGRAM**

### Investor-Owner

1. Will receive financing up to 100% of an appraisal based on when the work is finished.
2. Will receive financing rate 2% below prime rate of bank.
3. Will have mortgages placed against the property to cover the loan amount and the interest expense of the first year.
4. Will be required to pay off all mortgages whenever the house is sold or refinanced.

### Investor-Reseller

1. Will receive financing up to 100% of an appraisal based on when the work is finished.
2. Will receive financing rate 2% below prime rate of bank.
3. Will have mortgages placed against the property to cover the loan amount and the interest expense of the first year.
4. Will be required to pay off all mortgages whenever the house is sold or refinanced.
5. Will be urged to use a professional realtor who will actively market the property

## COLLINGSWOOD MULTI-FAMILY HOUSING CONVERSION PROGRAM



M. James Maley, Jr.  
Mayor

Louis Cappelli, Jr.  
Commissioner

Joan C. Leonard.  
Commissioner

Bradford C. Stokes  
Administrator

John J. Kane, Jr.  
Community Development

Borough of Collingswood  
678 Haddon Avenue  
Collingswood, NJ 08108  
Phone: (856) 854-0720 Ext. 126  
[www.collingswood.com](http://www.collingswood.com)

## Introduction

The Borough of Collingswood desires to make home ownership more attractive and to lessen the pressure of overdevelopment on parking and services. The plan chosen to accomplish this task is the Multi-Family Conversion Program.

This program will provide incentives to all categories of persons who may wish to participate. They are:

1. Owner-occupants
2. Investor-owners
3. Investor-resellers

The financial management of the program will be through First Colonial National Bank. The administrative management will be through the Borough Community Development Office.

All interested in the program are encouraged to call the Community Development Office at (856) 854-0720, extension 126.

## Eligibility Criteria

1. Structure originally built as single family home.
2. Structure located in an officially designated redevelopment area.
3. Structure is now zoned for multi-family use.
4. Applicant will apply for permanent return of structure to single family use.
5. Applicant meets creditworthiness standards of bank.
6. Applicant will accept mortgage lien which will allow financing up to 100% of home value.
7. Applicant will follow procedures established by the Borough of Collingswood.

## Owner-Occupant

1. Will be required to make no payments during the first year in which the loan is in effect as long as the applicant is the owner and occupies the premises.
2. Will receive financing up to 100% of an appraisal based on when the work is finished.
3. Will receive financing rate 2% below prime rate of bank.
4. Will have mortgages placed against the property to cover the loan amount and the interest expense of the first year.
5. Will be required to pay off all mortgages whenever the house is sold or refinanced.

## **APPENDIX E**

### **HOW TO CREATE A COMMUNITY DEVELOPMENT CORPORATION (CDC)**

The steps in forming a CDC could be as follows:

1. Identify individuals who are interested, motivated, and committed to working as a Board member for the organization. Members could include a lawyer, accountant, business representative, fundraiser/grant writer, management executive, community activist, Borough official, etc. This commitment requires both time (5-6 hours per month minimum) and energy (ability to carry out tasks and assignments).
2. File Articles of Incorporation with the Commonwealth of Pennsylvania Department of State - Corporation Bureau. This is a fairly simple procedure that the lawyer on the Board can do. Two advertisements stating the creation of the organization must be published.
3. Functional by-laws must be developed to create the structure and procedures for running the organization. Structuring the Board to allow for designation as a Community Housing Development Organization (CHDO) should be considered, as this opens up more avenues for funding housing-related projects (contact OHCD for details on becoming a CHDO).
4. Solicitor/Lawyer should file IRS forms to create a 501(c)(3) nonprofit organization. This designation can take up to one year (without any political pressure/U.S. Representative support to move it through faster).
5. Assess need for part- or full-time Executive Director to manage operations and to pursue funding and activities for the organization. Identify dependable funding source (e.g., Borough budget line item) to support this position. Conduct search for Executive Director.
6. File appropriate IRS forms for the organization to have employees. Board Accountant (or possibly Community Accountants) should set up appropriate accounting systems for the organization and file necessary tax forms.
7. Develop strategic plan for organization - include realistic projects, programs, and activities that the organization wants to pursue, including steps and assignments that need to be accomplished. Need to identify organizations with which to partner. Include scope of work and assignments for specific committees of the Board, e.g., Finance, Fundraising, etc.
8. Hold regularly scheduled meetings to keep activities moving and in order.



## APPENDIX F

### Traffic Calming Techniques

Measure	Traffic Reduction	Speed Reduction	Noise and Pollution	Loss of Parking	Traffic Access Restrictions	Emergency Vehicle Access	Maintenance	Cost
<b>Traffic Education Campaign</b>	Maybe	Maybe	No change	None	None	None	No	Varies
<b>Speed Display</b>	Yes	No	No change	None	None	None	No	\$250/day
<b>Neighborhood Sign</b>	Maybe	Minimal	No change	None	None	None	No	\$200/sign
<b>High Visibility Crosswalks</b>	Maybe	No	No change	None	None	None	Yes	\$1K-\$5K
<b>Police Enforcement</b>	Yes	Maybe	No change	None	None	None	No	\$75/hour
<b>Narrowing Lanes</b>	Yes	Maybe	No change	None	None	None	Yes	\$1K-\$3K
<b>Speed Limit Signing</b>	Maybe	No	No change	None	None	None	No	\$200/sign
<b>Signing Restrictions</b>	No	Yes	No change	None	Yes	None	No	\$200/sign
<b>Bike Lane</b>	Maybe	No	No change	Maybe	No	None	Yes	\$25K-\$75K/mile
<b>Sidewalk</b>	No	No	No change	Maybe	No	None	Yes	\$20-\$30/foot
<b>Median Island</b>	Maybe	Yes	Decrease	Maybe	Yes	Yes	No	\$10K-\$75K
<b>Gateway</b>	Yes	Yes	Decrease	Maybe	Yes	None	No	\$10K-\$20K
<b>Curb Extension</b>	Maybe	No	No change	Yes	None	Some	Yes	\$10K-\$20K
<b>Choker</b>	Yes	Maybe	No change	Yes	None	Some	No	\$15K
<b>Speed Hump</b>	Possible	Limited	Increase	Maybe	None	Yes	Yes*	\$5K
<b>Raised Crosswalk</b>	Yes	Maybe	Increase	Yes	None	Some	Yes*	\$5-\$10K
<b>Raised Intersection</b>	Yes	No	Increase	Yes	None	Yes	Yes	\$25K-\$50K
<b>Traffic Circle</b>	Yes	Maybe	No change	Yes	None	Some	Yes	\$15-\$25K
<b>Intersection Channelizing</b>	Yes	Maybe	No change	Yes	None	None	Maybe	\$15-\$20K
<b>Chicane</b>	Yes	Maybe	Maybe	Yes	None	Yes	Maybe	\$20K-\$40K
<b>Creek bridge (short)</b>	No	No	No change	None	None	None	Yes	\$50K-\$100K
<b>Movement Barrier</b>	Maybe	Yes	Decrease	None	Yes	Yes	Yes	\$5K
<b>Entrance Barrier</b>	Maybe	Yes	No change	Maybe	Yes	Maybe	No	\$15-\$20K
<b>One-way Streets</b>	No	Yes	No change	None	Yes	Yes	No	\$5K
<b>Diagonal Diverter</b>	Yes	Yes	Decrease	Maybe	Yes	Maybe	No	\$15-\$35K
<b>Street Closure</b>	Yes	Yes	Decrease	Yes	Total	Yes	No	\$20-\$35K

<http://www.nhtsa.dot.gov>

## APPENDIX G

### BICYCLE ACCIDENT DATA

Date	Municipality	Location Main	Intersection	Time	Accident Location	Injuries	Crash Type	Traffic Control	Weather
6/19/1998	East Lansdowne	Pembroke Ave.	Penn Blvd.	15:42	Intersection	Minor	Angle	Unknown	No Adverse Conditions
03/09/1998	East Lansdowne	Penn		16:31	Mid-Block	Unknown	Angle	Not Applicable	No Adverse Conditions
05/15/2000	East Lansdowne	Beverly		20:01	Mid-Block	Unknown	Angle	Not Applicable	No Adverse Conditions
10/16/1998	Lansdowne	Stewart Ave.	Wycombe Ave.	15:33	Intersection	Minor	Angle	Traffic Signal	No Adverse Conditions
07/07/2000	Lansdowne	Baltimore Ave.	Owen Ave.	23:35	Intersection	Minor	Angle	Stop Sign	No Adverse Conditions
05/20/1997	Lansdowne	Baltimore Ave.	Scottdale Rd.	19:15	Intersection	Unknown	Angle	Traffic Signal	No Adverse Conditions
08/30/1996	Lansdowne	Baltimore Ave.	Wycombe Ave.	22:33	Intersection	Unknown	Angle	Traffic Signal	No Adverse Conditions
08/07/2000	Lansdowne	Baltimore Ave.	Burrnont Ave.	13:39	Intersection	Unknown	Angle	Traffic Signal	No Adverse Conditions
08/09/1997	Lansdowne	Lansdowne Ave.	Linden Ave.	20:10	Intersection	Unknown	Angle	Stop Sign	No Adverse Conditions
07/15/1996	Lansdowne	Lansdowne Ave.	Marshall Rd.	16:37	Intersection	Unknown	Angle	Traffic Signal	No Adverse Conditions
07/27/1996	Lansdowne	Wycombe	Greenwood	14:48	Intersection	Minor	Angle	Stop Sign	No Adverse Conditions
08/25/1998	Lansdowne	Wycombe	La Crosse Ave.	21:10	Intersection	Major	Angle	Stop Sign	No Adverse Conditions
06/15/1998	Lansdowne	Windermere	Stratford Ave.	21:07	Intersection	Unknown	Angle	Stop Sign	No Adverse Conditions
09/03/1999	Lansdowne	Owen	Albermarle Ave.	15:56	Intersection	Minor	Angle	Stop Sign	No Adverse Conditions
06/16/2000	Lansdowne	Nyack	Maple Ave.	18:23	Intersection	Minor	Angle	Stop Sign	No Adverse Conditions
06/12/1997	Lansdowne	Maple	Plumstead	19:40	Intersection	Unknown	Angle	Not Applicable	No Adverse Conditions
08/18/1999	Lansdowne	Highland		16:04	Mid-Block	Minor	Angle	Not Applicable	No Adverse Conditions
06/12/1997	Lansdowne	Esses	Wabash	15:25	Intersection	Minor	Angle	Stop Sign	No Adverse Conditions
09/05/1999	Lansdowne	Essex	Wabash	14:13	Intersection	Unknown	Angle	Stop Sign	Raining
08/19/1998	Lansdowne	2005	Greenwood	13:56	Intersection	Unknown	Angle	Traffic Signal	No Adverse Conditions

Source: Pennsylvania Department of Transportation obtained through the Bicycle Coalition of Greater Philadelphia, 2003.