

NORWOOD BOROUGH COMPREHENSIVE PLAN

DELAWARE COUNTY PLANNING DEPARTMENT

COMPREHENSIVE PLAN

FOR THE

BOROUGH OF NORWOOD

March 22, 2004

Prepared for the citizens of the Borough of Norwood

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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ACKNOWLEDGMENTS

The Delaware County Planning Department greatly appreciates the assistance given by the Norwood Borough Comprehensive Plan Task Force in the preparation of this document.

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The Delaware County Planning Department also thanks all of the other Borough officials and residents who rendered their assistance through surveys and participation during meetings held for the preparation of this comprehensive plan.

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BOROUGH OF NORWOOD DELAWARE COUNTY, PENNSYLVANIA

RESOLUTION NO. 2004-5

A RESOLUTION OF THE BOROUGH OF NORWOOD, DELAWARE COUNTY, PENNSYLVANIA, ADOPTING THE NORWOOD BOROUGH COMPREHENSIVE PLAN ACCORDING TO ARTICLE III OF THE PENNSYLVANIA MUNICIPALITIES PLANNING CODE, ACT 247 OF 1968, AS AMENDED

WHEREAS, The Borough Council of the Borough of Norwood deemed it in the best interest of the Borough to update the Comprehensive Plan (1982); and

WHEREAS, a Comprehensive Plan, including maps, charts, and test, has been prepared by the Delaware County Planning Department, working with a task force of elected and appointed officials and citizens of the Borough, providing recommendations to shape and guide the future development of the community; and

WHEREAS, a public meeting of the Planning Commission was held on December 2, 2003 and a public hearing was held on February 23, 2004, pursuant to public notice, and no substantial revisions in the proposed Comprehensive Plan resulted therefrom.

NOW, THEREFORE, BE IT RESOLVED AND ENACTED, that the Borough of Norwood, does here by approve, ratify and reaffirm the adoption of the Comprehensive Plan for the Borough of Norwood as of March 22, 2004, referred to as the Year 2004 Plan, and that this Plan shall henceforth constitute the Comprehensive Plan of the Borough of Norwood under and in accordance with Article III of the Pennsylvania Municipalities Planning Code, Act 247 of 1968, as amended.

RESOLVED, this 26th day of April, 2004.

SIGNED:

JOHN C. HAUGÈR, COÚNCIL PRESIDENT —SIGNED:

ATTEST:

PATRICIA A. DUNDERDALE, Norwood Borough Secretary

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CHAPTER 1

OVERVIEW

Investment in its citizens is the single most important venture for any municipality. The keys to effective comprehensive planning are understanding the economic forces, the social and ethnic diversity of the residents, and having the means to respond to change. Communities are groups of diverse people differentiated by their individual personalities and their distinctly different ethnic and cultural characteristics. To build a diverse community, such as the one envisioned for Norwood, requires an understanding of the people and the variety of services they need. Norwood's physical fabric, economy, and the nature of its citizens require a careful evaluation to help anticipate future public facility and service needs. See Map 1-1 for an aerial view of the Borough.

NATURE OF THE COMPREHENSIVE PLAN

A comprehensive plan expresses a municipality's vision of its future. It attempts to attain this vision, or at least bring it as close as practically possible to reality, by proposing realistic policies and, in this plan, identifying sources of funding to implement the

recommended activities. These policies address to what uses land in the community should be put, how the movement of people and goods should take place, how housing should be provided and maintained, how the community should provide services to its citizens, and how the community should interact with adjacent communities. Once adopted by Borough Council, the plan serves as a guide for Council's



future decisions concerning development and redevelopment, as well as a guide for implementing ordinances and programs. Typically, the purpose behind the comprehensive plan is to shape and guide the future of the community by retaining its best features or attributes and, where possible, enhancing those positive characteristics. At the same time, the comprehensive plan recommends methods to minimize or remove its shortcomings.

The Pennsylvania Municipalities Planning Code (MPC) requires comprehensive plans to include a statement of the community's development goals and objectives, as well as plans for functional areas such as land use, transportation, community facilities, housing, etc. In addition to these required plan elements, this plan contains sections about the Borough's



demographic characteristics, its vision for the future, and funding and technical assistance sources to accomplish the plan's objectives. The goals, objectives, and recommendations outlined in the plan are based on the combined input from local residents, Borough staff, and elected and appointed officials.

The character of an established community like Norwood is determined to a large extent by the uses to which land is devoted. The fact that the Borough is nearly fully developed serves as a limitation to new planning proposals, and the idea of "reuse" gains particular importance. The emphasis of land use planning should, therefore, follow these four planning principles:

- 1.) Preserve the existing development which is generally considered good;
- 2.) Ensure that new development is compatible with existing land uses;
- 3.) Enhance existing development by the establishment of effective controls concerning landscaping, screening, signage, access, walkability, and code enforcement; and
- 4.) Recommend appropriate, realistic, and practical development of any vacant or underdeveloped parcels.

VISION STATEMENT

A vision statement describes in general terms the Borough's overall opinion of and commitment to its ideal community. Therefore, it determines the community's ultimate long-range goal.

The Borough's vision 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.

Those who live and work in the Borough seek a community:

- Where young people stay in or move back to Norwood out of choice because the community offers a healthy and enriching environment in which to raise their families;
- With stable, blight-free neighborhoods where homeowners and residents can invest with reasonable assurance that their investment is secure;

- That preserves its cultural resources by supporting the rehabilitation of historically or architecturally significant structures;
- > Where all residents are safe walking the streets at any time;
- With well-maintained infrastructure that is supportive of stable neighborhoods and an active, diverse economic community;
- Where business, government, and citizens work together to attain common goals and fully capitalize on the community's resources;
- With a convenient, healthy, vibrant, and friendly central business area where visitors and residents regularly frequent;
- That capitalizes on its unique cultural characteristics to develop new retail, service, and tourism opportunities;
- Where all laws, codes, and ordinances are enforced uniformly and consistently throughout the Borough;
- With attractively landscaped entranceways and streetscapes containing shade trees along clean, well-maintained streets;
- That offers age-appropriate recreational facilities and programs to residents of all abilities; and
- That utilizes Lower Park for a multitude of outdoor recreational activities in concert with Borough-wide festivals and events.

NORWOOD BOROUGH PLANNING HISTORY

Before the adoption of this plan, the Borough used a comprehensive plan created in 1982. Though a fine document with pertinent recommendations, it was in need of an update due to its age and noncompliance with the latest edition of the MPC. Norwood engaged the Delaware County Planning Department (DCPD) to assist the Borough in attaining a state Land Use Planning and Technical Assistance Program (LUPTAP) grant. Upon successfully receiving the grant, DCPD was contracted to complete this planning project.

PLANNING PROCESS

This plan is the result of an extensive effort by many persons. County staff performed much of the research and drafted the text in coordination with a Task Force appointed by Borough Council. This Task Force and County staff met regularly to exchange information and to review the work performed by the County.

This document contains significant data describing conditions in the Borough, representing a "snapshot" as it was in 2002/2003. Much of the information was obtained from an analysis of U.S. Census documents, regional, County, and, Borough Planning Commission and Zoning Hearing Board records, and County subdivision reviews, parcel records, and maps.

HOW TO USE THIS COMPREHENSIVE PLAN

This plan is intended to be read both from cover to cover and used as a reference book. The reader can flip to any chapter, read the existing conditions for the topic discussed, and continue to the recommendations designed to improve or augment the situation. A funding program and/or technical assistance resource follows each recommendation, where applicable, and directs the reader to Appendix 1. This appendix contains a full description of the resource, providing a direct link between the recommendations and assistance needed to implement them. In many cases, municipalities can (and should) fund certain projects and services with local tax and other revenues. These municipal funds may then be used as the "local match" required to secure federal, state, and private funding. In an effort to avoid the repetitive placement of "local" as a funding program, where no funding option beyond these Borough resources is applicable, there is none listed. In cases where there are multiple funding sources, however, and municipal revenues through budgeting and appropriations could be used, the term "Borough funds" has been inserted.

In many cases, municipalities ignore their own comprehensive plan that contains valuable information on how to approach, treat, and make decisions on the very topics with which they are having difficulty. Therefore, the plan should be used as a reference tool in providing guidance on a wide variety of issues, problems, and challenges facing the community. Norwood Borough Council should consult this plan when considering policy matters.

CHAPTER 2

COMMUNITY PROFILE

This chapter describes Norwood Borough in the context of past, present, and future generations and its place in the County. It identifies the historical events that shaped the Borough and describes the community in terms of population, housing, and neighborhood characteristics. The knowledge of Norwood's past will assist in charting a course for its future.

REGIONAL SETTING

Norwood Borough, at only 0.84 square mile or 535.4 acres, is located in the southeastern corner of Delaware County, bordered by Glenolden and Folcroft Boroughs to the east, Prospect Park Borough to the west, Ridley Township to the north, and Tinicum Township across Darby Creek to the south. See Map 2-1. Delaware County resides just west and in the metropolitan statistical area of the City and County of Philadelphia, in the region known as the Delaware Valley. The greater Philadelphia area and Norwood are centrally located between Washington D.C. and Boston in the highly developed East Coast "megalopolis."

The Borough is accessible by public transit on the Southeastern Pennsylvania Transportation Authority (SEPTA) R-2 commuter train and Route 114 bus and by car along US Route 13 (Chester Pike) for east and west travel and Amosland Road and South Avenue for north and south destinations. To the west through Prospect Park Borough, Chester Pike connects with PA Route 420, which conveniently leads south to Exit 9 of I-95. The Borough is a vital bedroom community providing a work force for local industries such as Boeing Corp. in Ridley Township, Taylor Hospital in Ridley Park, and Philadelphia International Airport in Tinicum Township.

NEIGHBORHOOD NAMES

As with most tight-knit and family-oriented municipalities, Norwood is a community of unique and distinct residential neighborhoods. The Comprehensive Plan Task Force repeatedly referred to areas of the Borough during discussions by these local names, and it is fitting to use these monikers to highlight the local flavor that makes Norwood unique. Table 2-1 and Map 2-2 identify the general geographic outlines of these six neighborhoods – some small areas tend to morph between neighborhoods. They encompass the majority of the developed portion of the Borough, except for the first line of properties on both sides of Chester Pike, the undeveloped open space area along Darby Creek, the elementary school, and the area of Lower Park and the Muckinipates Sewer Authority.



Neighborhood Name		oundaries		
Treighbornoou Truine	North	South	East	West
West Side	CSX rail line	SEPTA rail line	Glenolden border	Amosland Road
Triangle	SEPTA rail line	Chester Pike	SEPTA rail line	Amosland Road
East Side	Chester Pike	Amosland Road	Glenolden border	School Lane
Delaware Avenue	Chester Pike	Seneca Avenue	Winona Avenue	Summit Avenue
Norwood Acres	Entry via Poole Plaza	Darby Creek	Tasker Avenue	Prospect Park border
Winona Homes	Tasker Avenue	Darby Creek	Lower Park	Tasker Avenue

TABLE 2-1NEIGHBORHOOD LOCATIONS

Source: DCPD, 2002

EARLY REGIONAL HISTORY

In the area that is now Norwood Borough, a tribe of Native Americans known as the Delaware (or more broadly the Lenni Lenape) welcomed the first Dutch settlers to the region who came south from the Hudson River valley to further the beaver fur trade during the early 17th century. The intricate trail system created by the Lenni Lenape provided access into the remote hinterland of Pennsylvania where beaver and other coveted furs were abundant. The following discourse capsulates the last four centuries of regional discovery and local development.

European Exploration

In 1609, British explorer Henry Hudson became the first European to visit the Delaware Valley. He and another British explorer, Samuel Argall, failed to establish a hold on the region, and the Dutch, taking advantage of this missed opportunity by the British, set up small fur trading posts throughout the area from 1620 to 1624. These posts are considered to be the first European colonies of the Delaware Valley.

Friendly relations between the Dutch and the local Okehocking Tribe of the Lenni Lenape steadily deteriorated over the next several years, forcing the Dutch to abandon their permanent trading posts by 1638. In May of that year, Swedish merchants officially claimed the Delaware River for the Swedish crown and aggressively established its first settlement of "New Sweden." The Dutch reestablished their claim by conquering "New Sweden" and held the region until the English defeated them in 1664.

English Settlement

By the 1670s, alcoholism, smallpox, and other European diseases had nearly wiped out the Lenni Lenape. These afflictions weakened Native American threats to the Europeans, and river settlements flourished. In 1679, a small community of English Quakers intermingled with Swedes settled along the west bank (Pennsylvania side) of the



Delaware River. Mimicking the Okehockings, they continued to hunt, fish, and farm in clearings along the creeks of the region.

On March 14, 1681, King Charles II of England granted the province of Pennsylvania to William Penn. Penn recruited thousands of settlers, most of whom were Quakers, to the region by promising religious freedom, free speech, right of petition, trial by jury, and a popularly elected assembly. The province consisted of six counties, with the area that today is Norwood Borough and Delaware County being part of Chester County.

Early Norwood

Morton Mortonson originally owned the majority of land that is present-day Norwood Borough. Upon his death (approximately 1746), his land passed to his grandson, Morton Morton, who built his still-standing residence (the Morton Morton House) at the confluence of the Muckinipates and Darby Creeks. Morton Morton died in 1781, and his property passed to his daughter, Rebecca Morton Boon, and her children, Lydia and Elizabeth. It was then Elizabeth Boon's daughter Rebecca who inherited both her mother's and aunt's properties. Rebecca had married into the Gesner family, and when she died, the Morton family land was divided among her four sons - William, George, Thomas, and J. Washington Gesner - and thus the stage was set for the birth of Norwood.

<u>19th Century - Development Begins</u>

In 1872, William Gesner sold his land to John Cochran, an ambitious realtor from Chester City. A year later, Cochran purchased the land of Thomas Gesner and commissioned Robert Morris Copeland of Boston to design the original street layout. This new community was named Norwood, after the Henry Ward Beecher book *Norwood, or Village Life in New England*, based on the town of Norwood, Massachusetts. The first sale of buildable lots in Norwood took place on May 28, 1873, as Cochran brought prospective buyers by train from Philadelphia and escorted them through the area, following a route through the present-day Delaware Avenue neighborhood from Mohawk Avenue to Seminole Avenue and finally Winona Avenue. At various lots, Cochran would stop the tour and hold an auction on the spot for that particular parcel of land. In all, nearly fifty lots were sold that day at a price of \$125 each.

In preparation for the 1876 Centennial Exhibition in Philadelphia, Cochran constructed the Norwood Hotel on Ridley Avenue in 1875. It became a popular resort for Philadelphians until it was destroyed by fire in 1905. Also in 1875, Norwood station was built along the Philadelphia, Wilmington, and Baltimore (PWB) railroad near the intersection of Welcome Avenue and Amosland Road. It was later demolished in 1950. With the railroad firmly established, stopping at Norwood fifty times each day, people were at liberty to move further out from Philadelphia and enjoy the clean relaxed life of the suburb.

In spite of this easy access and "suburban" lifestyle, only forty families resided in Norwood by 1880. The hopeful 1877 prediction by the PWB Railroad that "it is easy to foresee that before many years Norwood will be a pretty suburban town with several hundred inhabitants of the very best class of people" never came to be. Concurrently, Cochran fell upon hard times, selling much of his holdings to William C. Calhoun and losing more of his property at sheriff's sale in 1883. Calhoun eventually built thirty homes and took up permanent residence in Norwood.

Norwood underwent great strides during the 1890s when modern conveniences such as gas, water, sewer, and electric lines reached the town. George and John Duffee began to develop property that they had inherited from their father, which included areas known as East Woodlawn and the Duffwyn/"Four Hundreds" (present-day West Side, see Maps 2-2 and 7-2). The latter had deed restrictions put in place that required any house constructed to cost no less than \$4,000.

Of great importance in the history of Norwood is its separation by petition from Ridley Township on November 6, 1893, officially creating the Borough of Norwood. That same year, the Ridley Township School District gave Norwood the Prospect Park Elementary School, and the Norwood School Board was created. Further municipal development occurred in 1895 when the Norwood Fire Company was chartered on September 2nd, and the first police officer was appointed on September 25th.

<u>20th Century – Modern Norwood</u>

Following the First World War, Norwood underwent a building boom and saw its population steadily rise from 1,668 to 5,246 residents between 1910 and 1950. In 1942, Donald Love purchased the George Gesner farm, created the Norwood Park Development Company, and constructed the Norwood Acres neighborhood. During the 1950s, the largest building endeavor in the Borough, Winona Homes, was erected. Development transformation in the later half of the century centered mostly on Chester Pike, where newer, bigger, and more auto-oriented uses have replaced the original residential homes and small businesses. Located a mere 12 miles from Philadelphia, and aided by sound rail service and the establishment of the interstate highway system, Norwood's appeal to those that worked in the City of Philadelphia prospered.

DEMOGRAPHICS

In order to realize the present and future needs of Norwood Borough and its residents, a broad analysis of demographic factors needs to be performed. Reviewing population trends and estimates, age distribution, employment, and housing characteristics enables the Borough 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 Borough's future position within the County. All demographic data is from the 2000 Census, U.S. Department of Commerce, Bureau of the Census. The Delaware Valley Regional Planning Commission

(DVRPC) in its 1999 publication "Year 2025 County & Municipal Population & Employment Forecasts" provided forecasts for the years 2005-2025.

Population

Trends and Forecasts

As shown in Figure 2-1, Norwood's population more than tripled between 1900 and 1930, plateaued during the 1930s, and then accelerated greatly until 1970, reaching its peak with 7,229 residents. Since that high point, the population has decreased 17% to 5,985 (Census 2000). Over this same time period, Delaware County experienced a similar decline, losing 9% of its population. DVRPC estimates show that the Borough's population will decrease by 2.8% over the next 25 years, while the County will decrease in population by only 0.5%.



Racial Composition

Indications that the Borough is becoming more multi-racial can be seen when analyzing the data shown in Table 2-2. Though still the overwhelming majority at 97.6%, the White population experienced a 4.5% decrease since 1990. During the same period, the Black population increased 135.7%, and all other population segments also rose 370.6%, clearly suggesting that minority populations in Norwood are becoming a greater percentage of the total population.

TABLE 2-2RACIAL COMPOSITION, 1990 AND 2000

	1990 Popul		1990 Population 2000 Population				% Change 1990-
RACE	Total	otal Percentage Total Perce		Percentage	2000		
White	6,117	99.3	5,839	97.6	- 4.5		
Black	28	0.4	66	1.1	135.7		
Other	17	0.3	80	1.3	370.6		
TOTAL	6,162	100.0	5,985	100.0			

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

Age Distribution

Following the national trend, Norwood's population is becoming increasingly older (see Figure 2-2). Elderly populations (75 years and up) have risen 27.9%, and the 35-54 age group also rose 30.8% since 1990. All younger population categories have decreased over the last two decades, with the exception of the 10-19 age group. The 20-34 "childbearing" age group saw a 30.7% decline, which in turn reduced the 0-9 population 12.4%.



FIGURE 2-2 AGE DISTRIBUTION, 1990 AND 2000

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

Economics

Income and Education

The U.S. Census records income by two categories. Household income is defined as the yearly earnings of a group of unrelated people or one person living alone. Family income comprises a group of two or more people residing together and who are related by birth, marriage, or adoption. Both of these groups saw incomes increase substantially between 1990 and 2000 both in the Borough and Countywide.

As more residents obtain diplomas and degrees, their income earning potential improves, creating a direct positive correlation between the two. Table 2-3 shows that educational attainment rose in all three categories charted. Between 1990 and 2000, the number of Borough residents who achieved bachelor and graduate degrees nearly doubled to 14.5% and 4.1%, respectively, of the total population. Though still behind the County totals of 30.0% and 11.8%, it represents a greater increase over this period, helping close the gap between the Borough and County populations. This increase in educational attainment positively affects household income, and as more and more Norwood residents earn

degrees and enter the labor force, median household and family incomes will continue to rise.

Variables		ı	County			
v ar labits	1990	2000	% Change	1990	2000	% Change
Median Household Income	\$37,113	\$47,043	26.8	\$37,337	\$50,092	34.2
Median Family Income	\$41,191	\$54,983	33.5	\$44,323	\$61,590	39.0
% High School Graduate or Higher	81.5	85.7	5.2	81.4	86.5	6.3
% Bachelor's Degree or Higher	8.7	14.5	66.7	24.8	30.0	21.0
% Graduate or Professional Degree	2.1	4.1	95.2	9.2	11.8	28.3

TABLE 2-3INCOME AND EDUCATION, 1990 AND 2000

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

Employment

In 2000, the number of Borough residents 16 years and over decreased by 2.5%. This brought about a 5.1% decrease in the Borough's overall labor force, which is defined by the Census as all people classified in the civilian labor force (both employed and unemployed) plus members of the U.S. Armed Forces. As Table 2-4 shows, the Borough saw the civilian labor force decrease by 4.3% (-2.4% County) and Armed Forces drop to zero in 2000. At the same time, 32.5% of the 2000 population was not in the labor force, a 3.4% rise over 1990 possibly attributable to more people staying in school or going back for re-education or advanced degrees.

Workforce		Bore	ough		% Change		Cou	ınty		% Change
worktorce	1990	%	2000	%	1990 - 2000	1990	%	2000	%	1990 - 2000
Total	4,774	100.0	4,656	100.0	-2.5	434,766	100.0	429,983	100.0	-1.1
In Labor Force	3,310	69.3	3,142	67.5	-5.1	279,485	64.3	272,268	63.3	-2.6
Civilian	3,283	68.8	3,142	67.5	-4.3	278,800	64.1	272,092	63.3	-2.4
Employed	3,103	65.0	3,006	64.6	-3.1	266,074	61.2	258,782	60.2	-2.7
Unemployed	180	3.8	136	2.9	-24.4	12,726	2.9	13,310	3.1	4.6
Armed Forces	27	0.6	0	0.0	-100.0	685	0.2	176	0.0	-74.3
Not in Labor Force	1,464	30.7	1,514	32.5	3.4	155,281	35.7	157,715	36.7	1.6

TABLE 2-4EMPLOYMENT - PERSONS 16 YEARS AND OVER, 1990 AND 2000

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

Housing

Age of Housing

As seen in Table 2-5, the majority of housing units in both the Borough and County were built prior to 1960. Over 76% of Norwood's housing units are more than 40 years old, compared to the County's 65.9%. This substantial amount of older housing stock could be one of many reasons why the Borough is experiencing an increase in vacant housing and decreasing population. Homes this old are subject to intense attrition if not maintained and, therefore, may fall into vacancy because of the expense associated with renovation. Chapter 7 – Housing takes a closer look at the housing situation in the Borough.

Year Structure Built	Borough	%	County	%
1999 - March 2000	6	0.2	1,661	0.8
1995 - 1998	58	2.5	4,605	2.1
1990 - 1994	54	2.3	5,553	2.6
1980 - 1989	48	2.0	13,402	6.2
1970 - 1979	111	4.7	20,203	9.3
1960 - 1969	285	12.1	28,585	13.2
1940 - 1959	992	42.0	90,389	41.7
1939 or earlier	809	34.2	52,580	24.2
Total	2,363	100.0	216,978	100.0

TABLE 2-5AGE OF HOUSING STOCK, 1939 - 2000

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

Housing Occupancy

As shown in Table 2-6, the total number of housing units in Norwood Borough increased 4.2% since 1990, and occupancy, either by owner or renter, increased 3%, slightly higher than the County's 2.8% and 2.5% increases, respectively. Vacant^{*} housing units saw a dramatic increase since 1990, rising 60.4% in the Borough, compared to a less dramatic 10.4% increase in the County. This may be a statistical anomaly, as Borough officials did not observe these high numbers or the increase during the last two decades. However, if there is a surplus of housing as the Census suggests, then it should be considered an advantage, as the demand for housing in the Borough can be lessened through the utilization of these vacant units.

TABLE 2-6
HOUSING OCCUPANCY, 1990 AND 2000

Housing Units	Borough			% Change	County				% Change	
Housing Units 1990 % 2000 % 1		1990-2000	1990	%	2000	%	1990-2000			
Total	2,267	100	2,363	100	4.2	211,024	100	216,978	100	2.8
Occupied	2,219	97.9	2,286	96.7	3.0	201,374	95.4	206,320	95.1	2.5
Owner-occupied	1,663	74.9	1,707	74.7	2.6	146,281	72.6	148,384	71.9	1.4
Renter-occupied	556	25.1	579	25.3	4.1	55,093	27.4	57,936	28.1	5.2
Vacant	48	2.1	77	3.3	60.4	9,650	4.6	10,658	4.9	10.4

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

^{*} Unoccupied housing units are considered vacant. Vacancy status is determined by the terms under which the unit may be occupied, e.g., for rent, for sale, or for seasonal use only. A housing unit is vacant if no one is living in it at the time of enumeration, unless its occupants are only temporarily absent. Units temporarily occupied at the time of enumeration entirely by people who have a usual residence elsewhere are also classified as vacant.

Household Type and Density

From 1990 to 2000, the number of Norwood family households fell 3.2%, and marriedcouple families decreased 7.4%. In contrast, the number of single-member households increased 16.8% from 1990 to 2000, and seniors (65 and older) living alone increased 4.1%. Female householders with no husband present also increased 12.3% in this period. These trends follow suit with the County as seen in Table 2-7.

All of these changes in the size of households and the general trend of population decline have resulted in more total households and reduced densities when observed on a per household level. The 1990 population (6,162) with 2,219 total households had a density of 2.77 persons per household compared with the 2000 (population of 5,985) equivalent of 2.61 persons per household. Density in regards to persons per acre/square mile is covered in Chapter 7 – Housing.

	Borou	ıgh	Percent	County		Percent	
	1990	2000	Change	1990	2000	Change	
Family Households	1,588	1,537	-3.2	142,587	139,453	-2.2	
Married-couple families	1,267	1,173	-7.4	111,752	104,911	-6.1	
Female Householder (no husband)	253	284	12.3	23,991	26,542	10.6	
Nonfamily Households	631	749	18.7	58,787	66,867	13.7	
Householder Living Alone	554	647	16.8	50,578	57,028	12.8	
Householder 65+ Living Alone	217	226	4.1	22,258	23,849	7.1	
Total Households	2,219	2,286	3.0	201,374	206,320	2.5	

TABLE 2-7HOUSEHOLD TYPE, 1990 AND 2000

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

Housing Value and Affordability

Since 1990, the average value of housing in the Borough and Countywide has increased 10.7% and 13.8%, respectively (see Table 2-8). Similar but disproportionate to this rise were average increases of mortgages and rents by nearly 40%. Median household income (MHI) increased 26.8%, and with the other increases, shows the rising trend in the percentage of income that residents are devoting to housing. These figures do not take into account inflation, which for this period was an average of approximately 2.45% each year. To relate, the Borough's MHI of \$37,113 in 1990 equates to \$48,900 with inflation in 2000, \$1,857 greater than the 2000 MHI of \$47,043.

The real estate industry standard for percent of gross income to be spent on housing is 30%. Approximately 75% of Borough homeowners and 53% of renters met this threshold in 2000. These figures were almost identical to that of the County but represented decreases (more people paying a higher percentage of gross income for housing) from 1990. As seen from Table 2-9, residents who are paying 35% or greater of their income on mortgages and rent have increased slightly for both the Borough and the County.

		Borough	l	County			
Variables	1990	2000	% Change 1990-2000	1990	2000	% Change 1990-2000	
Median Household Income	\$37,113	\$47,043	26.8	\$37,337	\$50,092	34.2	
Median Housing Value	\$89,400	\$99,000	10.7	\$113,200	\$128,800	13.8	
Median Mortgage	\$792	\$1,094	38.1	\$843	\$1,252	48.5	
Median Gross Rent	\$393	\$550	39.9	\$526	\$662	25.9	

TABLE 2-8HOUSING VALUE, 1990 AND 2000

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

Percent of Income	Owner occupied		% Change	Renter occupied		% Change
Borough	1990	2000	1990-2000	1990	2000	1990-2000
Specified Housing Units	1,564	1,586	1.4	556	579	4.1
< 20	847	751	-11.3	228	195	-14.5
20 - 24	179	266	48.6	75	63	-16.0
25 - 29	201	171	-14.9	54	50	-7.4
30 - 34	91	78	-14.3	60	41	-31.7
> 35	239	309	29.3	121	178	47.1
not computed	7	11	57.1	18	52	188.9
County						
Specified Housing Units	135,189	138,211	2.2	54,649	57,834	5.8
< 20	74,375	69,624	-6.4	16,408	18,253	11.2
20 - 24	19,071	20,693	8.5	7,760	7,401	-4.6
25 - 29	13,377	13,693	2.4	6,395	5,961	-6.8
30 - 34	8,463	8,910	5.3	4,218	4,197	-0.5
> 35	19,058	24,254	27.3	17,517	18,562	6.0
not computed	845	1,037	22.7	2,351	3,460	47.2

TABLE 2-9HOUSING AFFORDABILITY, 1990 AND 2000

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

Table 2-10 displays the population of Norwood's two census tracts (numbers 403601 and 403602) by their block groups. A block group (BG) is the next smallest division below a census tract that the U.S. Census Bureau uses to gather demographic statistics. For the Census 2000, the manner in which statistics are categorized within census tracts was altered. This resulted in BGs 403601-1, 403601-2, and 403601-3 (all in the Borough's "West End" neighborhood) used in the 1990 Census to be consolidated into one BG, numbered 403601-1. Four of the six BGs designated in 2000 lost population from their 1990 counterparts. BG 403601-2 remained the same, while BG 403601-4 (in the Delaware Avenue neighborhood) increased 12.8% or by 108 residents. Figure 2-3 shows the geographic boundaries of the Census 2000 BGs. More information on census tracts can be found at <u>www.census.gov</u>

TABLE 2-10

BLOCK GROUP POPULATIONS, 1990 AND 2000

2000 Block Groups	Popul	ations	% Change 1990-2000	
2000 Block Groups	1990	2000	70 Change 1770-2000	
403601-1	1309	1299	-0.8	
403601-2	1049	1049	0.0	
403601-3	814	767	-5.8	
403601-4	844	952	12.8	
403602-1	1404	1271	-9.5	
403602-2	742	647	-12.8	

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

Figure 2-3: Census Block Group Boundaries, 2000



Source: TigerLine Files, 2000

CHAPTER 3

COMMUNITY FACILITIES AND SERVICES

The various public services and facilities provided by the Borough have an enormous impact on the lives of its residents. They represent local efforts to improve the quality of life throughout the Borough. It is important to recognize that these facilities and services can be physical or programmatic and provided by private, public, and quasi-public institutions. This chapter discusses and analyzes the existing conditions of local community facilities and services and offers recommendations for their expansion or improvement. Map 3-1 identifies the location of community facilities in Norwood Borough.

The critical decision in the provision of public services and construction of facilities is the balance between need and cost. The cost of providing the quantity and quality of community facilities desired usually exceeds financial resources. However, with careful planning the Borough may be able to narrow the gap between the level of service desired and that for which residents are willing to pay.

GOAL – Provide the optimum use of Borough facilities and delivery of public services in the most cost-effective manner.

BOROUGH ADMINISTRATION

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.

Norwood Borough is governed by a sevenmember Council and Mayor in what is called a "weak mayor" form of government. They are supported by two secretaries, a treasurer, clerk, solicitor, engineer, building inspector, plumbing inspector, police chief, fire chief, and highway foreman. These staff persons provide day-to-day

Norwood Borough operates under the "Borough Code," which grants legislative powers to a municipal governing body by the State General Assembly.



administrative services such as handling citizen inquiries, personnel issues, payroll, finances, and other traditional municipal responsibilities. The Mayor is elected to a fouryear term, and Council members, who are elected at large, serve four-year overlapping terms and are responsible for setting policy and making official decisions on behalf of the Borough. To support Council's efforts, the Borough has a Planning Commission, Zoning Hearing Board, and Historical Commission.

The Borough administrative offices are located in the Borough Hall complex on Cleveland Avenue, sharing space with the Police Department. Other than this 35' x 70' structure built in the 1970s, the Borough owns and operates a Highway Department garage on East Amosland Road. This 35' x 60' garage is used for supply and equipment storage, including trucks, a front-end loader, and lawnmowers. According to the Borough, this building is in need of replacement or major improvements, including new garage doors, electrical and lighting upgrades, new plumbing, and external repairs. There is room for future expansion of facilities at this location.

RECOMMENDATION FOR BOROUGH ADMINISTRATION

The Borough should:

3-1 Perform an audit or feasibility study to determine the adequacy of its existing Borough Hall complex and the need/potential for improvement or expansion.

Funding Programs:	Coastal Zone Management (CZM) Program
	Community Conservation Partnership Program
	Local Government Capital Projects Loan Program

OPEN SPACE, PARKS, AND RECREATION

The Borough of Norwood strives to maintain itself as a livable community with a number of public open spaces and recreational facilities that add to the quality of life for residents. Active and passive recreational spaces provide psychological, social, economic, and ecological benefits to individuals and the community as a whole. Therefore, Borough officials continuously work hard to create recreational areas and support recreational programs and activities to serve the local population.

Recreational open space is evaluated in terms of active versus passive use. Passive open space can often be found in the form of stream corridor buffers, historic and memorial sites, and undisturbed natural areas. Such areas serve a number of functions, including the protection of natural resources such as floodplains and woodlands and the provision of aesthetic and psychological benefits to residents. Active open spaces, such as the Lower Park complex between Amosland Road and Darby Creek, provide usable fields and facilities for games, playgrounds, gatherings, and general recreation. Small "pocket" parks can be passive, offering either a respite from the built environment around it with benches and walking paths, or more active, providing a tot-lot playground or single ballfield/court for neighborhood use.

Measuring current parkland acreage against regional recreation standards is one cursory way of determining whether the recreational needs of the Borough are being met. One generally used standard suggests 6.17 acres of recreational space per 1,000 residents. For Norwood, that would equate to 36.4 acres, which is slightly higher than the Borough's current 29.7 acres that are dedicated for park/recreational uses. Such a standard provides only a rough critique of the conditions in the Borough; the specific needs of the community should be based upon a variety of demographic factors and physical barriers within the Borough. Norwood residents should not hesitate to look toward adjacent municipalities for recreational outlets. The Borough, schools, and athletic associations should seek cooperative use agreements amongst themselves to make the most of existing facilities. Table 3-1 describes each of the facilities in detail.

Map Number	Name	Location	Acres	Facilities				
1	Lower Park	Amosland Road and Winona Avenue	26.8	Baseball/softball diamonds, basketball and tennis courts, playground, concession stand, and bleachers				
2	Harrison Avenue Playground	Harrison and Ridley Avenues	0.6	Basketball court, playground, picnic tables, and tot-lot				
3	Memorial Park	Chester Pike and Winona Avenue	0.7	Passive recreational area containing the Norwood Arch, memorial, and benches				
4	John Kugler Park	Mohawk and Winona Avenues	1.3	Passive recreational area and benches				
5	Huron Park	Huron Avenue at Chester Pike	0.3	Passive open space and VFW Memorial				

TABLE 3-1OPEN SPACE AND RECREATIONAL FACILITIES

Source: Delaware County Planning Department, 2002

1 – Lower Park

The largest and most developed facility in the Borough is Lower Park, located at the intersection of Amosland Road and Winona Avenue. The facility is open to all residents and contains a variety of active recreational facilities, as noted in Table 3-1. During a fall 2002 site survey, the playfields and playground equipment were found in good condition and properly maintained by the Borough Public Works Department, the Borough Athletic Club, and the Interboro Soccer Club.

2 – Harrison Avenue Playground

This playground, on land leased from SEPTA, is the only recreational facility in the Borough located north of Chester Pike. According to the site survey, the playground equipment and benches were in good condition. The basketball court adjacent to the tot-lot had not been properly maintained and was in need of new nets and court resurfacing. The property is fenced and



does provide sidewalk linkages or crosswalks to the surrounding residential area.

3 – Memorial Park

This open space median along Winona Avenue, south of Chester Pike, provides an attractive entranceway to the southern neighborhoods of the Borough. The grassy asymmetrical median fronts on Chester Pike at one end, properly welcoming passersby to the Borough with the "Norwood Arch." This stretch of park area highlights the community character of Norwood; prominent monuments reflect the Borough's pride in its ancestors and land, and mature trees reflect the importance of natural areas and the Borough's interest in providing a sense of place.

4 – John Kugler Park

Just south of Memorial Park, this expanse of open space continues the separation of Winona Avenue into north and south travel lanes. Within the park, benches and open areas provide passive recreational opportunities for residents.

5 – Huron Park



This small grassy median separates the north and south lanes of Huron Avenue between Chester Pike and Mohawk Avenue. A memorial for Veterans of Foreign Wars is situated here. This park area should be studied to identify ways to increase its usage as a passive recreational resource for residents nearby. More trees or vegetation, benches, signage, lighting, and trash receptacles could go a long way in making this more of a community asset.

In addition to these areas, the Norwood Elementary School property contains a number of undeveloped and nonregulation sized playing fields. Though officially part of the school, these properties possess many of the same features as active recreational open space and are often used by residents during nonschool hours.

Recreational Opportunities

The recommendations in this section are meant to maximize use of recreational land and facilities in the Borough and to promote future development of such open spaces. The "regreening" of an urban area like Norwood is not limited to developing recreational fields and playgrounds on large parcels but also includes smaller-scale efforts like pocket parks and community gardens on vacant properties. Many municipalities with characteristics similar to Norwood have established protected open spaces and provided visual/scenic enhancements by restoring/reusing vacant and underutilized properties, utility corridors, stream corridors, and floodplain areas.

By incorporating recreational or open space improvements into redevelopment efforts, the Borough can enhance the livable feel and sense of the community. The Borough should strive to link its neighborhoods, commercial areas, and transportation sources to existing and future recreational/open space areas, thereby affording residents the maximum benefit from these facilities. See Chapter 8 – Land Use for more on future land use ideas.

Waterfront Access

Norwood is blessed to have something few other municipalities in the region have – a mostly undeveloped waterfront. Darby and Muckinipates Creeks define the southern and southeastern Borough boundaries. They are natural features that present several open space and recreational options for the parcels that border them. See Maps 1-1 and 8-1 for a visual of these areas. As a whole, their development potential is limited because of environmental constraints (hydric soils, wetlands, and floodplain), lending themselves to remain as passive recreational areas providing usable public access to Darby Creek. The Muckinipates Authority (MA)/Delaware County Regional Water Quality Control

Authority (DELCORA) sewer facilities, Morton Morton House, and former Boys Club building are the only developments in this vast area, and they are all "publicly" owned. The remaining portions of stream frontage under private ownership can, if properly managed through public education, serve to protect private properties from flooding and provide for visual relief in this urbanized environment. This area is



looked at more closely in Chapter 8 – Land Use.

Multi-purpose Community Center

The Comprehensive Plan Task Force displayed a strong desire for an indoor multipurpose facility that would provide space for both community and recreational activities. Such a facility would primarily serve the residents of Norwood but could also be a regional resource for indoor recreational leagues and multi-jurisdictional community events. Furthermore, the center would alleviate the demand that local groups currently put on school district gymnasiums. This facility could also serve as a meeting space for various groups, as well as a command center and refuge during emergency situations.

The Norwood Elementary School is presently used for a variety of activities that are sponsored both by the school district and by local athletic associations. A feasibility study could find out the demand for such facilities in terms of time and space and help determine the type and size of community center that is really needed. It would also identify and investigate possible properties throughout the Borough to site the center. Location of the community center should take into consideration linking sidewalks and public trails extending to residential areas, as well as the requisite parking demands that a local/regional facility might require.

RECOMMENDATIONS FOR OPEN SPACE, PARKS, AND RECREATION

The Borough should:

3-2 Regularly inspect and repair equipment and fields at all Borough parks and playgrounds.

Funding Program: Community Conservation Partnership Program

3-3 Seek ways to further develop Huron Park as a passive recreational resource by adding more and varied trees, landscaping, benches, signage, and community-significant memorials.

Funding Programs:

CZM Program Community Conservation Partnership Program

3-4 Conduct a feasibility study for a community and recreational center, taking into account demand, intended audiences, location, types of facilities needed, linkages, etc.

Funding Programs:	CZM Program Community Conservation Partnership Program Local Government Capital Projects Loan Program Transportation Enhancements Program
Technical Assistance:	Bureau of Parks Darby Creek Valley Association DCPD Environmental Planning section

3-5 With the local athletic associations, form formal agreements with the Interboro School District to allow public use of playing fields/facilities.

LIBRARY SERVICE



The Norwood Public Library is located on Welcome Avenue, adjacent to the Norwood SEPTA train station in the Triangle neighborhood. The building was constructed in 1951, contains approximately 1,850 square feet of floor space, and has been improved

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with a new roof and air conditioning in recent years. It currently does not meet all Americans with Disabilities Act (ADA) handicapped-accessible requirements. The library employs five staff persons and houses 18,982-catalogued items (circa 2002), including books, videos, books-on-tape, and CD-ROMs. There are presently three computers in the library that provide patrons internet access, but more are needed for both internet and word processing purposes.

The library is a member of the Delaware County Library System (DCLS). Through the DCLS, library patrons can take advantage of the interlibrary loan program with a linked card catalogue system. This makes the entire County collection accessible to residents, usually within 48 hours. Another benefit of the interlibrary loan program is that it relieves the need for expansive storage spaces to house a complete literary collection.

At the request of the Planning Commission, the library Board of Trustees presented the Borough with a "wish list" of needs in February 2003. This list centered on a major

renovation/expansion of the existing Welcome Avenue facility. Desired improvements include enlarging the children's area, creating a meeting room, centralizing the placement of the public access internet computers, and bringing the restroom, entrance, and parking spaces into compliance with ADA regulations. Additional space would also aid in the display of general informational handouts found at libraries, such as tax forms. The Borough and Board of Trustees are working to accomplish these improvements.

Norwood Library at a Glance • 18,982 catalogued items

- 3,307 registered members
- 3.12 books-per-capita
- Programs offered:
- Infant, pre-school, and after school story times
- Summer Reading Club
- Teen Beat
- Science In the Summer
- Bookmark Contest

RECOMMENDATION FOR LIBRARY SERVICES

The Borough should:

3-6 Aid the library Board of Trustees in its efforts to design the desired improvements and find and secure funds to implement them.

Funding Program: Local Government Capital Projects Loan Program

Technical Assistance: DCLS

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. In 2002, the Borough contracted with City Wide Services for the collection of residential waste two times a week at a cost of nearly \$150,000 year. The Borough, in turn, billed homeowners \$90.00 per year for trash collection. Bulk waste and commercial collection is privately contracted and funded. 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 then transported to a County-owned landfill in Berks County. Table 3-2 details the solid waste stream in 2001.

	Tons
Solid Waste	3,315.0
Recycled Material	324.2
Curbside	198.6
Igloo (glass)	10.9
Commercial	114.7
TOTAL COLLECTED	3,639.2

TABLE 3-2BOROUGH SOLID WASTE

Source: Delaware County Solid Waste Authority, 2001

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 Pennsylvania Department of Environmental Protection (DEP) operating permits. The County conducts a regular household hazardous waste collection program, which permits drop-off of designated items several times a year at various County facilities.

Pennsylvania Act 101 (Municipal Waste Planning, Recycling, and Waste Reduction Act of 1988) requires the Borough to operate a curbside source separation and collection recycling program. Curbside collection includes co-mingled glass, aluminum, and bimetallic items. The Delaware County Solid Waste Authority also maintains igloos for

residential drop-off of clear, brown, and green glass at the Borough public works facility on East Amosland Road. As of 2003, there was no igloo for aluminum drop-off, but the Solid Waste Authority could easily provide one. In 2001, recycled materials totaled 8.9% of the Borough refuse stream, far behind the County's 35%. The County total includes a variety of materials such as aluminum cans, comingled materials, glass, cardboard, and different types of paper.



The County also operates a composting farm for yard waste for the thirty municipalities who participate. The Borough should seek inclusion in this recycling program. For those not included, like Norwood, the County suggests backyard composting of leaves, grass clippings, and other yard wastes.
RECOMMENDATIONS FOR SOLID WASTE MANAGEMENT AND RECYCLING

The Borough should:

3-7 Seek to add plastics, newspapers, and cardboard to the curbside recycling program or ask the County Solid Waste Authority to provide igloos for their collection.

Technical Assistance:	Delaware County Solid Waste Authority
	DCPD Environmental Planning section

3-8 Seek inclusion in the County's yard waste collection program, which accepts municipally collected yard waste for mass composting at a central location.

Technical Assistance: Delaware County Solid Waste Authority DCPD Environmental Planning section

EMERGENCY SERVICES

Objective 3-2 – To maintain or enhance the level of service being offered by the Borough's Police and Fire Departments.

All requests for emergency services, via "911" phone calls, go through the Delaware County Emergency Communications Center in Lima, Middletown Township. Both the Borough and County maintain emergency response plans. The Borough's plan is in need of updating, having last been revised in the 1980s. A local emergency management director coordinates the local response with all other entities and has authority to initiate actions such as evacuations. The County Emergency Services Training Center (www.delcoestc.org) in Darby Township provides course instruction, training grounds, and facilities for 78 volunteer fire companies, 33 ambulance services, and 31 municipal police departments within the 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

The Norwood Police Department consists of seven full- and four part-time officers who provide twenty-four hour police coverage through a rotating patrol schedule. The Department is located in the Norwood municipal building on Cleveland Avenue and contains a squad room, evidence room, computer/file room, jail cell, and offices for the corporal, sergeant, and chief. The police fleet consists of four vehicles, three marked and one unmarked. When surveyed, the Police Chief identified a need for more space and/or larger offices.

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 seven full-time officers, the Borough fell below this standard with one officer per 855 residents, or 1.17 officers per 1,000 residents. However, this suggested standard does not account for the four part-time officers the Borough employs. The Department needs to continue to evaluate the service it provides within its budgetary framework.

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. On the surface, the concept appears especially appropriate for the Commonwealth of Pennsylvania since there are nearly 1,200 municipal police departments in the state. Short of increasing taxes to pay for more full-time police officers, the Borough could seek to form a multi-municipal police force with neighboring municipalities who, like Norwood, seek to increase the level of protection their local officers provide to their residents. By combining forces, economies of scale can be achieved, thereby freeing up existing funds that can be used to employ more full-time officers.

The Pennsylvania Department of Community and Economic Development (DCED) has published manuals for the development of both regional police services and shared municipal services that can aid municipalities in their investigation and implementation of such activities. They outline the benefits, detail the structural procedures of consolidation, and identify grant funds where they exist.

Fire and Ambulance Service

The first fire protection service was established in 1892 and emergency medical services (EMS) in 1958. The Norwood Fire Company has been located on West Winona Avenue since the early 1900s. The 150' x 50' two-story stone and frame building was last renovated in 1968. Table 3-3 details the fire company's vehicles and equipment, all of which are housed at the firehouse on Winona Avenue. The fire company is supported through an annual fund drive, ambulance billing, and grants. In an attempt to reduce operating and capital costs, the fire company is encouraged to coordinate with area fire companies for the joint purchasing of fire equipment, supplies, and training. The continuous upgrading of vehicles and specialized equipment is one example of this.

In 2002, the fire company was staffed by 25 volunteer fire fighters who are on call at all times and two paid emergency medical technicians (EMTs) between 6:00 a.m. and 6:00 p.m. seven days a week. Fire fighters receive in-house training seminars each Tuesday night and are encouraged to attend additional fire school or EMS classes paid for by the fire company. Joint training exercises with other companies are held approximately four times each year.

Ambulance service for the Borough is conducted in a layered response system, where the Borough ambulances (backed-up by Essington, Folcroft, and Holmes departments) provide basic life support (BLS), and Crozer and Taylor Hospitals provide advanced life support (ALS). The ALS ambulance typically responds to vehicle crashes, building fires, or any incident where life hazards are perceived. The response threshold time of ten

minutes is currently being met in the Borough as required by Act 45, the Pennsylvania Emergency Medical Services System Law of 1985.

TABLE 3-3 NORWOOD FIRE COMPANY EQUIPMENT

1992 Pierce Quint Ladder – 1,250 gallon per minute (gpm) pumper
2001 Pierce Engine - 2,000 gpm pump with foam
1996 Ford Ambulance
1992 Ford Ambulance
1999 Ford Crown Victoria

Source: Norwood Fire Company

Through a survey completed by the Borough Fire Chief, the following needs were identified:

- A 6:00 p.m. to 6:00 a.m. full-time employee to handle the increased call volume being experienced
- Funding to replace the 1992 Ford ambulance
- Twenty new sets of "turnout" gear
- New stretcher, backboards, and oxygen equipment and portable radios
- 1,000' of new 5" hose for the ladder truck
- Six new self-contained breathing apparatus units
- In-house training aids such as TVs and VCRs
- More incident command and terrorism training
- Additional parking for events at the fire station
- Additional funding for a building renovation project
- Funds to pay full-time fire fighters and EMTs

As more and more planning discussions revolve around regionalism and the probability of combining services to increase responsiveness and reduce costs, the Borough should encourage the fire company to consider the feasibility of a consolidated, multi-municipal fire department with one or more neighboring fire companies. This would no doubt be a huge and cumbersome endeavor but would produce significant benefits.

RECOMMENDATIONS FOR EMERGENCY SERVICES

The Borough should:

3-9 Update its emergency response plan and prepare for its implementation.

Technical Assistance:Pennsylvania State Association of BoroughsDelaware County Emergency Services Department

3-10 Consider creating a Community Policing and Townwatch Program through the Police Department.

	Technical Assistance:	National Crime Prevention Council National Association of Town Watch
3-11	Consider the feasibility of creating a multi-municipal police department with one or more of its neighboring municipalities.	
	Funding Programs:	Regional Police Assistance Program Shared Municipal Services Program U.S. Communities Government Purchasing Alliance
	Technical Assistance:	Pennsylvania State Association of Boroughs DCED
3-12	Consider the feasibility of creating a multi-municipal fire department with or more of its neighboring municipalities.	
	Funding Programs:	Shared Municipal Services Program U.S. Communities Government Purchasing Alliance
	Technical Assistance:	Pennsylvania State Association of Boroughs DCED

SOCIAL SERVICES

Objective 3-3 – To provide the highest level of health care and public education to Norwood residents.

Health Care

Health care within the Borough is primarily provided through Taylor Hospital in Ridley Park Borough. The hospital, now a division of Crozer-Chester Medical Center, is a member of the Crozer Keystone Health System. Services offered at Taylor include cardiovascular, surgical, emergency room, comprehensive breast health, medical imaging, physical medicine-rehabilitation, and a sleep disorders center. With advances in health care and the rapidly changing demand for services, it is expected that Taylor Hospital will change to meet the needs of the community. It is anticipated that future expansions in hospital services will include outpatient services and inpatient programs.

Education

Interboro School District

The Interboro School District (ISD), comprising Glenolden, Norwood, and Prospect Park Boroughs and Tinicum Township, was created in 1972. The ISD has four school facilities (one in Norwood) and serves approximately 3,942 students (2002-03) in kindergarten through 12th grade. Norwood Elementary, located on Seneca Avenue, serves Borough students in grades 1 through 8. The ISD employs 215.3 classroom teachers, 58 specialists, and 26.7 professional support staff. The ISD levied a tax rate of 25.94 mills in 2002-03, representing approximately 72% of the local property tax. A nine-member School Board (with two Norwood representatives in 2003) presides over the ISD.

Table 3-4 details the student populations during the 2002-03 school year. With only a slight increase in overall population through 2010, school capacity should not be an issue. However, trends in the kindergarten and 1st grade classes should be closely monitored, as they indicate class sizes in the coming years.

Interboro High School offers a variety of major subject courses and electives to meet the educational needs and career goals of the student population. Computer literacy and career

TABLE 3-4

2002-03 DISTRICT ENROLLMENT

Grade	Students
Kindergarten	263
1st	230
2nd	268
Multi-age (1-2)*	15
3rd	272
Multi-age (2-3)*	13
4th	252
Multi-age (3-4)*	14
Self-contained Classroom 3-5**	12
Life Skills*	9
5th	265
6th	344
7th	315
8th	307
Self-contained Classroom 7-8**	13
9th	314
10th	378
11th	361
12th	297
Total	3,942
12th	297 3,942

Source: Interboro School District, 2003

* Norwood Elementary ** Tinicum Elementary

education are encouraged throughout the curriculum. In addition, a wide variety of activities and athletic programs are offered to the students. School district information can be found at <u>www.interborosd.org</u>

RECOMMENDATION FOR EDUCATION

The Borough should:

3-13 Increase communication among itself, Prospect Park and Glenolden Boroughs, Tinicum Township, and ISD in order for them all to properly plan for changes in student population, tax increases, land use decisions, and regional recreational needs.

Technical Assistance: Pennsylvania Department of Education

UTILITIES

Objective 3-4: To provide and maintain a dependable infrastructure of utility services through regular maintenance and upgrades.

Sanitary Sewers

The Borough owns and operates approximately 14.1 miles of sanitary sewer lines. This sewage conveyance system is composed primarily of terracotta pipe, approximately 50 years old, and displays conditions characteristic of an aging conveyance system. The Borough reports a number of problems including inflow and infiltration^{*} (I&I) and the

presence of illegal sewer hookups. The Borough currently recognizes the County's 2002 Act 537 Sewage Facilities Plan, which incorporates the results of individual I&I studies prepared by each of the municipalities, as its Official Municipal Act 537 Sewer Plan. This County plan makes recommendations for the repair and future maintenance of each of the systems, including implementation of a downspout disconnection program and consideration of a municipal flowmetering program. Specific recommendations for the Borough include slip lining pipes and the installation of manhole inserts.

Delaware County Act 537 Sewage Facilities Plan Update – Eastern Plan of Study

- Created by DCPD and DELCORA
- Adopted by Norwood on April 22, 2002
- For information, call: DCPD's Environmental Planning section at 610-891-5200

The Borough's December 1996 I&I study indicated that the Borough's system was in need of manhole repairs, chemical grouting, chemical root removal, sewer slip lining, and the replacement of 743 linear feet of sewer line. The County's Act 537 plan, which normalized ("made consistent") gallons/cost across all municipalities in the study area, determined that implementation of the recommended corrective action plan could result

in a 112,300 gallons per day (gpd) reduction in flows into the regional sewer systems. The annual estimated rehabilitation cost based on a five-year program period is \$75.91/equivalent dwelling unit (EDU), resulting in an estimated return on investment of (-6.8%) over 20 years.

An <u>equivalent dwelling unit (EDU)</u> is sewage flows equal to 400 gallons per day (gpd). A use with 1,200 gpd would be three EDUs.

Even though the County's Act 537 plan notes that this is a very high cost per EDU, a small potential for I&I reduction, and a negative return on investment, the State still requires implementation of a corrective action plan. Given the nature of the cost of repairs, it would appear to be best to undertake these improvements in stages, beginning first with the most cost-effective corrections such as manhole inserts, public education,

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

and roof leader/sump pump disconnects. The Borough has committed to a long-term program implementing the corrective actions identified in its I&I study.

The Borough's sanitary sewer system is a tributary to the MA system, which in turn is a tributary of the DELCORA sewer system. Wastewater flows from the MA are currently pumped to the City of Philadelphia for treatment via the Muckinipates Pump Station (located at the southeastern end of the Borough on Muckinipates Creek near its confluence with Darby Creek); it is owned and operated by DELCORA. As noted in Chapter 4 - Environment, wet weather flows have exceeded the pump station's capacity, and recommendations for corrective actions have been made in the County Act 537 plan.

The Borough currently pays the MA for its share of the total flows into the system based on a proportionate share of EDUs. This annual billing share was \$317,330.00 in 2002, which in turn was passed on to municipal customers at a rate of \$2.34/1,000 gallons based on the prior year's usage. If the Borough were to implement the corrective action plan 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 Borough is credited for these reductions in flow, it may also be necessary to work with the MA to amend its agreement with tributary municipalities to allow billing to take place on a metered basis.

RECOMMENDATION FOR SANITARY SEWERS

The Borough should:

3-14 Begin development and implementation of the corrective action plan specified in the Borough's 1996 I&I study in the County Act 537 plan.

Community Development Block Grant (CDBG)
Program
Pennsylvania Infrastructure Investment Authority
Renaissance Program

Water Service

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

Other Utilities

Electrical and natural gas service to the Borough is provided by the Philadelphia Electric Company (PECO), which owns and operates the infrastructure grid and conveyance system. The actual source provider can be chosen by the individual residents through a "free choice" program meant to spur competition amongst electricity and utility providers. This option allows residents to purchase electricity created through alternative and non-fossil fuel sources such as wind or solar power. Home heating oil is provided by private oil companies. Multiple phone companies, such as AT&T and Verizon, are available for landline phone service to the Borough. Internet service providers (ISPs) are abundant, offering competitive packages such as broadband, DSL, and conventional dial-up 56k connections. Cable television in southeastern Pennsylvania is dominated by Comcast, which provides basic/standard cable, digital cable, and high-speed cable internet services.

CHAPTER 4

ENVIRONMENT

The natural environment is an important consideration in the comprehensive planning process since it can directly affect the type, location, and intensity of land use. For this reason, this chapter focuses on how soils, topography, wetlands, floodplains, stormwater, water quality, brownfields, and coastal issues affect the Borough.

GOAL – Preserve and enhance the quality of life in the Borough by encouraging sustainable development and redevelopment practices that protect and maximize its existing natural resources and unique environmental character.

NATURAL FEATURES

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

Soils and Topography

Most of the soils in Norwood Borough consist of a soil group called Made Land (Ma), which refers to the type of soil mixture present after grading or filling by earthmoving equipment during the construction of buildings or similar 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.

The remaining "native" or "undisturbed" soil types in the Borough are scattered along its edges. The most notable is the extensive area of Tidal Marsh (Tm) soil located at the southern end of the Borough along the north side of Darby Creek. Wehadkee (We) soil, which is generally described as poorly drained floodplain soil, is also found along Muckinipates Creek and along the Borough's southwestern border with Prospect Park Borough. See Map 4-1. A significant area of Beltsville (BeA) soil, the Borough's most agriculturally productive soil, can be found within and adjacent to Lower Park. Other soil types found in the Borough include Chewacla silt loam (Ch) and Glenelg silt loams (GeB and GeC2).

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* (Soil Survey), Norwood does not contain any steep slopes (15% to 25%). See Map 4-1. Also, it should be noted that Norwood lies within the Atlantic Coastal Plain topographic region, which by its very nature is relatively flat.



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Agriculture and Woodlands

Soils are important indicators of the potential for agricultural and forestry uses. While the Borough's primary soil type falls within the Made Land category and is not particularly suitable for agricultural uses, the BeA soil found in and near Lower Park does qualify as a prime agricultural soil (see Soils of Importance on Map 4-1.) The Pennsylvania MPC states in Section 603(g)(1) that the "zoning ordinance shall protect prime agricultural land...." It further states in Section 604(3) that a zoning ordinance shall be designed to "preserve prime agriculture and farmland considering topography, soil type and classification, and present use." Even though the areas of BeA soil are almost entirely in use as recreational land and owned by the Borough, a revision to the zoning ordinance should be made allowing agriculture as a use by right.

As with prime agricultural soils, the MPC states in Section 603(f) that a municipal zoning ordinance may not unreasonably restrict forestry activities and that they shall be a permitted use by right in all zoning districts. The zoning ordinance should be revised to reflect the requirements of this section of the MPC. While none of the soils in the Borough greatly lend themselves to woodland production, it should be noted that there is a relatively extensive wooded area on the former Muckinipates Treatment Plant property at the southeastern corner of the Borough. These woods provide both aesthetic and environmental benefits as well as potential recreational opportunities. For these reasons, efforts should be made by the Borough for their preservation, including proper municipal maintenance where possible and education to owners adjacent to these areas.

RECOMMENDATIONS FOR AGRICULTURE AND WOODLANDS

The Borough should:

4-1 Amend the Borough zoning ordinance to comply with Articles 603(f) and 603(g)(1) of the MPC, so that prime agricultural lands are protected and forestry activities are not unreasonably restricted.

Funding Programs:	CZM Program Community Conservation Partnership Program CDBG Program Growing Greener Watershed Program
Technical Assistance:	Delaware County Conservation District DCPD Environmental Planning section

4-2 Preserve the integrity of the existing woodlands through minimal disturbance practices, providing a buffer between residential areas and the floodplain along Darby and Muckinipates Creeks.

Wetlands and Natural Areas

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. The *National Wetlands Inventory* (NWI) indicates extensive wetland areas along the north side of Darby Creek and all along Muckinipates Creek. The Soil Survey confirms these wetland areas and identifies other potential wetland areas where there are Tm and We soils. See Map 4-1.



While the *Natural Areas* Inventory of Delaware County does not specifically indicate the presence of any natural within Borough areas boundaries, areas on the southern side of Darby Creek in the John Heinz National Wildlife Refuge at Tinicum contain some of the County's most

important natural areas. Significant wildlife habitat and Pennsylvania rare, endangered, and imperiled species of plants and animals reside in the Refuge. Due to the proximity of the southern end of the Borough, particularly the undeveloped Darby Creek shoreline, to these natural areas, it is reasonable to expect that some of the plants and animals nearby may also be supported on Borough land. It should also be noted that the *Heinz Refuge Master Plan* recommends federal ownership for the tidal marsh area along Darby Creek and the area of We soils along the Borough's border with Prospect Park. Zoning revisions requiring protective measures in these areas should be made in order to protect plant and animal life and ensure the health of the streams. To facilitate the preservation of these areas, the Borough should investigate gaining ownership of all parcels discussed here.

RECOMMENDATIONS FOR WETLANDS AND NATURAL AREAS

The Borough should:

4-3 Through zoning revisions, require buffering and other protective activities to enhance the integrity of these wetlands.

Funding Programs:	CZM Program LUPTAP
Technical Assistance:	DCPD Community Assistance section

4-4 Seek to implement the recommendations in the *Heinz Refuge Master Plan* relating to acquisition/preservation of the properties located south of Lower Park by the Heinz Refuge.

Technical Assistance:	Darby-Cobbs Partnership
	DCPD Environmental Planning section
	John Heinz National Wildlife Refuge at Tinicum

4-5 If it becomes the owner of properties along Darby Creek, coordinate efforts with the Heinz Refuge to ensure that they are maintained in a manner supportive of wildlife management.

Funding Programs:	CZM Program Community Conservation Partnership Program Growing Greener Watershed Program
Technical Assistance:	Darby-Cobbs Partnership Delaware County Conservation District John Heinz National Wildlife Refuge at Tinicum

Floodplains

When rainstorms or snowmelt generate more runoff than streams can accommodate, they overflow their banks and drain onto adjacent low-lying areas. This condition is known as flooding, and when it occurs repeatedly over time, creates a natural overflow area called a floodplain. Floodplains play an important role in maintaining water quality and supply, acting as overflow areas for floodwaters, serving as wildlife habitat areas, and supporting 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 flood heights and, thus, threaten the health and safety of residents and result in property damage.

Floodplains are the most common natural feature regulated by municipal governments. In 1968, the National Flood Insurance Act was passed by Congress, providing federally subsidized flood insurance for structures located in floodplains. This was followed by the Pennsylvania State General Assembly enacting Act 166 in 1978, requiring flood-prone municipalities to regulate uses and activities in floodplains through local ordinances meant to prevent the loss of life and property.

Norwood Borough is located in the Muckinipates Creek subwatershed of the Darby Creek watershed. The most significant fact to note about the Borough's waterways is that they are tidal; thus, flooding conditions are strongly influenced by the tidal conditions of the Delaware River. There is not a detailed flood study delineating the floodway and flood-fringe within the Borough's streams. The Federal Emergency Management Agency (FEMA), which maintains official floodplain maps, indicates that the only areas that lie within the 100-year floodplain are located along Darby and Muckinipates Creeks. The

overall flood elevation in the Borough is 10 feet. See the Stormwater Management section in this chapter.

The Pennsylvania DCED defines the following flood-related terms:

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

Floodplain development in Norwood Borough is regulated by ordinance (entitled Chapter 47 of the Borough Code), dates back to 1982, and does not contain the most recent federal and state floodplain management requirements. It is important for the Borough to revise Chapter 47 to maintain compliance with state regulations and to continue to participate in the National Flood Insurance Program (NFIP), which allows property owners in the floodplain to purchase federally backed flood insurance. Consideration also should be given to adopting slightly more stringent management standards that entirely prohibit certain types of development, such as sheds and aboveground pools, in the flood-fringe and floodway areas.

RECOMMENDATIONS FOR FLOODPLAINS

The Borough should:

4-6 Revise and enforce its floodplain management ordinance (Chapter 47) in accordance with current federal and state floodplain management requirements.

Funding Program:	Floodplain Land Use Assistance Program
Technical Assistance:	Delaware County Conservation District DCPD Environmental Planning section

4-7 Coordinate a regular volunteer maintenance/clean-out program for the Darby and Muckinipates Creeks to remove debris and other potential obstructions that could create blockages during storm events. The County's Community Service Department may be a source of workers for such projects.

Technical Assistance:	Darby Creek Valley Association
	Delaware County Community Service Department
	Delaware County Conservation District

4-8 Seek to protect the riparian (stream corridor) buffer and floodplain areas along Darby and Muckinipates Creeks through stream restoration projects.

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

ENVIRONMENTAL PROGRAMS

Objective 4-2 – To participate in programs and initiatives that deal with regional and/or watershed issues.

Coastal Zone Management

The Coastal Zone Management Act (P. L. 92-583, passed by Congress in 1972) establishes a national policy to preserve, protect, develop, and restore coastal resources and to encourage states to develop appropriate coastal management programs. Pennsylvania's CZM Program is coordinated by DEP, with technical assistance from DVRPC.

All of the land area at the lower end of the Borough along Darby and Muckinipates Creeks falls within the coastal zone. Its importance is reflected in the *Delaware County Waterfront Resources Management Plan* (1992), which cites the lower end of the Borough as a "multiple resource area" that "should be closely emphasized in any longrange strategy for coastal zone revitalization."

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

State permits for activities in this area of the Borough are reviewed by DEP for consistency with Pennsylvania's CZM Program. To date, the Borough has not actively participated in regional coastal zone programs, served on the regional CZM Steering Committee (an advisory committee that meets at DVRPC to advise the State on the CZM Program), or sought and successfully received CZM funding. The Borough also has not actively participated in the Delaware County Coastal Zone Task Force. Membership in this group includes representatives from the County's coastal zone municipalities and various branches of County government, as well as business, industrial, environmental, transportation, and citizen bodies.

RECOMMENDATION FOR COASTAL ZONE MANAGEMENT

The Borough should:

4-9 Actively participate in the Delaware County and regional CZM programs and look to the DEP CZM Program for possible funding of projects.

Funding Program:	CZM Program
Technical Assistance:	CZM Program DCPD Environmental Planning section

Watershed Protection Coordination

There are currently several watershed-based initiatives underway within the Darby Creek watershed that involve Norwood Borough. These include an Act 167 Stormwater Management Plan for the Darby Creek Watershed being prepared by DCPD in conjunction with the other counties in the watershed (Chester, Montgomery, and Philadelphia) and implementation of a *River Conservation Plan* prepared by the Darby Creek Valley Association for the watershed. There is also a much broader effort on the part of the Darby-Cobbs Partnership, which exists for the purpose of sharing information and project coordination.

RECOMMENDATIONS FOR WATERSHED PROTECTION

The Borough should:

4-10 Participate in the Darby-Cobbs Partnership.

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

4-11 Adopt and implement the *River Conservation Plan* prepared for Darby Creek, enabling the Borough to access state funding for stream corridor-related activities and programs cited in the plan.

Technical Assistance:	Darby-Cobbs Partnership
	Darby Creek Valley Association

<u>= vironmental Advisory Council</u>

In December 1973, the Pennsylvania General Assembly adopted Act 148, the Environmental Advisory Council Law. This law empowers municipal governing bodies to establish an Environmental Advisory Council (EAC), primarily as a means of advising other branches of local government such as the 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.

An EAC is empowered to:

- Maintain records that define the boundaries and the character of sensitive environmental areas (e.g., open space, floodplains, woodlands).
- 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.

An EAC can be an important vehicle for implementing many of the environmental policies and can act as a link among the municipality, its businesses, the general public, and DEP.

RECOMMENDATION FOR ENVIRONMENTAL ADVISORY COUNCIL

The Borough should:

4-12 Consider forming an EAC to take on advisory functions as designated by Borough Council and to undertake environmental endeavors on behalf of the Borough.

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

ENVIRONMENTAL ISSUES

Objective 4-3 – To manage environmental resources in conformance with federal and state requirements.

Water Quality

Water quality is important from the viewpoint of maintaining the health of humans, plants, and animals, and it contributes to overall quality of life. Sources of water pollution are usually described as being either "point" or "nonpoint." Point sources are identifiable and confined, such as discharges into waterways from municipal and industrial sewage treatment plants and factories. Nonpoint sources are diffused 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 and Muckinipates Creeks are impaired relative to their water quality designation. Suspected sources of pollution in these streams include urban runoff and habitat modification. Unfortunately, water quality of tidal portions of Darby Creek, in particular, and its tributaries was not assessed under the State's program due to the tidal nature of the streams. It should be noted that there are suspected water quality issues related to possible contaminated land upstream along Darby Creek. See the Brownfields section of this chapter for more information on these contaminated land areas.

Since there are no identified point source discharges to Muckinipates or Darby Creeks (except the storm sewer outlets that discharge nonpoint stormwater), water quality of the stream is most impacted by the land use activities and associated nonpoint pollution contributions taking place within the watershed. This area of impact, for the Muckinipates Creek, extends as far north as Springfield Township, and in the case of the entire Darby Creek watershed, into Chester and Montgomery Counties and the City of Philadelphia.

Other potential contributions of pollution in the Borough's streams include sewage overflows from the City of Philadelphia into Cobbs Creek, which feeds into Darby Creek, and the DELCORA-owned and operated Muckinipates Pump Station located at the site of the former Muckinipates Sewage Treatment Plant. According to the *Delaware County Act 537 Sewage Facilities Plan Update*, the peak expected daily flow through the Muckinipates Pump Station sometimes exceeds its pumping capacity. This situation resulted in seven reported sewage overflow incidents caused by extreme precipitation events between August 1991 and August 2000.

It is most effective to manage water quality using a watershedbased approach. Since water quality is greatly affected by land uses upstream, it is most effective to manage water quality using a watershed-based approach, and it is imperative that each municipality (see Table 4-1) does its part to care for the watershed. An effective method for the protection of water quality

is through a storm drain stenciling program (identifying that items dumped there will end up in streams) and an accompanying public education program for residents and businesses. This program, which could ideally be undertaken by an EAC, should highlight how activities such as over-fertilization of lawns, illegal dumping of motor oil, and failure to clean up after pets contribute to water pollution.

TABLE 4-1

	Watershed Municipalities		
Derther Creech	<u>Boroughs</u> - Aldan, Clifton Heights, Collingdale, Folcroft, Glenolden, Morton, Norwood, Prospect Park, Ridley Park, Rutledge, and Sharon Hill		
Darby Creek	<u>Townships</u> - Marple, Newtown, Ridley, Springfield, Tinicum, Easttown,* and Tredyffrin*		
Boroughs - Colwyn, Darby, Lansdowne, and Yeadon			
Darby/Cobbs Creeks	Townships - Darby, Haverford, Radnor, Upper Darby, and Lower Merion**		
CIEEKS	Portions of the City of Philadelphia		
Cobbs Creek	Cobbs Creek Boroughs - East Lansdowne, Millbourne, and Narberth **		
Source: DCPD	* Chester County ** Montgomery County		

DARBY AND COBBS CREEKS WATERSHED MUNICIPALITIES

RECOMMENDATIONS FOR WATER QUALITY

The Borough should:

4-13 Partner with other municipalities in the Darby Creek watershed (which includes the Muckinipates Creek) to consider the most effective courses of action to protect the streams from the negative impacts of stormwater and to enhance the health of the streams for public enjoyment.

Technical Assistance: Darby-Cobbs Partnership

4-14 Establish an EAC to advise the Borough on various environmental problems and issues including those relating to water quality.

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

4-15 Identify and stencil inlets leading to streams as part of meeting the federal National Pollutant Discharge Elimination System (NPDES) Phase II program requirements.

Funding Program:	Conservation District Mini-grants
Technical Assistance:	DCPD Environmental Planning section

Stormwater Management

Pennsylvania Stormwater Management Act (Act 167)

Stormwater, as defined by the Stormwater Management Act (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 human activities. Typically, the more impervious surface within a watershed, the less precipitation is able to be absorbed 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 a primary source of nonpoint source pollution in waterways.

Act 167 requires Pennsylvania's county governments to prepare stormwater management plans for each state-designated watershed within their boundaries. Municipalities are required to adopt, either in total or in part, the model ordinance provisions of the stormwater management plan.

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. As of 2001, DEP requires stormwater management plans to also address the issues of stream bank erosion, infiltration (groundwater recharge), water quality, overbank flooding, and extreme (weather) event management.

To date, Delaware County has prepared and adopted two Act 167 watershed management plans (for Ridley and Chester Creeks). A plan for the Darby/Cobbs Creeks watershed is underway in 2003 and is to be followed by a plan for the Crum Creek watershed. Because the Borough lies within the Darby/Cobbs watershed, it will be required by Act 167 to adopt and enforce ordinance provisions consistent with the stormwater management plan upon its adoption. Specific requirements of the stormwater management plan will 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.

Stormwater Problem Areas

An Act 167 stormwater management survey completed by the Borough Engineer for the Darby/Cobbs Phase I Study identified three stormwater management problems (see Table 4-2). A follow-up survey indicated two other problem areas on Amosland Road near Lee Road and near the driveway to the former Muckinipates Sewage Treatment Plant. The Comprehensive Plan Task Force explained that Borough residents have reported problems associated with discharge of stormwater from residential sump pumps onto neighboring properties. The practice of discharging stormwater (via gutters and downspouts) on-site onto yards and pervious surfaces is generally a beneficial practice. Therefore, it is important to ensure that sump pump discharges are properly sited (direction of flow) and maintained. As long as the storm sewer system has capacity to accept such discharges, it should be directed safely to those inlets. Responsible and courteous actions such as these should help to alleviate known problems.

STORWWATER TRODLEW AREAS		
Area Location Description		Description
1	Martin Lane	Erosion along the south side of the road near the Prospect Park Borough border
2	Brebrant and Tatnall Avenues near the CSX railroad tracks	Flooding on both sides of the CSX railroad impacts properties on Brebant and Tatnall Avenues
2	Lower Park recreation fields near Muckinipates Creek	Playing fields pond due to water table and proximity to Darby Creek
4	Amosland Road near Lee Road	Stormwater runoff accumulates at this low point of the Borough
5	Amosland Road near South Avenue	Flooding of the Muckinipates Creek near the driveway to the Muckinipates Sewer Authority property

TABLE 4-2 STORMWATER PROBLEM AREAS

Source: DCPD, 2003

NPDES Phase II Requirements for Municipal Storm Sewer Systems

Revisions made in 2001 to the federal Clean Water Act's Water Pollution Control Program required small urbanized municipalities, such as Norwood, to obtain permits under the Environmental Protection Agency's (EPA) NPDES Phase II program for their storm sewer systems by March of 2003. This program also requires municipalities to adopt a local stormwater management program designed to reduce stormwater pollutants transported through the system. Required elements of this program include public education and outreach, public involvement, illegal discharge detection and elimination, construction site stormwater runoff control facilities, post-construction stormwater management for new developments, and pollution prevention/good housekeeping.

As previously discussed, Act 167 requires the Borough to adopt regulations that address how stormwater quantity and quality are managed from new construction and redevelopment. The Darby/Cobbs watershed plan will contain model ordinance provisions that must be adopted by the Borough or amended and then adopted as needed to provide for specific local conditions. Adoption of the required water quality provisions included in the model will also help to satisfy the post-construction stormwater management for new developments as required under the Phase II program. The adoption of such ordinance provisions, particularly if accompanied by the development of a public outreach strategy and a program to map, maintain, and enforce regulations governing discharges, should help the Borough to comply with the NPDES Phase II requirements.

The unfortunate reality of the Phase II requirements is that they are an "unfunded mandate," meaning that there is no funding source provided to aid municipalities in meeting the requirements. Therefore, all means of compliance should be undertaken in the most efficient and cost-effective manner. This may include forming partnerships with fellow watershed municipalities to share costs for public outreach and development of pollution prevention activities, for example.

RECOMMENDATIONS FOR STORMWATER MANAGEMENT

The Borough should:

4-16 Develop local stormwater management regulations governing both quantity and quality of stormwater in accordance with the Darby/Cobbs Creeks Act 167 Stormwater Management Plan.

Funding Program:	Act 167 Stormwater Management Program – Chapter 111 Funding
Technical Assistance:	Act 167 Program Delaware County Conservation District DCPD Environmental Planning section

4-17 Establish a capital improvements program and pursue funding for installation, expansion, repair, and replacement of storm sewer system components as the need arises.

Funding Programs:	CDBG Program
	Communities of Opportunity Program
	Pennsylvania Infrastructure Investment Authority
	Renaissance Program
	Section 108 Loan Guarantee Program

- 4-18 Determine if the storm sewer system has capacity to accept sump pump discharges during times of need, and if so, work with homeowners to get these discharges properly channeled into municipal storm sewers.
- 4-19 Develop a program, possibly in coordination with an EAC, to address public education concerning nonpoint sources of pollution from stormwater runoff.

	Technical Assistance:	Darby-Cobbs Partnership Delaware County Conservation District DCPD Environmental Planning section Growing Greener Watershed Program	
4-20	Coordinate NPDES II municipalities.	permitting activities with DEP and adjoining	
	Technical Assistance:	Darby-Cobbs Partnership Delaware County Conservation District DCPD Environmental Planning section Growing Greener Watershed Program	

Brownfields

DEP defines a brownfield as "abandoned, idle, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or <u>perceived</u> environmental contamination." Most recognizable brownfields include factories that may have processed materials or produced products that could be considered hazardous by today's standards. Therefore, the use or reuse of these sites for activities other than manufacturing or heavy industry may not be safe, depending on the proposed reuse of the site. For example, it might be deemed unsafe to place a day care center within a structure or on a site that once manufactured a hazardous chemical without first decontaminating the building.

While Norwood has not been home to heavy industry, it is located along the tidal portion of Darby Creek, an area of the County that has historically been covered by wetlands. Over the years, many of these wetlands have been filled for a number of purposes, not the least of which was waste disposal. As such, the possibility exists that through past disposal practices, storage methods, or accidents, the fill sites may be contaminated with any one of a number of materials deemed hazardous by today's standards. DEP reports that there was once a landfill on the property south of the Norwood Acres neighborhood. Other areas of the Borough where any sort of commercial or industrial activity has taken place has the potential to contain some form of contamination; however, neither DEP nor DCPD has a record of such contaminated sites.

There are several areas upstream from Norwood on Darby Creek that are believed to be contaminated and are on the U.S. EPA National Priority List (NPL), often referred to as the "Superfund" list.^{*} These include the Clearview Landfill in Darby Township and the Folcroft Landfill and Annex in Folcroft Borough, with identified contaminants including heavy metals, polycyclic aromatic hydrocarbons (PAHs), volatile organic compounds (VOCs), and polychlorinated biphenyls (PCBs). The NPL information sheet on these Superfund sites states the following:

"Release of these substances into Darby Creek poses a threat to people who might consume fish from the creek, as well as an ecological threat to wetland areas and other sensitive environments. EPA has initiated the Remedial Investigation which will include comprehensive environmental sampling."

DEP has not assessed the lower Darby Creek (the area near Norwood) under the Section 303(d) Unassessed Waters Program due to the tidal influence on the movement of contaminants; however, it is reasonable to assume that water quality impacts on Darby

^{*} In 1980, Congress passed the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as "Superfund." The primary purpose of this program is to facilitate cleanup of extremely contaminated sites by requiring all "potentially responsible parties" (PRPs) to contribute to its cost. A PRP is anyone who has ever owned, had a legal interest in, or disposed of materials at a property and is liable for cleanup. Because of this liability, developers and banks 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 NPL for cleanup, identifying the PRPs, and actually cleaning up the site can take many years.

Creek associated with possible leachate (water that has percolated through contaminants) to the stream may also have a negative impact on water resources in Norwood.

In May of 1995, then Pennsylvania Governor Ridge signed into law three bills (Acts 2, 3, and 4) that constitute the State's Land Recycling Program. The primary goal of the program is to foster voluntary reuse and redevelopment of contaminated sites (brownfields). Its four major components are (1) uniform cleanup standards, (2) standardized review procedures, (3) financial assistance, and (4) releases from liability for both site testing and cleanup. This effort is spearheaded by Act 2, the Land Recycling and Environmental Remediation Standards Act. An Act 2 cleanup effort generally involves a private sector initiative to utilize the site for a profit-making venture. Thus, the required level of cleanup is based in part on the proposed use of the site, and cleanup efforts tend to come much faster than they would otherwise under CERCLA regulations.

The actual degree of contamination and relative determination of cleanup needed on any site cannot be determined until an actual site assessment is performed. Such site assessments involve collection of historical data concerning former 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 analysis to determine present-day site conditions. The specifics of site assessments that must be performed on each site will be determined by DEP. Depending on ownership and contamination status, funding for site assessment may be available under the State's Act 2 Land Recycling Program.

Because of Act 2 requirements, the Borough must maintain reasonable expectations as to the future uses on a particular site so as to influence and direct the level of cleanup that is performed there. Therefore, it is recommended that the Borough maintain a vision for the "highest and best use" and regardless of what that is, plan and zone accordingly. According to Pennsylvania's *Land Recycling Program 2001 Annual Report*, the program has been responsible for more than 1,000 cleanups at 892 properties in the state, 67 of which were in Delaware County. This program may be appropriate for cleanup of any newly identified sites in the Borough.

RECOMMENDATIONS FOR BROWNFIELDS

The Borough should:

4-21 Follow the progress of the cleanup efforts regarding the Darby Creek sites located upstream of the Borough that are named on the NPL.

Technical Assistance: Act 2 Land Recycling Program

4-22 Cooperate and work with DEP as it determines the level of contamination on properties in Norwood adjacent to Darby and Muckinipates Creeks.

Technical Assistance: Act 2 Land Recycling Program

CHAPTER 5

TRANSPORTATION

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

Norwood Borough is located along three major transportation facilities and very close to three others. US Route 13, using Chester Pike in Norwood, connects Chester City to the southwest with the City of Philadelphia to the northeast. Amtrak's Northeast Corridor line provides intercity rail service and local SEPTA commuter rail service through the middle of the Borough. The CSX rail line along the northern border of Norwood is a major freight rail line connecting Baltimore with Philadelphia. Just outside of the Borough limits are I-95, PA Route 420, and MacDade Boulevard. These transportation facilities, complemented by several smaller roads, carry regional traffic to and through the Borough.

Norwood's transportation system consists primarily of a street system, supplemented by sidewalks for pedestrians, one bus route, and one train line. While most of the system is adequate, a number of limiting factors exist which will be discussed in this chapter. Map 5-1 details all aspects of transportation in the Borough.

GOAL – Provide a transportation system that offers a choice of travel modes, is safe, minimizes pollution, enhances health, and builds a sense of community.

STREETS AND BRIDGES

Objective 5-1 — To provide an ample, safe, and well-maintained roadway system that serves residents, visitors, and commercial businesses.

Ownership, Classification, and Condition

Norwood's street system consists of two state highways and 12.68 miles of Boroughowned streets. The roads owned by the Pennsylvania Department of Transportation (PennDOT) are Chester Pike and the portion of Amosland Road from Chester Pike north and west to the Ridley Township border. Chester Pike is officially known as State Route 0013 and Traffic Route 13, while the state-owned portion of Amosland Road is State Route 2021. In addition to the state-owned roads, there are several Borough-owned streets that are part of the federal-aid highway system. These roads, even though the Borough owns them, are eligible for federal-aid highway funding because they carry a significant amount of regional or intermunicipal traffic. These streets include South Avenue between the two bridges over Muckinipates Creek, Winona Avenue between Chester Pike and Amosland Road, and Amosland Road between Winona Avenue and South Avenue.

The physical condition of street surfaces, according to DCPD's Transportation section, was generally fair to good during surveys taken in the fall of 2002. The following streets were deemed poor because of their extensive cracking, patching, and potholes: Trites and Harrison Avenues from Leon Avenue to the Glenolden Borough line, the entire length of Ridley and South Avenues and Park Circle, Welcome Avenue from Cleveland Avenue to Chester Pike, Winona Avenue from Chester Pike to Welcome Avenue, Amosland Road from South Avenue to Cleveland Avenue, and Summit Avenue from Chester Pike to Mohawk Avenue. The Comprehensive Plan Task Force commented that Welcome Avenue, where it parallels the SEPTA right-of-way, should be widened for two-way traffic for its entire length.

The main roads in Norwood are functionally classified (Table 5-1) to aid in prioritizing improvements and funding. Normally, roads of a higher classification are expected to carry more traffic than those of a lower classification. Principal arterials are larger roads that feature higher speeds, some access control, and are meant to serve longer-distance traffic, major employment and shopping centers, and feed into the freeway system. Minor arterials carry less volume at slower speeds than principal arterials and are meant to provide easy access to land uses. Urban collectors gather traffic from residential areas and deliver it to the arterials.

Classification	Definition	Roads in Norwood
Principal Arterial	Larger roads having high volumes and capacity	Chester Pike
Minor Arterial	Less volume and capacity, serving variety of land uses	None
Urban Collector	Collects and distributes residential traffic	Amosland Road (both sections), Winona Avenue between Chester Pike and Amosland Road, and South Avenue

TABLE 5-1 FUNCTIONAL CLASSIFICATION OF ROADWAYS

Source: DCPD

There are two bridges in Norwood Borough that are owned by the County of Delaware. The first is the South Avenue bridge that crosses over Muckinipates Creek at the Glenolden Borough border. This concrete slab bridge, originally constructed in 1927, is officially referred to as County bridge number 142. It has a posted 13-ton weight limit, except for combination trucks limited to 24 tons. The second is the Delmar Drive (called South Avenue where it serves as the Norwood/Glenolden border) bridge that crosses over Muckinipates Creek at the Folcroft Borough border. This concrete slab bridge was built in 1959, is officially known as County bridge number 140, and has no weight restrictions.



N 0 200 400	Feet 800	HILE HERE IN AN INCOME.	
Norwood Borough	Transportation System Map 5-1	NOTES: 1. USGS - Municipal Boundary 2. DVRPC - Vehicle Counts 3. Delaware County Board of Assessments - Roads 4. Delaware County Planning Department - Transportation Data 5-3	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 2003

Both of these bridges are adequate in terms of weight limits, widths, and carrying capacity for their existing traffic volumes. PennDOT has a program called "Project Keystone" that identifies and inventories all of the bridges in the state. Based on seven criteria, bridges are ranked, and this ranking will go toward recommendations deciding the future treatment of the bridge, be it historical restoration, remodeling, or replacement. Age is a key factor; therefore, the South Avenue bridge would likely see consideration on this list before the Delmar Drive bridge.

RECOMMENDATIONS FOR OWNERSHIP, CLASSIFICATION, AND CONDITION

The Borough should:

5-1 As part of a capital improvements program, resurface Borough streets that are in poor condition every year.

Funding Programs:CDBG ProgramLiquid Fuels Tax ProgramTransportation Improvements Program (TIP)

- 5-2 Widen Welcome Avenue to allow safer two-way traffic flow.
- 5-3 Track the condition of its two bridges, and promptly notify the County Public Works Department of changes in their condition.

Funding Program: Delaware County Public Works Department

Streetscapes and Gateways

The term "streetscape" is used to describe the physical relationship between people (both as pedestrians and vehicle drivers) and the built environment through which they travel. Norwood has two main streetscape areas Chester Pike and Winona Avenue north of Chester Pike – that are



both generally unattractive. Winona Avenue, with only two travel lanes, moderately deep sidewalks, and structures built up to the edge of the sidewalk, should strive to retain a pedestrian friendly and scaled environment. By focusing on amenities like benches, shrubs and flowerpots, aesthetically pleasing signage, attractive store facades, trash receptacles, lighting, and crosswalks, an environment that is conducive and welcoming to

pedestrians can be achieved. Chester Pike, with its predominance of curb cuts, frontloaded off-street parking, and lack of pedestrian amenities and street trees, is much more auto-oriented than Winona Avenue. Its streetscape could be improved with the aforementioned pedestrian amenities, plus trees for traffic calming, curb bulbouts and islands at intersections for pedestrians, and the burial of utility lines. All of these measures could work to return this five-lane highway "barrier" back to a friendlier commercial corridor.

Norwood has four primary gateways – both ends of Chester Pike, Amosland Road at the CSX rail line, and South Avenue. Currently, there are three signs that inform motorists that they are entering the Borough. Blue "Welcome to Norwood" signs are located on northbound Chester Pike at Summit Avenue and on southbound Amosland Road between the CSX rail line and Urban Avenue on the Norwood side of the street. A small white PennDOT "Borough of Norwood" sign is located on southbound Chester Pike near its

bridge over Muckinipates Creek. An opportunity exists to increase the visibility of the Borough by replacing these modest signs with higher profile signs accented by attractive landscaping. Streetscapes and gateways are further discussed in Chapter 8 – Land Use.





RECOMMENDATIONS FOR STREETSCAPES AND GATEWAYS

The Borough should:

5-4 Develop a streetscape design for Chester Pike and Winona Avenue that will be safer for and more attractive to pedestrians and help attract customers to businesses.

Funding Programs: Renaissance Program Liquid Fuels Tax Program Surface Transportation Program Transportation and Community Development Initiative

		Transportation Enhancements Program TIP Tree Maintenance Grant
	Technical Assistance:	DCPD Community Assistance section National Main Street Center
5-5	Construct larger and more attractive welcome signs with accent plantings a its four main gateways.	
	Funding Programs:	CDBG Program Renaissance Program Surface Transportation Program Transportation Enhancements Program

TRAFFIC ISSUES

Objective 5-2 – To alleviate vehicle congestion throughout the Borough at vehicular, train, and pedestrian crossings and intersections.

TIP

Traffic Signals

There are five intersections with traffic signals in Norwood, three of which are on the boundary with Prospect Park Borough. The two signalized intersections exclusively within Norwood are on Chester Pike at Cleveland and Winona Avenues, while the three on the Norwood/Prospect Park boundary are on Chester Pike at Amosland Road and Huron and Summit Avenues. The Borough owns all of the signals except the Chester Pike/Summit Avenue signal, which is owned by Prospect Park. The signals at the Chester Pike intersections with Cleveland and Huron Avenues have the oldest equipment of the five intersections.

The signals at these five signalized intersections are primarily differentiated by their timing plans. The signals on Chester Pike at its intersections with Summit, Huron, and Cleveland Avenues are actuated, meaning that the signal is responsive to side street traffic. The signal for the major street (Chester Pike) will only change to red when traffic approaches on the side street (Summit, Huron, and Cleveland Avenues) and is detected by an in-road magnetic-detection sensor wire. The signals on Chester Pike at its intersections with Winona Avenue and Amosland Road are fixed-time. A signal with a fixed-time plan has a repeating time cycle of green and red for each street approach regardless of the presence or absence of traffic.

During field surveys, the five signalized intersections worked fairly well. The Chester Pike intersections with Summit, Huron, and Cleveland Avenues have side street traffic volumes that are fairly light, which makes these intersections appropriate for actuation. Side street traffic must wait a pre-determined amount of time before it gets a green light (these waits range from a few seconds to 1 minute). This wait time for side street traffic allows the opportunity for additional vehicles to approach on the side streets before receiving a green light, which reduces the number of times the Chester Pike traffic must stop for red lights. These intersections have pedestrian push buttons so pedestrians can receive a green signal to cross Chester Pike.

The Chester Pike intersections with Winona Avenue and Amosland Road have fixed-time plans because of the heavier volume of traffic on those two side streets and larger number of pedestrian crossings. Because the signals are fixed-time, there are no pedestrian buttons. The Chester Pike/Amosland Road signal has an advance left-turn phase for vehicles going eastbound on Chester Pike turning left onto Amosland Road.

PennDOT is planning to improve the operation of all signals on Chester Pike from the City of Chester to Darby Borough, including the five signals in Norwood. This improvement will provide for the interconnection and coordination of all of the signals to provide better traffic flow, which will reduce congestion and air pollution created by stop-and-go traffic. Federal highway funds are being used to pay for all of the design work for this project. Preliminary engineering work began in late 2003, and final design should be completed in early 2005. The year in which construction funds will be provided will likely be decided in 2004.

RECOMMENDATION FOR TRAFFIC SIGNALS

The Borough should:

5-6 Work with and provide input to PennDOT on the Chester Pike traffic signal improvement project.

Traffic Calming

Methods of slowing or limiting through-traffic on streets are generally referred to as traffic calming techniques. The Institute of Traffic Engineers (ITE) defines traffic calming as "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users." These measures can vary from expensive street reconstruction to fairly inexpensive installation of signs. A list of information on traffic calming techniques and some of their results is listed in Appendix B.

DVRPC has conducted motor vehicle counts on three roads in Norwood. Traffic counts are integral indicators of whether roads and traffic management devices are exceeding their designed capacities. Chester Pike carried an average of 25,515 vehicles a day, based on a count done between Summit and Washington Avenues in 1999. Amosland Road carried an average of 12,435 vehicles a day between Harrison and 16th Avenues, based on a 2002 count. Winona Avenue, in 2001, carried an average of 4,648 vehicles a day between Elmwood Avenue and Amosland Road.

As expressed by the Comprehensive Plan Task Force and partially explained by DVRPC's vehicle counts, Norwood has a large amount of cut-through traffic filtering through residential neighborhoods. In the past, to discourage this high volume traffic, the Borough created several one-way streets. The streets that are substantially or entirely one way within the Borough are Trites, Sylvan, Harrison, and Duffee Avenues and School Lane. Short sections of Tatnall, Urban, Ridley, Mohawk, and Delaware Avenues are also one way. In an effort to address similar cut-through problems in its municipality, Prospect Park Borough has established several one-way streets that are adjacent to Norwood. These streets alternate directions during rush hours and actually cause additional traffic problems in Norwood.

One-way streets are a relatively effective and inexpensive way to hinder through traffic, but there are many other methods which can be used where one-way streets aren't feasible, such as:

• Traffic Circles

A traffic circle helps alleviate confusion at complex intersections while discouraging throughtraffic. They can also be strategically placed on a straight road to require vehicles to slow down as they negotiate the slight change in direction. An ideal location for a traffic circle in Norwood would be the intersection of School Lane, Tasker Avenue, Amosland Road, and Winona Avenue due to the complex nature of the intersection.



Source: Institute of Traffic Engineers

• Curb Extensions

By installing curb extensions, the turning radii of vehicles are limited at intersections, parking areas are better and more efficiently designated, and the road width is narrowed, providing a safer environment for pedestrians. Traffic is then slowed down, encouraging it to take the designated traffic route for through-traffic. Curb extensions can be on one or both sides of a road, depending on vehicle directions and desired movements. Suggested locations include Ridley, Garfield, and Summit Avenues where they intersect Chester Pike in the Triangle neighborhood.



Source: Institute of Traffic Engineers

• Speed Humps

As a less expensive alternative to curb extensions and traffic circles, speed humps

discourage speeding, are more aesthetically pleasing, and are less offensive to local drivers. Speed humps can also be used as pedestrian crossing points, being striped and painted as a crosswalk. Ideal locations would be on School Lane near the elementary school, Welcome Avenue between Amosland Road and Winona Avenue near the library, and Harrison Avenue between Winona and Ridley Avenues.



Source: Institute of Traffic Engineers

By instituting traffic calming devices and methods on identified neighborhood cutthrough roads, motorists who currently use these shortcuts will be influenced to travel on the major roads again. This will result in less wear and tear on the Borough-owned residential streets, consequently saving the Borough maintenance costs. Chester Pike, for one, is already in line for signalization improvements that will ultimately move traffic through the Borough more swiftly, thus being more acceptable to drivers currently cutting through neighborhoods to avoid the traffic delays on this road. Additional volumes on Chester Pike, which is state-owned and maintained, will actually help its case for future improvements.

RECOMMENDATIONS FOR TRAFFIC CALMING

The Borough should:

5-7 Meet with Prospect Park and Glenolden Boroughs to discuss the common problems caused by cut-through traffic and the use of one-way streets to determine if a mutually agreeable solution to the problem can be found.

Technical Assistance: DCPD Transportation Planning section

5-8 Consider performing a traffic study aimed at employing traffic calming methods to address pedestrian safety, cut-through traffic, speeding, and right-of-way issues.

Funding Programs:	CDBG Program
	Liquid Fuels Tax Program
	Surface Transportation Program

Transportation Enhancements Program TIP

Technical Assistance: *Pennsylvania's Traffic Calming Handbook Traffic Calming, State of the Practice*

<u>Signage</u>

Norwood's traffic-related signs are in fairly good condition and serve their purpose, with a few exceptions. Cross street identification signs on Chester Pike are difficult for motorists to read when traveling at the speed limit. The Chester Pike/McKinley Avenue intersection and Elmwood Avenue intersections with Cleveland and McKinley Avenues lack street identification signs. The few intersections that do not have stop signs include Woodland Avenue at Ridgeway Avenue and Circle Lane at Love Lane. Every intersection should have some traffic control feature to determine right of way, be it a stop sign or yield sign.



Posted speed limits for all roads in Norwood, with the

exception of Chester Pike, seem to be appropriate at 25 miles per hour (mph). Chester Pike's speed limit should be lowered from 40 to 25 mph between Huron and Ridley Avenues and to 35 mph throughout the rest of the corridor.

RECOMMENDATIONS FOR SIGNAGE

The Borough should:

5-9 Install street identification signs where they are missing and larger, more visible side street identification signs on Chester Pike traffic signal mastarms.

Funding Program: Liquid Fuels Tax Program

5-10 Install stop or yield signs where they are needed and not presently in place.

Funding Program: Liquid Fuels Tax Program

5-11 Request that PennDOT lower the Chester Pike speed limit from 40 mph to 25 mph between Huron and Ridley Avenues and to 35 mph throughout the rest of the corridor.

Funding Program: PennDOT

Sight Angles

During a field survey, DCPD observed a sight distance problem for motorists at the intersection of Sylvan Avenue and Amosland Road. Motorists stopping at the stop sign have their view to the left blocked by a picket fence, requiring them to pull up to the edge of Amosland Road and block the crosswalk in order to see adequately. The immediate solution is to request that the homeowner move the fence. Another option, suggested by the Comprehensive Plan Task Force, is to reverse traffic flow on Sylvan Avenue. To correspond with this, Trites Avenue, which parallels Sylvan Avenue one block to the north, should be made one-way westbound, toward Amosland Road.

RECOMMENDATION FOR SIGHT ANGLES

The Borough should:

5-12 Require that the property owner at the intersection of Amosland Road and Sylvan Avenue move the fence back further from the sidewalk to increase motorists' sight views.

Railroad Crossings

There is one at-grade railroad crossing in the Borough, where Amosland Road crosses the CSX rail line at the border with Prospect Park Borough and Ridley Township. Approximately 30 freight trains traverse this crossing every day. Amosland Road carries 12,435 vehicles every day, so the amount of traffic that is delayed by trains at this crossing can be significant. In addition, the South Avenue crossing at the CSX rail line just outside of Norwood, to the east in Glenolden Borough, is only one third of a mile from the Amosland Road crossing. Almost 14,000 vehicles travel on South Avenue at this location. Because of these regular traffic blockages, DVRPC is undertaking a study of the eleven at-grade crossings of the CSX rail line throughout Delaware County. It will examine the feasibility of creating grade-separated crossings that relocate the roads either under or over the track.

RECOMMENDATION FOR RAILROAD CROSSINGS

The Borough should:

5-13 Work with and provide input to DVRPC on the at-grade rail line crossing study.

Technical Assistance: DVRPC

PARKING

Parking facilities play an important role in Norwood's transportation system. These facilities, both on-street and parking lots, are needed for the Borough's residents, businesses, and SEPTA train riders. On-street parking is available on at least one side of every road in the Borough.

Objective 5-3 – To provide an adequate number and location of parking facilities for drivers.

Residential Areas

On-street parking is available throughout the Borough's residential neighborhoods, but these parking spaces are limited and often full, especially on the one-way streets. In the West Side neighborhood, Urban, Garfield, Brebrant, and Tatnall Avenues are short of onstreet parking spaces. Finding an on-street parking space near the Winona Homes Apartments is difficult because of the small lots that serve the complex.

Overnight on-street parking is regulated by a parking ordinance that requires all overnight vehicles to display a parking permit. There are several problems with this permit program. There is no limit on the number of permits any one residential unit/address may have, so one residence with space for only two on-street vehicles in front can receive an unlimited number of permits, resulting in too many legally permitted cars for the amount of available spaces. Some residents, because they can, purchase permits and then underutilize their off-street (driveway) spaces in favor of parking on the street. Adding to this "demand exceeding supply" problem is the fact that the Borough also sells permits to those who live outside of the Borough (on adjacent or joining streets) who may want to park in Norwood. Overall, most of the streets are only wide enough for one side to be used for parking, exacerbating the problem and creating unsafe conditions on these streets.

RECOMMENDATION FOR RESIDENTIAL AREAS

The Borough should:

5-14 Reexamine its residential parking permit program, including setting limits on the number of permits allowed per unit, developing provisions based on the number of off-street parking spaces a unit has, setting limits on commercial or exceptionally large vehicles, and stopping the sale of permits to those who live outside of the Borough.

Technical Assistance: DCPD Transportation Planning section
Central Business Area

In the central business area bordered by Amosland Road, Welcome Avenue, and Chester Pike, on-street parking spaces and private parking lots are available. This area consists of residences, apartments, businesses, restaurants, and municipal buildings. Apartment complex residents, church worshipers, and business patrons usually park in the privately owned lots and when they are full, park on the streets. There are two municipal lots on Winona Avenue with 50 nonmetered parking spaces, along with 27 24-hour and 29 12-hour metered spaces. Nearby, Welcome Avenue contains eight 24-hour metered spaces. Additionally, there are several nonmetered parking spaces located on Winona and Welcome Avenues, consisting of a variety of 15-minute parking spaces, handicap spaces, private (or reserved) parking spaces, and 1-hour spaces. There is little potential for the expansion of parking spaces within the central business area without drastically changing the land uses. Better management of the existing spaces, through education and clear signage, could aid in their more efficient use. The Borough should consider a study to determine how to address parking in this area in the future.

On-street parking is available on both sides of Chester Pike. From Ridley Avenue to Amosland Road, there are 16 12-hour parking meters on the westbound side and two on the eastbound side of Chester Pike. Customers of the Rite Aid store at the corner of Chester Pike and Winona Avenue, when its 26-space parking lot is full, park on the municipal streets. The central business area as it exists today is based on a land use pattern created before widespread automobile use. The resulting lack of dedicated off-street parking puts extreme pressure on that which exists as well as the on-street options. One solution could be development of a centralized or satellite parking area that encourages patrons to walk the business corridor rather than attempt to park as close as possible to each and every destination.

RECOMMENDATIONS FOR THE CENTRAL BUSINESS AREA

The Borough should:

5-15 Consider performing a parking study for the central business area, centering on the current supply/demand, creation of shared parking policies, and the possibility of a new parking structure/lots.

Funding Programs:	Communities of Opportunity Program Community Revitalization Program New Communities Program
Technical Assistance:	DCPD Transportation Planning section Pennsylvania State Association of Boroughs Pennsylvania Downtown Center PennDOT

5-16 Consider installing either metered or non-metered parking on the northbound side of Chester Pike, which would more evenly distribute the amount of parking on this corridor.

Technical Assistance: DCPD Transportation Planning section PennDOT

- 5-17 Aggressively enforce on-street parking laws within the central business area and in the vicinity of the SEPTA train station to deter SEPTA riders from parking in residential and commercial areas.
- 5-18 Make parking signs more visible and informative, especially on Winona and Welcome Avenues, indicating the hourly designation of parking spaces.

Southeastern Pennsylvania Transportation Authority

SEPTA maintains a 62-space lot off of Harrison Avenue near the outbound platform for the train station. These spaces are for daily commuters and cost \$1.00 per day. Because of the limited number of spaces, some SEPTA riders park on the street in the central business area on Winona and Welcome Avenues and the two Borough lots on Winona Avenue. According to the Comprehensive Plan Task Force, SEPTA riders have also been observed day parking on the nearby residential streets, including Ridley and Garfield Avenues in both the Triangle and West Side neighborhoods.

RECOMMENDATION FOR SEPTA

The Borough should:

5-19 Request that SEPTA conduct a feasibility study to expand its parking lot so that commuters do not park in residential areas.

PEDESTRIAN AND BICYCLE FACILITIES

Objective 5-4 – To promote Norwood as a safe and walkable community that serves those without vehicular access or those who desire the use of alternative modes of travel.

<u>Sidewalks</u>

Because Norwood is a relatively small municipality dominated by six distinct neighborhoods focused around a linear commercial strip and an elementary school (see Map 2-2), walking and bicycling are viable options. What makes this a safe alternative to automobiles is the availability and condition of sidewalks. However, because of the manner in which Chester Pike "cuts" the Borough in two, pedestrians must frequently cross the busy thoroughfare. Chester Pike has nine intersecting streets within the Borough, and five of these intersections have crosswalks and traffic signals: Summit,

Huron, Winona, and Cleveland Avenues and Amosland Road. Ridley Avenue is the only Chester Pike intersection that lacks a crosswalk, a traffic signal, or a SEPTA bus stop.

Sidewalks exist on both sides of most streets in Norwood. Important pedestrian destinations should always have sidewalks leading to them. Major pedestrian crossings, like those across Chester Pike, should have continental crosswalks, which are crosswalks with thick, white longitudinal lines parallel to traffic flow. In addition, pedestrian islands and curb extensions (see the Traffic Calming section of this chapter) could be incorporated to increase pedestrian safety. Such improvements could, and should, be part of a larger streetscape initiative on the Chester Pike corridor. Table 5-2 identifies the locations where sidewalks were noted as being in need of repairs. It should be noted that the Borough has an ordinance requiring that sidewalks be fixed to Borough standards on the transfer of the property.

RECOMMENDATIONS FOR SIDEWALKS

The Borough should:

5-20 Work with property owners to explore ways to construct sidewalks on streets where no sidewalks exist and enforce the requirement of reconstruction or repair of sidewalks upon the transfer of properties.

Funding Programs:

CDBG Program Property owner funds

5-21 Install crosswalks at the Garfield and Welcome/McKinley Avenues intersections in order to provide pedestrian access to the SEPTA bus stops.

Funding Program: Renaissance Program

5-22 Install continental crosswalks at Chester Pike's intersections with Ridley, Garfield, Welcome, and McKinley Avenues.

Funding Program: Renaissance Program

5-23 Install continental crosswalks at Amosland Road's intersections with Urban, Trites, Harrison, and Welcome Avenues.

Funding Program: Renaissance Program

TABLE 5-2

SIDEWALK CONDITIONS

Location needs sidewalks to better serve SEPTA train riders:
South side of Harrison Avenue, from Amosland Road to Leon Avenue.
From Winona Avenue eastward along the northern side of Welcome Avenue, adjacent to the fence that separates Welcome Avenue and the SEPTA rail line.
Location lacks some or entire sidewalks on at least one side of the street:
Martin Lane, the side of the street adjacent to Powell Lane at the intersection.
School Lane, from Seneca Avenue to Norwood Elementary School.
Winona Avenue, from below Meadow Lane to Amosland Road.
Amosland Road, from School Lane to Cleveland Avenue.
Elmwood Avenue, on both sides of the street.
Cleveland Avenue, between Ridgeway and Mohawk Avenues.
Woodland Avenue, between Printz and Mohawk Avenues.
Locations have sidewalks in disrepair:
Urban Avenue, at the intersection of Ridley Avenue.
Ridley Avenue, from Trites to Urban Avenues.
Trites Avenue, from Ridley to Garfield Avenues.
Garfield Avenue, from Urban to Tatnall Avenues.
Ridley Avenue, from Chester Pike to Welcome Avenue.
Chester Pike, both sides of the street.
Mohawk Avenue, from Seneca to Summit Avenues.
Seneca Avenue, from Winona Avenue to Norwood Elementary School.
Huron Avenue, from Chester Pike to Mohawk Avenue.
Martin Lane, adjacent to Creek Lane at the intersection.
Park Circle at Park Avenue.
Seminole Avenue, from Huyette Way to Mohawk Avenue.
Printz Avenue, from Cleveland to Woodland Avenues.
Elmwood Avenue, from McKinley to South Avenues.
McKinley Avenue, from Mohawk to Printz Avenues.
Crosswalks are missing at the following locations:
Amosland Road, at the intersections of Urban, Trites, Harrison, and Welcome Avenues.
Winona Avenue, at the intersection of Amosland Road.
Chester Pike, at Garfield and Welcome/McKinley Avenues.

Source: DCPD

Bicycle Facilities

Dedicated bike lanes adjacent to the vehicular cartway and within the road right-of-way are the preferred route of bicyclists. However, in Norwood, the streets serve as the facilities for bicycling, and there are no designated bicycle lanes or off-road bicycle trails. So, like walkers, bicyclists can use sidewalks for safe transport away from conflicts with automobiles. There are few if any bicycle parking facilities at work sites, businesses, apartment buildings, or public buildings. The elementary school has old bike racks which can damage bicycle wheels. Inverted "U" style bicycle parking facilities are less damaging to bicycles because they secure bicycles by the frame, not the wheels.

RECOMMENDATION FOR BICYCLE FACILITIES

The Borough should:

5-24 Install inverted "U" bicycle parking at public facilities such as Borough Hall and in the central business area and encourage others, such as SEPTA and the U. S. Postal Service, to do the same.

Funding Programs:	Congestion Mitigation and Air Quality Improve-
	ment Program
	SEPTA
	Transportation Enhancements Program
	Property owner funds

TRANSIT/PARATRANSIT SERVICE AND TRAVEL DEMAND MANAGEMENT

Objective 5-5 – To provide alternate transportation options beyond the automobile and to reduce traffic congestion.

<u>Transit Service</u>

Two modes of daily mass transit travel service are offered by SEPTA in Norwood Borough. These include the R-2 regional rail line and bus Route 114. The R-2 SEPTA rail line provides seven-day-a-week service between Newark, Delaware, and Philadelphia. Because Amtrak owns the R-2 line, SEPTA must lease the two outside rail tracks. SEPTA also leases the Norwood train station from Amtrak. There are 26 weekday trains, 17 Saturday trains, and 14 Sunday trains that stop in the Borough in both directions. According to the 2001 SEPTA Ridership Census, there were 233 inbound and 167 outbound daily weekday boardings for a total of 400 boardings. Table 5-3 shows the November 2003 schedule at the station.

The SEPTA Norwood train station and ticket office is located at the corner of Winona and Welcome Avenues, on the inbound side of the tracks. The ticket office is located in a brick building that includes a 12 x 24-foot indoor waiting area. SEPTA maintains a 62-space slot-box parking lot accessible from Harrison Avenue, via Amosland Road, on the outbound side of the station.

SEPTA bus Route 114 travels on Chester Pike and provides seven-day-a-week service. This route connects the Darby Terminal in Darby Borough with the Larkin's Corner Shopping Center in Upper Chichester Township; both terminal points provide connections with other bus and rail routes. In addition, Route 114 connects with several SEPTA bus routes, including the routes that connect at the Chester Transportation Center

Inbound to Suburban Station	Number of Runs	Service Time	Average Headway*
Weekdays	26	6:06 a.m 12:51 a.m.	45 minutes
Peak Hours	6	6:06 a.m 9:06 a.m.	35 minutes
Saturday	17	7:02 a.m 9:02 p.m.; 11:33	60 minutes
Sunday	14	9:02 a.m 9:52 p.m.	60 minutes
Outbound to Wilmington	Number of Runs	Service Time	Average Headway*
Weekdays	26	5:13 a.m 11:54 p.m.	45 minutes
Peak Hours	7	4:31 a.m 6:54 a.m.	24 minutes
Saturday	17	6:15 a.m 8:55 p.m.; 10:46	60 minutes
Sunday	14	7:55 a.m 8:55 p.m.	60 minutes

TABLE 5-3R-2 SEPTA TRAIN - NORWOOD STATION SERVICE

Source: SEPTA, November, 2003 schedule

* The time interval between trains in the same direction

in Chester City and the Sharon Hill trolley in Sharon Hill Borough (Route 102). See Table 5-4 for schedule information.

Route 114 has 12 bus stops (six in each direction) at each intersection along Chester Pike except Ridley Avenue. According to a SEPTA Service Planning study, daily passenger use is more frequent at the corners of Winona Avenue and Amosland Road. There are two public benches at the bus stops at the corners of Garfield and Cleveland Avenues but no bus shelters in the Borough to provide weather protection and security. Shelters should be made available to protect riders from the elements as they wait for the Route 114 bus.

TABLE 5-4SEPTA ROUTE 114 BUS SCHEDULE

Day	Direction	Trips	Times of Service	Average Headway* on Chester Pike
Weekday	Eastbound	33	5:30 a.m 10:50 p.m.	30 minutes
weekuay	Westbound	31	5:25 a.m 11:03 p.m.	32 minutes
Saturday	Eastbound	15	6:58 a.m 9:55 p.m.	60 minutes
Saturday	Westbound	15	6:30 a.m 10:26 p.m.	60 minutes
Sunday	Eastbound	14	6:47 a.m 10:48 p.m.	60 minutes
Sunday	Westbound	13	7:25 a.m 9:45 p.m.	60 minutes

Source: SEPTA, September 2003 schedule

* The time interval between trains in the same direction. Varies accordingly by time of day.

RECOMMENDATIONS FOR TRANSIT SERVICE

The Borough should:

5-25 Lobby the County Public Works Department to undertake the upgrading of County bridge 142 so that SEPTA Route 115 can be routed via South Avenue.

Funding Program: Delaware County Public Works Department

5-26 Install bus shelters at the Winona Avenue and Amosland Road bus stops along Chester Pike.

Funding Programs:	Clear Channel Outdoor
	Renaissance Program

5-27 Request that SEPTA improve the visibility of the Route 114 bus stop signs at each of the intersections, especially at the McKinley Avenue/Chester Pike intersection where the eastbound sign is not visible to the south.

Funding Program: SEPTA

5-28 Request that SEPTA install visible signs along Chester Pike directing commuters to the Norwood SEPTA train station and its associated parking.

Funding Program: SEPTA

Paratransit Service

Community Transit of Delaware County (CTDC) provides paratransit service to Delaware County residents. Paratransit is customized door-to-door service required for individuals who are unable to use fixed-route transportation systems, such as senior citizens and physically or mentally impaired individuals.

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

RECOMMENDATION FOR **P**ARATRANSIT SERVICE

The Borough should:

5-29 Educate residents to ensure that they are properly informed of, and enrolled in, appropriate paratransit programs.

Funding Program:	SEPTA
Technical Assistance:	CTDC Delaware County Transportation Management Agency (TMA)

Travel Demand Management

Despite observed and perceived deficiencies in the transportation system, expanding the supply of roads is not always possible. Elected officials and transportation agencies also need to manage or reduce the demand for more roads, strategies for which include public transit use, ridesharing, bicycling, walking, telecommuting, and compressed work weeks (4 days instead of 5 or 9 workdays instead of 10 in a two-week period). The Delaware County TMA and DVRPC provide several travel demand management (TDM) programs that would be useful to Norwood Borough employers and employees.

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

RECOMMENDATION FOR TRAVEL DEMAND MANAGEMENT

The Borough should:

5-30 Meet with employers and Delaware County TMA staff to discuss car and van pool programs and the TransitChek® program so as to make ridesharing and transit use more attractive and make work sites more accessible to existing and potential employees who do not have access to cars or choose not to use them for work.

CHAPTER 6

HISTORIC PRESERVATION

Norwood Borough's heritage is served by the many visible reminders of its growth as a Borough, such as street patterns, landscapes, homes, and buildings, not to mention the people who continue to call Norwood home. Many older communities across the County are recognizing that if they are to thrive in the future, they must not ignore their heritage but embrace and build upon it. In doing so, these communities are preserving their unique character, fostering community pride and economic benefits, conserving the character and architecture of their neighborhoods and commercial areas, and providing a framework for making appropriate revitalization and design decisions.

Historic preservation is the act of safeguarding resources that are fifty years or older and important to individuals, their community, and the nation. *Historic resources* can include any portion of a community's built environment, be it a building, neighborhood, or landscape. Similarly, *cultural resources* encompass all of a community's key historical features and can be found inside and outside of the built environment, including elements like parks and archaeological resources, which are the reminders of the past left in the ground by Norwood residents of long ago. Some of these older resources are significant, and protection should be considered, while others, though they are old enough, have little historic significance and do not warrant protection.

Municipalities who value their roots foster a stronger sense of community identity. Since Norwood still exhibits much of its history through the built environment and desires to protect its unique character, the Borough should actively pursue historic preservation.

GOAL – Identify, maintain, and enhance the Borough's cultural, social, archaeological, and architectural resources.

WHY HISTORIC PRESERVATION?

Historic preservation is a tool that builds on the existing features and uses them to make the entire community better. Preservation is not just about grand architecture or famous people, but also about the means of achieving economic growth, enhancing quality of life, and increasing public employment and public revenues. This chapter contains information on the legal stature historic preservation has been given at all levels of government and a series of tools that can aid a municipality in preserving its historical heritage.

Economic Development

Economic benefits can be gained by rehabilitating older sections of a community, as property values often rise in historic neighborhoods as a result. Nationally, Main Street

programs, which focus on revitalizing historic districts, return about \$35 for every dollar invested in operating the program. Residential property values generally increase, or at least stabilize, where a neighborhood has achieved historic preservation status through local, state, or national ordinance. A municipality that pays attention to the variety of styles and ages of buildings is a more visually interesting place in which to live, work, and play.

Values

The initial idea of historic preservation often comes from a shared set of values in a municipality concerning the state of its historic and cultural resources. The driving force may be affection for certain buildings, landscapes, or historic settings; it can also be a pride in the lives and accomplishments of its citizens, past and present. These two values are especially important to the Borough.



<u>Pride</u>

Successful communities express a sense of pride and a common vision of what the future of their community can be. It is often helpful to have a symbol around which to rally. In the Borough's case, it may be the historic Morton Morton House, but this is not the end of preservation within the Borough. Preservation of this National Register of Historic Places^{*} property can act as a catalyst in continuing the protection of the Borough's numerous other significant historic resources.

COMMUNITY CHARACTER

Objective 6-1 – To maintain and preserve the historic development patterns that have shaped the Borough into its present-day character.

The historic development patterns of Norwood can be traced back to broad social trends that have transformed not only the way people build houses, but also the evolution of public infrastructure and services that make up a modern-day municipality. Unlike other municipalities whose historic themes do not have such distinct geographic boundaries

^{*} The National Register of Historic Places - www.cr.nps.gov/nr/about.htm

This is the nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archaeological resources. Properties listed include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. The National Park Service, under the U.S. Department of the Interior, administers the Register.

today, the Borough is fortunate to have retained many of its historic developmental contexts (see Map 6-1). Documenting these contexts is a way of understanding what remains as evidence of the Borough's historic past. It can also be the impetus for further preservation of those elements that are intact and the restoration of those historic settings that are currently endangered.

Development Patterns

Like many municipalities in Delaware County, Norwood Borough began as a small agricultural community, evolving from scattered farmsteads to a commuter suburb with the development of the railroad and trolley car in the mid 19th century. The historic development patterns visually coincide with modern-day neighborhoods, providing illustration to the steps in the Borough's growth as a municipality. These patterns contribute to the contemporary image and identity of the Borough and serve as model patterns for guiding revitalization and new development.

Early Norwood - (Pre-1875)

Early Norwood, a district in Ridley Township, was characterized by just a handful of large landowners, a few roads, and the PWB Railroad. Several farmhouses and family homesteads were scattered within present day boundaries, with dirt trails connecting the families to more widely used roads. Present-day remnants of early Norwood can be found in two houses (Morton Morton House below Winona Homes near Darby Creek and the Henderson Farmhouse on Henderson Avenue) and two roads, Plank Road (now Chester Pike) and Mill Road (now Winona Avenue). The first large-scale development in the Borough was completed by the famous landscape architect Robert Morris Copeland in 1873. Called the Norwood Plan, this vast area centered on Winona Avenue and encompasses portions of the present-day Triangle, East Side, and Delaware Avenue neighborhoods (see Map 2-2).

Early Suburbanization – (1875 to Turn-of-the-century)

With rising industrialization in the late 1800s, environmental conditions of city living were worsening, and new perspectives on rural living became widespread. Norwood's proximity to the City of Philadelphia and the positioning of the PWB Railroad line as a northern edge for the central business area contributed to the early development of this area, providing expanded suburban residential opportunities for Philadelphians. Neighborhoods within walking distance of the rail line were ideal for commuting into Philadelphia.





Norwood's earliest suburban neighborhoods can be characterized by the rise of anti-city attitudes, with an "escape to the countryside" mentality materializing in a proliferation of romantic cottages and grand Victorian homes of varying styles. These areas, laid out and built between 1870-1910, are constructed of grid-like street patterns. The three areas below are shown on Map 6-1:

- Henderson Tract This large agricultural holding in the current East Side neighborhood has the most topographic change in the Borough, sloping to the east and south. It was laid out between 1882 and 1902 but was still very sparsely developed by 1909.
- Duffwyn/"The Four Hundreds" This area was developed by John Duffee in 1889, comprising both commercial and residential properties, many of which have been modified (see Local Borough History in Chapter 2 Community Profile). It is located in parts of both the Triangle and West Side neighborhoods (see Map 2-2).
- East Woodlawn This small holding was first laid out and developed in 1889 in the northern part of the West Side neighborhood, bordering Prospect Park Borough, Ridley Township, and Glenolden Borough.

Later Suburban Context – (Turn-of-the-century to Pre-World War II)

After the turn of the century, many of the large landholdings in Norwood were beginning to be subdivided into lots for residential development. This, along with the popularity of the bicycle and the rise in automobile use, brought a demand for improved roadways.

In Norwood, the construction of numerous housing units between 1910-1940 contributed to the "filling in" of open space among earlier built homes. Two types of developments were being constructed at this time: single-family detached and semidetached homes. The detached homes were mostly built in the mid-1920s and exhibit different styles: Dutch Colonials, Colonial Revivals, Craftsman Bungalows, and Early 20th Victorian Vernacular. Century Examples of all of these homes can



be found scattered throughout the West Side, Delaware Avenue, and East Side neighborhoods.

The area developed by Charles Shaw is an example of this period's developments. Shaw purchased approximately forty building lots from the Duffee family on the western side

of the current West Side neighborhood around Amosland Road and Winona Avenue, between Harrison and Trites Avenues. He successfully built and sold some homes and sold off lots for further private development.

The other housing type built at this time was semi-detached (twin) homes, a unique housing type found predominantly in large mid-Atlantic metropolitan and suburban regions. The Borough has a small variety of twins built during this period, which can be found mainly in the West Side, East Side, and Delaware Avenue neighborhoods. Many twins have retained much of the detail and styling that was fashionable during this time, including varying roof styles.

Modern Suburban Context – (Post-World War II)

After World War II, American suburban housing tastes were beginning to change. No longer was the grid road system thought of as a predominant way to design roadways. Local streets were designed with curving loops and cul-deand housing sacs. subdivisions were bureaucratically planned and heavily regulated. Houses were uniformly designed



and built in large quantities and with remarkable efficiency. In addition, housing developments were now created with the automobile in mind – garages built on the front façade, streets became wider, and commercial districts disappeared from within neighborhoods.

There are two excellent examples of this housing pattern in the Borough – the two post-World War II neighborhoods of Norwood Acres and Winona Homes, located towards the southern end of the Borough. These developments are defined by their curvilinear streets, cul-de-sacs, and housing pattern, which has many small-sized single and twin Cape Cod style homes. They are represented on Map 6-1 as the following:

- Norwood Acres Laid out in 1942 by Donald Love and the Norwood Park Development Company, the homes are mainly of the single-family Cape Cod style.
- Winona Homes Built in the mid-1950s, this neighborhood's curved streets hold a majority of twin Cape Cods, very indicative of the time period's building style. It is still called Winona Homes today.



CULTURAL RESOURCES

Objective 6-2 – To identify cultural resources that have contributed to the Borough's historic development and encourage compatible development.

The cultural resources that make up Norwood Borough are not only represented in historic structures and development patterns but also in the archaeological resources. These underground resources are often still intact under streets, backyards, shopping areas, and open spaces. They provide insight into our history, including Native Americans, early settlers, industrial archaeology, and artifacts related to commercial and

residential development. Cultural resources, above and below ground, are the physical pieces that make up a community's identifiable character.

The historic character of the Borough, as described in the preceding development patterns, is visually evident throughout the municipality. The original commercial corridor is along Chester Pike, with a number of early businesses remaining. The



housing stock varies by style, age, and type, and there are visible neighborhood boundaries, each with its own residential variety within. Entire streets are filled with excellent architectural resources, with homes dating as far back as the Borough's incorporation. The proliferation of sound Victorian homes, just one example of a prevalent style, characterizes how much of the Borough retains a solid sense of historical identity. The number of older homes that have maintained their integrity is in the majority. However, there are many whose actual age is difficult to assess because of alterations that detract from or obscure the original character of the structure.

Historic Resources

In addition to specifying local preservation goals, a municipal comprehensive plan should contain an inventory (Table 6-1) and map (Map 6-2) of the historic resources intended for protection and preservation. Many of these resources are listed for their local significance, such as enhancing the character of an intact neighborhood or the overall identity of the community. To complete this inventory, DCPD staff conducted a windshield examination of the Borough, as well as atlas research, informal interviews, and secondary historic research. This inventory provides the groundwork for the more complete historic resources and 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.

	Site Name/Location	Description
1	Griffith's Funeral Chapel – Chester Pike and Amosland Road	1927; Oldest business still in existence in
-		Norwood; est. 1898 in Lenni, PA
2	Davis Trading Post – 810 Winona Avenue	1890; Significant local historic importance
	Immanuel Lutheran Church – Chester Pike and Winona Avenue	1926; Original church dedicated in 1889
-		
4	Norwood Methodist Church – 311 Chester Pike	1924; Original church dedicated in 1888
5	214 Chester Pike*	c. 1920s; early 20th century Victorian Vernacular
6	St. Stephen's Episcopal Church – 128 Chester Pike	1896
7	200 Welcome Avenue* - Triangle neighborhood	c. 1890s; Victorian Vernacular style example
8	Norwood Fire House - 26 West Winona Avenue	First built 1908; renovated due to fire several times
9	Victorian Homes - West Side neighborhood, c. 1880-1890s	§ Queen Anne examples: 409, 425 Trites
		Avenue; 247, 253, 307 Amosland Road; 204,
	<u> </u>	212, 220, 241, 310, 314, 315 Ridley Avenue
		§ Late Victorian examples: 100 block Winona
		Avenue; 200-300 block Ridley Avenue; 200
10		block Garfield Avenue; 323 Harrison Avenue
10	219/221 Leon Avenue* - West Side neighborhood	c. late teens/1920s; twin example; depression glass
11		feature above porch windows
	200 block Tatnall Avenue* - West Side neighborhood	c. 1920s; Dutch Colonial example
	523 Tatnall Avenue - West Side neighborhood	c. 1920s; Spanish Eclectic
13	317 Trites Avenue* - Bungalows - West Side neighborhood	c. 1920-30s; Craftsman Bungalow example; also
		213-228 Winona Avenue; 125 Amosland Road;
		200 block Garfield; 312, 405, 407, 409 Urban
14	410/412 Brebant Avenue - West Side neighborhood	Avenues c. late teens/ 1920s; Tudor Vernacular twins
	First Norwood School House – 648 Chester Pike	c. 1877; cosmetically altered; locally significant
	24 Huron Avenue* - Delaware Avenue neighborhood	c. 1890; Victorian example
	563, 564 Mohawk Avenue* - Delaware Avenue neighborhood	c. 1890s; Queen Anne Victorian examples
	Former School House – Winona Avenue - Delaware Avenue	c. 1913
	neighborhood	0. 1715
	328 Mohawk Avenue* - Delaware Avenue neighborhood	c. 1890s; 2nd Empire Victorian example
	St. Gabriel's Roman Catholic Church – 233/235 Mohawk	c. 1914; Original chapel built in 1905
20	Avenue - East Side neighborhood	c. 1, 1, original enaper outer in 1900
21	121 Ridgeway Avenue* - East Side neighborhood	c. 1920-1930s; Craftsman Bungalow example
	107 Ridgeway Avenue* - East Side neighborhood	c. 1890s; Shingle Victorian example
	22 Ridgeway Avenue* - East Side neighborhood	c. 1920s; Early 20th century Victorian Vernacular
	130s Elmwood Avenue* - East Side neighborhood	c. late teens/1920s; twin examples
	Henderson Farmhouse – 125 Henderson Avenue - East Side	c. 1831; Originally part of the Mortonson land
	neighborhood	grant
26	526/528 Winona Avenue* - West Side neighborhood	c. mid 1950s; twin Cape Cod example
	Morton Morton House - 517 1/2 Winona Avenue - below	c. 1746 – Oldest home in Norwood
	Winona Homes neighborhood	
28	202 Love Lane * - Norwood Acres neighborhood	c. 1940s; Single-family Cape Cod example

TABLE 6-1 HISTORIC RESOURCES INVENTORY

Source: DCPD, 2002

* 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.



It is important to note that what is included in Table 6-1 is in no way the final and comprehensive designation of resources throughout the Borough. Some locations are simply examples of a particular style found in the Borough and may not even be the most appropriate or notable example. The listing is meant to be a guide towards realizing the historic fabric of the Borough and towards the completion of an official historic resources survey.

Archaeological Resources

In 1990, DCPD contracted with Cultural Heritage Research Services, Inc. (CHRS) to complete the *Delaware County Archaeological Resource Inventory and Management Plan*. Within the plan is an archaeological analysis of each municipality in Delaware County, based upon known resources and predictive archaeological models. Existing documentation is the key to identifying known resources, whereas the predictive model relies heavily on the identification and location of particular soils, water sources, and slopes.

The predictive model used by CHRS indicated that most areas of the Borough have a low potential for Native American archaeological resources. There is one area with a high potential for early settlement – the open land in the southeastern corner of the Borough near the Muckinipates Creek and sewer authority properties. CHRS identified the 1848 Henderson Farmhouse and the Morton Morton House as areas of historic archaeological resources that are associated with early settlers and development patterns. The Morton Morton House is on the National Register of Historic Places, legitimizing its historic merit but providing no other protection, except for a review requirement when federal funding is involved.

RECOMMENDATIONS FOR CULTURAL RESOURCES

The Borough should:

6-1 Perform an official historic resources survey and follow up with placement of identified historic resources on the National Register of Historic Places.

Funding Programs:	CZM Program Historic Preservation Grants
Technical Assistance:	DCPD Historic Preservation section Pennsylvania Historical and Museum Commission (PHMC)

6-2 Seek to secure long-term conservation of the land surrounding the historic Morton Morton House so that archaeological resources that may be buried at the site are not lost or damaged and the house is not threatened by nearby adverse development.

Funding Program:	Keystone Historic Preservation Grant Program

Technical Assistance: DCPD Historic Preservation section PHMC

PRESERVATION EFFORTS

Objective 6-3 – To evaluate current preservation activities throughout the Borough to identify the appropriate level of local participation in the preservation of 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 preservation community, activities entered the realm of governmental actions with the enactment of the National Preservation Act of 1966. Preservation is most directly effective at the local level, since the municipality is the only body legally allowed to and mandate preservation create regulations. Not taking full advantage of these legal opportunities may result in the Borough losing its valuable historic fabric and community character.



Federal and State Involvement

National Register of Historic Places

The only historic resource protection offered by the federal government is through the National Register of Historic Places. Once the Borough has initially designated an historic or cultural resource, it can seek placement on the Register, which uses standard criteria to place significant buildings, sites, districts, or objects into a protective state due to the great significance of their history, architecture, archaeology, engineering, or culture. The Borough can apply for nomination of any resource listed in Table 6-1. It is important to note that in the National Register process, PHMC makes a Determination of Eligibility decision, which carries the same advantages as those held by resources that are listed on the National Register.

Having National Register status has the following advantages:

- Recognition of the historic significance of the resource
- Special consideration if a federally funded project is found to affect the resource in any way
- Eligibility for federal tax credits
- Qualification for special funding from state or federal sources
- A good first step toward recognition of the community's goals
- Prestige and status is given to the resource and community

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 that simply <u>contributes</u> to the district's historic significance is entitled to the same benefits enjoyed by an individual building on the National Register.

It should be emphasized that the National Register designation places absolutely no obligations on the property owner. The owner is free to do whatever he or she wishes with his property. In extreme cases, the only penalty would be having the National Register designation removed.

Pennsylvania Municipalities Planning Code - Act 247

The Pennsylvania MPC, Act 247, specifically enables local regulation for preservation. However, simply having the MPC as a guide for local municipalities does not ensure protection. It is the responsibility of the Borough to become an active participant in preservation.

Pennsylvania Historic District Act - Act 167

Pennsylvania Act 167 (1961 PL 282) is the most important legislative tool for protecting clusters of historic resources in a community. The historic district does not need to be on the National Register of Historic Places to be eligible for protection under the Act. Act 167 authorizes the municipal government to:

- Delineate an historic district defined by architectural and historical similarities in which proposed changes to structures are locally reviewed for consistency with guidelines
- Authorize additional regulations to the base zoning of the area
- Establish an Historical and Architectural Review Board (HARB)
- Determine guidelines to regulate physical changes
- Create a review process leading to the granting or denial of a Certificate of Appropriateness for changes within the district

Many misconceptions exist about this type of district. It is true that the design guidelines can be very strict and actually limit the homeowner in many exterior alterations. However, the district's provisions should reflect those characteristics of the district that the community values. The district's provisions can be as strict or lenient as needed to maintain the character of the neighborhood. In some cases, they may only affect new construction or additions. In other instances they may regulate all changes made, including the color of paint used on a structure. Examples of measures that can be regulated by design guidelines include height, bulk, roof line, proportions, façade openings, compatibility with architectural detail, building materials, color, fences, walls, and exterior lighting. It is strongly advised that the residents of the proposed district be included early on in the planning process in order to elicit their views and opinions.

Municipal Involvement

Local governments have the ability to protect historic resources through ordinances. Many communities are wary of historic ordinances, however, as they feel that these ordinances will limit a homeowner's personal control over his property. Historic ordinances can be created to reflect the characteristics and limits that the neighborhood values most and can be as rigid or as flexible as the Borough An ordinance can influence decides. rehabilitation, demolition, new development, and financial incentives. The ultimate goal of such an ordinance is to maintain the shared character of the community. Norwood currently does not have any ordinances dealing with historic preservation, which leaves a municipality vulnerable to losing historic resources.

Historical Commission

An Historical Commission is the most common type of group that can be appointed by the municipality to formally oversee the Borough's preservation activities. Usual activities might include recording historical data, identifying significant community resources in survey format, acting as a review board for historic overlays, 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 the municipal officials and should include Borough residents and officials. Another way to create a formally recognized advisory body could

be by establishing a task force or subcommittee of the Borough Council or Planning Commission.

Historical and Architectural Review Board

The next step beyond a resource survey and Historical Commission would be for the Borough to create a HARB, which is governed by the Pennsylvania Historic District Act, Act 167. The principal duties of this Board are to review proposed changes within an historic district and to recommend, either for or against, a Certificate of Appropriateness regarding proposed construction, alterations, or other work in the district.

Municipal Zoning Ordinance

Another appropriate medium for a municipality to use for addressing historic properties is the local zoning ordinance. The Borough's current ordinance does not have any historic provisions in it. An historic overlay district should be incorporated into it to protect scattered resources, which are abundant in several of the Borough's neighborhoods. Historic overlay districts can be crafted to include incentives for developers who utilize preservation-friendly methods. At the least, a mention and definition of historic properties in a zoning ordinance provides the basis for official recognition as a significant part of the community. The historical resources to be protected by a zoning overlay must be included in an official historical resources survey, which must be incorporated into the adopted municipal comprehensive plan. The body reviewing activities in an historic overlay district is customarily an Historical Commission.

Historic overlay districts authorize a municipal government to:

- Delineate an historic district, possibly covering the entire municipality
- Establish a group to oversee activities, i.e., Historical Commission or existing Planning Commission
- Determine design guidelines focused on development of properties adjacent or near existing resources, buffering or visual protection, and protection for archaeological sites

There are instances in which zoning can act as either an incentive or a disincentive towards preservation. Incentives can include additional uses permitted by special exception or as a conditional use. For instance, an historic house in a residential district in the historic overlay district could be used for a flower shop. Strict criteria could be established for these additional overlay uses. Similarly, by allowing the conversion of large single-family homes into higher-density multi-unit apartment structures (with appropriate performance standards), preservation can be encouraged and these historic structures kept as viable housing alternatives. This practice does go against the notion that a municipality should try to keep existing housing units as being owner occupied; however, if it's a matter of conversion or demolition of an historic structure, preserving the structure should be the Borough's main focus, as uses may again change in the future.

Advantages of an overlay district include additional flexibility of restrictions and incentives and that areas with a high archaeological potential can be included with protective measures directed toward ground disturbances. A disadvantage is that the criteria for the classification of the historic and archaeological sites must be precise and thorough.

Subdivision and Land Development Ordinance

Although the Borough uses the County's subdivision and land development ordinance (SALDO), an historic preservation section could be adopted by the Borough as an amendment. For example, a developer of a property that contains an historic building can be offered incentives to retain the building and reuse it, such as providing density and parking bonuses. The historical integrity of entire properties, such as retaining buffering distances and historic landscaping and outbuildings, is important in preserving these resources.

Archaeological sites are especially vulnerable to subdivision and land development projects. The Borough can tailor the County SALDO to add a provision that requires a developer to submit an archaeological assessment plan describing the measures that will be taken to minimize the impact of the project on archaeologically significant areas. An especially important area for Norwood would be the land around the Morton Morton House. Many historical artifacts relating to the early history of the Borough could be found intact in this area.

Local Landmark Designation Ordinance

Where an important structure is deemed to have special significance to the Borough, a specific ordinance can be enacted for its protection. This ordinance would generally have two parts. The first would state the significance of the structure, and the second would establish what actions would not be permitted (such as the removal of an architectural detail) and/or other limitations placed on the structure. An advantage could be the protection of the façade for an outstanding individual structure, while the disadvantages would be that one must substantiate the significance of the structure and have consent of the owner.

Demolition Ordinance

As a minimum level of protection for historic resources, provisions to control demolition of historic structures can be enacted as part of the local zoning ordinance or as a separate ordinance. A "stay of demolition" provides time for an Historical Commission to seek alternative uses and/or buyers. A required report on the economic feasibility of alternative uses versus demolition may also be required, and all demolition permit applications for the designated historic resources are procedurally reviewed.

Demolition by neglect is a difficult situation to address and control, as its effects continue gradually over time. The institution of maintenance standards can be enforced to help

control this type of "demolition." If the end result of this stay of demolition is the granting of a demolition permit, then adequate time may be added to the stay period for historical documentation of the building. This would require photographs, measurements, and site plans to be placed with the local historical group or Borough for future reference.

One advantage of establishing a demolition ordinance is that the additional time provided by a stay of demolition allows time to find another use, another buyer, or consideration of alternatives to demolition. The required documentation that is collected also becomes an invaluable historic record if the structure should be demolished. Furthermore, by bringing awareness of the threat of demolition, it can bring the community together on historic preservation issues. The main disadvantage is that the denial of a demolition permit may be challenged in court.

RECOMMENDATIONS FOR PRESERVATION EFFORTS

The Borough should:

6-3 Consider the creation of an official historic preservation advisory body such as an Historical Commission or HARB.

Technical Assistance: DCPD Historic Preservation section

6-4 Consider establishing historic preservation ordinances or historic overlay districts and adding preservation language to the Borough's zoning ordinance.

Funding Programs:	CZM Program Community Revitalization Program Historic Preservation Grants
Technical Assistance:	DCPD Historic Preservation section PHMC

6-5 Consider adopting a demolition ordinance, or language in the zoning ordinance to that effect, that includes provisions for a "stay of demolition" period.

Technical Assistance: DCPD Historic Preservation section

6-6 Provide financial incentives for home rehabilitation in historically significant neighborhoods.

Funding Program: Community Revitalization Program

Technical Assistance: Office of Housing and Community Development (OHCD) DCPD Historic Preservation section

6-7 Create a voluntary design guideline document to distribute to developers or homeowners who submit development or building permit applications that encourage the maintenance of the existing neighborhood architecture in order to help preserve the historic nature of the housing stock.

Funding Program:	HOME Investment Partnership Program
Technical Assistance:	DCPD Historic Preservation section

Norwood Historical Society

Because Norwood cannot exist without the support of its residents, citizen involvement must be an integral part of the preservation process. The Norwood Historical Society, a committed group of community members dedicated to historical Norwood and its maintenance and protection, currently serves as the Borough's only historic preservation body. This group has rallied around the rehabilitation and preservation of the Morton Morton House as well as provided various history-related educational opportunities to the community. The Society is a private entity, not under the guidance of the municipality, and does not satisfy the allowed actions of the MPC in assuming the role of a formally recognized municipal advisory group. Continued community-wide education on preservation issues and policies, especially through the on-going work of the Historical Society, will help to positively shape the preservation values of the Borough.

RECOMMENDATION FOR NORWOOD HISTORICAL SOCIETY

The Borough should:

6-8 Through an Historical Commission, HARB, and the Norwood Historical Society, continue to educate and promote the Borough's historic values through citizen involvement in the preservation planning process.

Technical Assistance:	DCPD Historic Preservation section
	PHMC

CHAPTER 7

HOUSING

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

Norwood is very much a livable community, meaning that it is compact and walkable, with residential development near other amenities, such as schools, parks, shopping, and transportation. This well used planning concept is known by different names, such as the Garden City Movement, neo-traditional town planning, and transit-oriented development, and has seen a resurgence in use and acceptability since the 1990s.

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

GOAL – Maintain and support the existing residential nature of the neighborhoods while keeping the Borough a compact, walkable, and attractive community that is free of vacant and deteriorated housing and attractive to prospective homeowners.

HOUSING CONDITIONS

Objective 7-1 – To maintain and improve the condition of existing dwellings and properties and prevent deterioration of structures and neighborhoods.

Context of Housing

The Borough of Norwood can be broken down into six distinct geographic residential neighborhoods that are described and delineated in Chapter 2 – Community Profile and Chapter 6 – Historic Preservation. Table 2-1 and Map 2-2 in Chapter 2 should be referenced when reading this chapter. Table 7-1 details the housing styles found in each neighborhood.

In general, single-family detached and semi-detached structures are dispersed throughout Norwood, with Norwood Acres and Winona Homes being exclusively single-family detached and semi-detached structures, respectively. Single-family structures converted to multi-family use or apartment developments are interspersed with the other housing types in the West Side, East Side, Triangle, and Delaware Avenue areas.

Neighborhood	Housing Details
West Side	Single-family detached and semi-detached, with multi-family developments located along
west Side	Amosland Road, Harrison Avenue, and Garfield Avenue.
	An eclectic mix of housing types, including single-family detached and semi-detached
Triangle	units. The area bordering Chester Pike includes a mixture of residential, commercial,
	retail, and apartment uses.
East Side	A variety ranging from single-family detached to apartments. The portion bordering
East Side	Chester Pike includes a mixture of residential, commercial, retail, and apartment uses.
Delement Assessed	Includes all identified housing types, from single-family detached to apartments. On
Delaware Avenue	Chester Pike, a mixture of commercial businesses abound with some residential.
Norwood Acres	Wholly comprised of single-family detached structures built during the 1940s.
	Entire homogeneous neighborhood of single-family semi-detached structures. Many
Winona Homes	modifications have been completed, creating some differentiation between units.

 TABLE 7-1

 NEIGHBORHOOD HOUSING CHARACTERISTICS

Source: DCPD, 2002

Field Surveys

In the fall of 2002, the County performed a drive-by assessment and limited foot survey of the housing stock throughout the Borough. Rather than do an evaluation of each house within the Borough, the survey analyzed housing by block or street, and the overall condition and appearance of the area was noted. The survey evaluated the quality of the housing stock based on the five perspectives identified in Table 7-2.

 TABLE 7-2

 HOUSING STOCK CONSIDERATIONS

Area	Conditions - No, Some, or Severe
Foundation and Structural	Cracks, holes, or signs of stress
Exterior	Peeling, cracking, rotting, or missing paint, stucco, siding, capping, fascia
Roof	Sagging, holes, missing or deteriorated shingles
Windows	Broken or boarded windows
Yards and Sidewalks	Cracks in sidewalks, unmaintained yard or common area, or visible trash

Source: Norwood Housing Survey, DCPD/OHCD, 2002

Overall, Norwood has a sound and well-maintained housing stock. Only a small number of houses were noticeably vacant, and all were located in the Delaware Avenue neighborhood. Slightly more numerous were houses and blocks that could use some attention (see Appendix C), such as repainting and minor repairs or upkeep to the exterior, but few pervasive exterior structural problems were observed. It should be noted that the survey did not cover interior conditions.

Section 8 Program and Rental Housing

The Section 8 Program is a rental assistance program operated by the Delaware County Housing Authority (DCHA) on behalf of the Borough. Certificates are first given to the landlords of rental properties that wish to participate, who rent to participating households that have an income that falls below 50% of the median family income for the Philadelphia metropolitan area. These eligible households then pay 30% of their adjusted monthly income towards rent and utilities, and the Section 8 Program pays the difference directly to the landlord.

According to the DCHA, in 2002, there were 38 Section 8 units in Norwood, representing 6.6 % of the 579 occupied rental units in the Borough. This percentage is quite close to that of the County's, where 4.3% of the occupied rental units are Section 8 units. Communities in eastern Delaware County have expressed their concern with the concentration of Section 8 certificates in certain neighborhoods, as well as the lack of attention given to tenants and property maintenance by Section 8 landlords. Regarding any concerns with the Section 8 rental units, there needs to be communication among the landlord, the DCHA, and the local Code Enforcement Official.

The areas with greater numbers of rental properties may be prime neighborhoods to focus on code compliance of the rental units, 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 Norwood, marketing for homeownership programming should be targeted throughout the entire community.

OWNER/RENTER RATIO

Objective 7-2 – Maintain or improve the percentage of homeowner-occupied units in Norwood Borough.

A strong indicator of neighborhood stability is the percentage of homeowners versus that of renters in a community. 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 in the Borough has shown a negligible increase. Norwood's housing stock continues to be quite affordable to the first-time buyer (see Table 7-3). Note that the Borough's median housing value has remained constant relative to the County from 1980 to 2000. The Borough should take advantage of all County, state, and federal programs that exist to promote and aid homeownership.

	Year	Norwood	County	Borough as Percent of County
	1999	\$95,000	\$115,000	82.6
Median Sale Price*	1998	\$93,000	\$120,000	77.5
	1997	\$92,000	\$115,000	80.0
Median Owner-	2000	\$99,000	\$128,800	76.9
occupied Value**	1990	\$89,400	\$113,200	79.0
occupied value	1980	\$37,900	\$46,500	81.5

TABLE 7-3HOME SALES 1997-1999 AND VALUES 1980-2000

Sources: *Inquirer/Realist Home Price Guide, April 1999 and 2000; **U.S.Department of Commerce, Bureau of the Census, 1980-2000

RECOMMENDATIONS FOR OWNER/RENTER RATIO

The Borough should:

7-1 Help promote the County's Renaissance Revitalization Homeownership First Program to its residents by mailing Program brochures to all renters in the Borough.

	Funding Program:	Renaissance Revitalization Homeownership First Program
	Technical Assistance:	OHCD
7-2	Use the federal Housing	and Urban Development \$1 Home Program.
	Funding Program:	\$1 Home Program
	Technical Assistance:	U.S. Department of Housing and Urban Develop- ment
7-3	e i i	erty tax relief on the value of the improvements for who purchase and rehabilitate a deteriorated property.
	Technical Assistance:	DCED

HOUSING MAINTENANCE

Objective 7-3 – Maintain or enhance housing units in their present state.

The housing survey conducted in fall 2002 made clear a very positive feature in Norwood Borough – that the housing stock is generally in good condition. Nevertheless, several homes throughout the Borough were found to be in need of some attention, which is not unusual. Because of the age of the existing housing stock, maintenance of these structures is an important and ongoing concern. Adding to this, the increasing number of elderly households expected in the coming decades (see Chapter 2 – Community Profile) presents a significant limitation on the seniors' ability to afford the high costs of maintaining and/or upgrading their properties. The Borough could make great strides by working with citizen groups and County organizations dedicated to improving housing situations and by enforcing its own maintenance to its fullest extent.

RECOMMENDATIONS FOR HOUSING MAINTENANCE

The Borough should:

7-4 Consider appointing a citizen housing committee that is made up of homeowners and renters to develop a Borough-wide program that addresses the housing needs of residents.

Technical Assistance: OHCD

7-5 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: DCHA OHCD Delaware County Commerce Center

7-6 Regulate and inspect rental and non-rental units by strict enforcement of the International Code Council National Property Maintenance Code and any other appropriate local ordinances.

Technical Assistance:	DCPD Community Assistance section
	Eastern Delaware County Council of Governments
	International Code Council
	Pennsylvania State Association of Boroughs

7-7 Pursue marketing efforts to increase the use of the County's housing programs.

Funding Programs:	Home Improvement Loan Program Home Investment Partnership Program Home Modification and Repair Program Housing Development Fund Owner-Occupied Housing Rehabilitation Program
	Owner-Occupied Housing Rehabilitation Program Weatherization Program

Technical Assistance: OHCD

7-8 Develop a home improvement educational program for its residents.

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

DEVELOPMENT OF NEW FOR-SALE AND MIXED USE HOUSING

Objective 7-4 – To construct new for-sale housing that complements and connects to the surrounding neighborhoods and that replaces underutilized or poorly utilized parcels in residential areas.

The Borough's neighborhoods offer a safe living environment and convenient access to major transportation routes but have seen limited new construction, with only eight residential units proposed from 1995 to 2000. Thus, any potential home buyer looking exclusively for a newly constructed home rather than a rehabilitation opportunity will likely bypass Norwood, as they would for many other inner-ring suburban communities and older Boroughs within the Philadelphia region.



А study conducted by Zimmerman/Volk Associates for 10,000 Friends of Pennsylvania and the Pennsylvania Environmental Council addressed the potential market for new residential construction in nearby Yeadon Borough, as well as the barriers to construction. Regarding the potential market for new infill housing in Yeadon, the report suggests that households currently living in the Boroughs of Yeadon, Aldan, Collingdale, Colwyn,

Darby, and Sharon Hill in Delaware County and portions of West and South Philadelphia constitute the main sources of demand for new market-rate residential construction in the Borough of Yeadon. Certainly, some of the sources of demand identified in the last sentence represent market potential for infill development in Norwood. The report identified several barriers to compact and sustainable development in an urban setting such as Yeadon, which would also apply to Norwood. They are residential builders, density, and financing.

Regarding the barriers to new construction, the majority of American housing is still built by small and mid-sized independent builders. Most small builders perceive housing as a high-risk business, which is understandable when builders are often required to provide personal guarantees against acquisition and development. The typical small to mid-sized builder will be more likely to consider building within a compact and sustainable development context only when there are sufficient locally built examples. There are many examples of good infill development throughout southeastern Delaware County, but the key is having the zoning and subdivision and land development ordinances that support this type of infill, as well as the community support for doing so. The Borough must make these changes before developers will consider such options.

The cost of developing unit plans and the lack of community-oriented sales and marketing programs outside of existing urban locations also add to the builder's burden. However, a number of national house plan services now sell construction documents for units specifically designed for the narrow lots and alley-loaded garages often found in compact and sustainable communities. second obstacle The remains а significant one. In a strong real estate



market, sales organizations have no incentive to expand their skills beyond the current emphasis on the individual house as a "product." In the case of newly constructed compact and sustainable development, the whole neighborhood is just as important as its individual homes. The Borough should work with interested homebuilders in the sketch plan process to aid them in both meeting Borough ordinances and understanding the direction that the Borough wishes new development to follow.

Financing is perhaps the most 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. One avenue the Borough could take is to create its own housing development corporation or community development corporation (CDC), a nonprofit entity used to acquire loans and capital to build market-rate homes whose development would be fully controlled by the Borough. This type of active revitalization effort should improve the community and would reflect well on the Borough and its leadership. See Appendix D for details on how to create a CDC.

The new "traditional neighborhood developments" built during the last decade in other areas of the country, as well as in parts of the Delaware Valley, are actually quite dense (many housing units to the acre). The reason they are overselling and maintaining their value has to do with how they are designed and the fact that these are often upscale developments. In fact, in survey after survey, people choose a dense village-type environment as their preference when comparing housing alternatives. The Association for New Urbanism in Pennsylvania is the leading local source of information on this topic.

Local opposition can be most vocal around issues of density. Despite its often negative connotations, density represents a catchall for mixed use development, which Norwood already contains and should be built and improved upon. The Comprehensive Plan Task Force, however, expressed concern that Norwood is already "too dense" and suggested that any new residential development should be of the single-family detached variety.

Table 7-4 compares the densities of Norwood and other nearby municipalities and shows that the Borough is less dense than many of it neighbors.

Municipality	Acres	Population	Per Acre
Norwood Borough	518	5,985	11.55
Glenolden Borough	550	7,476	13.59
Prospect Park Borough	467	6,594	14.12
Sharon Hill Borough	493	5,468	11.09

TABLE 7-4POPULATION DENSITY COMPARISON

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

Norwood, like other older boroughs in the southeastern portion of the County, should emphasize the retention of existing households by providing new construction alternatives for buyers seeking smaller properties than are being built in the western and northern parts of the County. This smaller house option may also attract first-time buyers looking to buy a more manageable and affordable home. The small parcel sizes in the Borough only permit the development of a few 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.

Fortunately, the median sales prices in Norwood allow for the development of marketrate infill housing. To encourage this, Norwood should review its zoning ordinance 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, preferably on an alley. This new development could include mixed use properties in the Winona Avenue and Chester Pike 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 existing mixed uses in one place, such as housing, employment, transit, shopping, culture, entertainment, and government functions
- the existence of public places and parks
- the presence of historically significant structures that distinguishes the downtown from newer suburban development, especially where adaptive reuse has creatively used formerly deteriorated structures

Because the Borough's current zoning ordinance does not permit mixed use properties, it would need to be changed to allow this type of development in the future. The central business area should possess a wide range of functions in one compact area. By developing housing in or near a conventional retail, service, and government mix, the capacity to create (or increase) 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 2nd and 3rd floor commercial space into apartments.

RECOMMENDATIONS FOR DEVELOPMENT OF NEW FOR-SALE AND MIXED USE HOUSING

The Borough should:

7-9 Learn about the positives of traditional neighborhood development and new urbanism and how it can utilize them.

Technical Assistance: Association for New Urbanism in Pennsylvania

7-10 Have its Planning Commission use a "charette" process to bring together interested developers and Borough stakeholders to create development plans that comply with local plans and ordinances.

Funding Programs:	Community Revitalization Program LUPTAP
Technical Assistance:	DCPD Policy Planning section

7-11 Revise its zoning ordinance (see Chapter 8 – Land Use) to provide for the changes and allowances necessary for the construction of compact and sustainable infill residential development.

Funding Programs:	CZM Program
	CDBG Program
	LUPTAP

Technical Assistance: DCPD Community Assistance section

7-12 Form a municipal CDC that works to acquire and resell deteriorated residential properties and build new for-sale owner-occupied properties.

Technical Assistance: OHCD DCED DCPD Community Assistance section

7-13 Seek grants for infrastructure work to underwrite the cost of new housing.

Funding Programs:	CDBG Program Renaissance Program
Technical Assistance:	OHCD DCPD Policy Planning section

CHAPTER 8

LAND USE

This chapter will provide both an inventory of existing land uses and offer proposals for future land use developments, redevelopments, and projects. To accomplish this, progressive but realistic planning steps must be taken towards achieving these improvements. When making recommendations for future land uses, this chapter follows a somewhat different format than the rest of the plan, describing them in text and displaying them on Map 8-1.

GOAL – Maintain the Borough as an attractive, stable, and blight-free residential community that offers a mix of housing, commercial, service, recreational, and leisure options and that is friendly to pedestrian traffic through improved access, parking, traffic flow, and visual context of the streetscapes.

EXISTING LAND USE INVENTORY

Existing land use data is an important component of land use analysis. The sections that follow describe the current status of land uses in the Borough and their relationship to one another. The Existing Land Use Map (Map 8-1) graphically displays the uses as they were recorded during a thorough site survey performed by the County in the summer of 2002. Table 8-1 inventories by acreage and percentage the land devoted to each of these uses.

Category	Acres	% of Land
Single-family detached	158.0	29.5
Single-family semi-detached/two-family detached	78.7	14.7
Single-family attached	1.5	0.3
Multi-family	20.3	3.8
Apartment	6.0	1.1
Commercial	9.9	1.8
Mixed use	4.0	0.7
Institutional	16.9	3.2
Recreation	29.3	5.5
Open space	80.3	15.0
Road/alleyway	93.0	17.4
Parking lot	3.6	0.7
Railroad	11.4	2.1
Utility	22.4	4.2
Vacant	0.2	0
TOTALS	535.5	100.0

TABLE 8-1 EXISTING LAND USES

Source: DCPD Field Surveys, 2002

Residential

264.5 Acres or 49.4% of the Borough's Land Area

The classification of residential uses was broken into five categories (Table 8-2) based primarily on the intended number of units in each type. Single-family detached, semidetached, and attached dwellings each have one unit (family) per parcel. A two-family detached dwelling has two units aligned vertically on one parcel. In terms of their density impact, however, two-family detached (duplex) and single-family semi-detached (twin) are essentially the same in number of families and cars, services needed, etc.

Map Category	Common Name	Description
Single-family detached	Single	One family per unit/parcel/structure
Single-family semi-detached/Two- family detached	Twin	One family per unit/parcel; two units per structure
	Duplex	One family per unit; two units per parcel/structure
Single-family attached	Rowhome; Townhouse	One family per unit/parcel; three+ units connected by vertical party walls
Multi-family	Conversion	One multi-unit structure
Apartment	Apartment	Designed as such with common tenant features

TABLE 8-2 NORWOOD HOUSING TYPES

Source: DCPD, 2003

Multi-family dwellings are technically any structure that contains more than two dwelling units. In this plan, the term is given to structures that meet this definition but were not designed as single-family attached or apartment dwellings. Most commonly, this refers to a "conversion," or structure that has been modified to hold more than the originally intended number of units. Many large homes in the Borough have gone through such conversion and house a number of small rental units. Lastly, apartments are those dwellings designed and built as apartment houses or complexes and characterized by features such as large off-street parking areas, landscaping, open space, a common entry, etc.

It should be noted that none of the residential categories include the "mixed use" category, which typically has apartments above commercial uses. Although the Borough contains all major types of housing, single-family detached homes predominate. Chapter 7 – Housing details the types of housing structures in each neighborhood.


Commercial

9.9 Acres or 1.8% of the Borough's Land Area

Generally concentrated along Chester Pike and Winona Avenue between Welcome Avenue and Chester Pike, commercial uses include convenience food stores, gas stations, fast food, pizza, and sandwich stores, locally owned specialty stores, and offices and professional service providers. The Borough contains no grocery store, indoor or outdoor mall, or national chain stores, yet is not underserved. Because of Norwood's proximity to so many other municipalities that contain these types of stores (MacDade Mall, Ridley Shopping Center, Eddystone Crossing), there is no immediate need to attract such uses. The tax ratable income, public perception, and customer draw of a well-known commercial retailer would of course do good things for the Borough's economy.

Mixed Use

4.0 Acres or 0.7% of the Borough's Land Area

Mixed uses, typically where apartments are situated above commercial or office uses on the ground floor, are found exclusively along Chester Pike and Winona Avenue. Though a very small percentage of the Borough, the impacts of these uses on the look, feel, and function of Norwood are significant in terms of their physical density, privacy, noise, and traffic generation. This type of development is very common in the core areas of older communities in eastern Delaware County that developed prior to World War II.

Institutional

16.9 Acres or 3.2% of the Borough's Land Area

Institutional uses in the Borough include all municipally owned properties, the Norwood Elementary School, churches, and social clubs. These uses constitute the meeting places and services for community, political, and religious groups and help shape the civic and social fabric of the Borough.

<u>Recreation and Open Space</u> 109.6 Acres or 20.5% of the Borough's Land Area

Lower Park is the only substantial active recreational (29.3 acres/5.5%) resource in the Borough. A small amount of land east of Woodland Avenue near the Muckinipates Creek has some facilities related to the Glenolden Swim Club across the creek. Open space (80.3 acres/15.0%) is dominated by the undeveloped lands south of the Norwood Acres and Winona Homes neighborhoods that border Darby Creek. Memorial and John Kugler Park, where Winona Avenue splits just south of Chester Pike, are two separate "islands" of green space that accent the residential area surrounding it. Huron Park, a grassy median between the two directional lanes of Huron Avenue, is mostly grass with a memorial at the Chester Pike end. These areas and facilities are discussed more in Chapter 3 – Community Facilities.

Railroads, Roads, and Parking 108.0 Acres or 20.2% of the Borough's Land Area

Two railroads (SEPTA R-2 and CSX freight line) cross the Borough in an east-west manner and occupy 11.4 acres (2.1%) of the Borough. The SEPTA line is overpassed by Amosland Road and underpassed by Chester Pike in Glenolden, just east of the Borough. The CSX freight line crosses Amosland Road at-grade and South Avenue at-grade just east of the Borough in Glenolden. Roadways cover a total of 93.0 acres (17.4%) and

dedicated parking lots (see Map 8-1) 3.6 acres (0.7%) of the Borough. See Chapter 5 – Transportation for details on all of these.

Utility and Vacant

22.6 Acres or 4.2% of the Borough's Land Area

DELCORA operates a pump station at the former Muckinipates Sewer Authority property and is the only utility company that owns land within the Borough. It is further investigated in Chapter 4 – Environment. One vacant parcel (0.2 acre) on Chester Pike was identified.

FUTURE LAND USE

The Future Land Use (FLU) Map (Map 8-2) is the fundamental component of this comprehensive plan and is intended to provide the framework for guiding decisions of

Borough Council concerning land use and community development. Although the plan itself is not legally binding, any future revision of the zoning ordinance and zoning map or proposed rezoning of property should be implemented in

It is important to emphasize that the FLU map is <u>not</u> a zoning map; the FLU map is a generalized statement of reasonable and appropriate future uses which can be used to amend the zoning ordinance and map in its image.

accordance with this plan. By doing so, it strengthens the zoning ordinance's validity in cases of a legal challenge and improves the Borough's chances for obtaining state and federal grants.

DCPD conducted an exercise with the Comprehensive Plan Task Force in which the members identified desired future land uses on blank maps of the Borough. With the Existing Land Use Map as a guide, members placed stickers that corresponded to the future land use categories on the maps. Once completed, each map was discussed with the group, and a consensus was reached as to what future land use should be recommended.

This input, along with that of residents, local officials, and Borough Council, has determined these future land uses to be the most appropriate for their particular sites. These recommendations are based on several factors, which may include existing land use patterns, size and shape of the parcel, natural features, traffic volumes, accessibility, and zoning classification. Table 8-3 inventories, by acreage and percentage, the land that is proposed to be devoted to each of these future land uses. It should be remembered that, even though these figures are exact, they are only interpretations of broad and general future land use in the comprehensive plan. Each parcel's future is not set in stone by these designations.



Norwood Borough	Future Land Use Map 8-2	NOTES: 1. USGS - Municipal Boundary 2. Delaware County Board of Assessments - Parcel Boundaries 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 2003
	8-7			

Category	Acres	% of Land
Low-density residential	204.7	38.2
Medium-density residential	51.0	9.5
Town center	7.0	1.3
Neighborhood office and commercial	10.5	2.0
Highway commercial	6.0	1.1
Institutional and community facility	17.0	3.2
Preserved open space	101.6	19.0
Recreation and active park	29.7	5.5
Utility and railroad	12.1	2.3
Road	93.0	17.4
Parking lot	2.8	0.5
TOTALS	535.4	100.0

TABLE 8-3 FUTURE LAND USES

Source: Comprehensive Planning Team, 2003

The built-out nature of the Borough (with the exception of the natural areas bordering the Darby and Muckinipates Creeks intended for conservation) dictates what can be recommended for future development. For this reason, most of the recommendations concerning the future use of land will probably be implemented in a slow, incremental fashion by methods such as infill development, conversion or reuse, and the replacement of structures.

The proposals in this plan encompass the time period between the years 2003 and 2013 but should be reviewed as conditions dictate (at least every three years) and revised or updated accordingly.

Low - and Medium-density Residential

255.7 Acres or 47.7% of the Borough's Land Area

Combined, these two residential categories nearly mirror the five existing residential categories (264.5 acres/49.4%), indicating no desired change. The appropriate type of future residential land use is represented by a density category similar to what exists in 2003, based upon such factors as the existing uses and structures, desired density, existing or recommended zoning, and the carrying capacity of the infrastructure. By designating approximate densities (low density up to six units per acre, medium density between seven and twelve) and not actual housing types, the comprehensive plan offers developers the framework and flexibility to construct housing that is in demand while protecting existing adjacent uses from impacts of excessive density. In order to become effective, these densities would need to be "translated" into specific lot requirements in revisions to the local zoning ordinance.

Town Center

7.0 Acres or 1.3% of the Borough's Land Area

This new use category, to be located between Amosland Road, Winona Avenue, Chester Pike, and Welcome Avenue, would be a mixture of commercial, residential, institutional, and office uses that are pedestrian friendly and cater particularly to residents and SEPTA train riders. Such a redevelopment and centralization of uses would create a true node of activity for the Borough that is currently lacking. It is up to the Borough to design the specifics and implement them through the zoning ordinance.

<u>Neighborhood Office and Commercial</u> and Highway Commercial

These two categories cover the existing commercial areas along Chester Pike and Winona Avenue. Neighborhood office and commercial represents the more localized and small businesses that proliferate on Chester Pike, make it the eclectic mix that it is, and stretch from the intersections with Amosland Road to McKinley Avenue on both sides of Chester Pike. Highway commercial uses extend along the southern side of Chester Pike west of Amosland Road to the Prospect Park Borough boundary. Both of these categories should continue as they are in their respective areas as dictated by market demand.

Institutional and Community Facility

All of the areas that contain existing institutional or community facility uses are to be kept as they are. The only major addition is the former elementary school at the corner of Winona and Mohawk Avenues, currently inhabited by a commercial business which would be rehabilitated to house the Borough municipal functions if acquired.

Preserved Open Space

The preserved open space category proposes to include the existing land use category of open space (80.3 acres/15.0%) and the parcels owned by the Muckinipates Sewer Authority. Chapters 3 – Community Facilities and 4 – Environment contain further information on the preservation of open space.

Recreation and Active Park

This use category is nearly the same as the existing land use category of recreation, expanding only in the area near the Glenolden Swim Club. The few adjacent parcels in this area that are currently classified as open space should be developed as an active park to match the neighboring parcels that are used by the swim club and fenced off. Cooperation with the swim club is needed to make the most of this small but opportunistic area.

17.0 Acres or 3.2% of the Borough's Land Area

101.6 Acres or 19.0% of the

29.7 Acres or 5.5% of the

Borough's Land Area

Borough's Land Area

16.5 Acres or 3.1% of the Borough's Land Area

<u>Utility and Railroad</u> 12.1 Acres or 2.3% of the Borough's Land Area

This category combines these two existing land uses of the same names that are separate on the Existing Land Use Map. Utility shrinks greatly with the change in use of the majority of the Muckinipates Sewer Authority parcels on Muckinipates Creek from utility to recreation. Railroad remains the same.

Road and Parking Lot 95.8 Acres or 17.9% of the Borough's Land Area

By combining the road and parking lot categories from the existing land use, they stay essentially the same. At this time, the street grid is complete, and no new roads or developments with new roads are proposed. Likewise, no new parking lots were proposed, which does not mean that there is no need for them. The Borough should consider adding parking when further studies are completed and indicate their type, size, and location. Chapter 5 – Transportation discusses the Borough's parking situation in depth.

DELAWARE COUNTY RENAISSANCE PROGRAM PROJECTS

Due to the timing of the creation of this plan and the inception of the County's Renaissance Program, a linkage between the two planning efforts seemed natural. The first result of the Renaissance Program was the creation of Action Plans for 29 municipalities in the eastern and southern portions of the County. These municipalities were broken into five separate planning areas, and a professional consultant hired to prepare the Action Plan for that region. Kise, Straw, and Kolodner Inc. of Philadelphia worked with the ten municipalities – the Boroughs of Aldan, Collingdale, Colwyn, Darby, Folcroft, Glenolden, Norwood, Prospect Park, and Sharon Hill and Darby Township – to identify a series of economic development and community revitalization projects that will improve the quality of life within the communities. See Figure 8-1 for a map of Planning Area 4.

The goal of the program is stated in the introduction of the Action Plan:

"Delaware County Council initiated its Renaissance Program to reverse the trend of decline and begin revitalizing the County's first-generation municipalities. The aim of the Program is to complete five-year Action Plans for each of the five Planning Areas in the southeastern portion of the County. Action Plans will 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, pubic 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 municipal impacts, and ideally, the Renaissance Program will foster regional cooperation through economic revitalization."



FIGURE 8-1: Renaissance Program Planning Area 4 Location Map

Source: Delaware County Renaissance Program, Planning Area 4 Action Plan, Kise Straw & Kolodner Inc.

The Action Plan contains a socio-economic and demographics review, a vision statement, and a series of revitalization goals. The following revitalization strategies were developed, along with general parameters for each project covering cost, time frame, agency coordination, visibility, and County criteria for each:

- Stabilize the community investment area
- Revitalize town centers
- Enhance community identity
- Develop new businesses and market the region
- Improve transit facilities
- Improve recreational access

Norwood is specifically cited in this plan for one project – Norwood Town Center Revitalization. This project was given a high priority within the planning area, meeting two Action Plan goals. This project focuses on Winona Avenue from Chester Pike to Welcome Avenue and has the following components outlined for it:

- 1. Install streetscape amenities to improve aesthetics.
 - redesign/replace sidewalks
 - plant shade trees
 - install pedestrian-oriented lighting
 - enhance crosswalks
 - provide street furniture
 - install way-finding signage
- 2. Provide traffic-calming initiatives to slow traffic and provide safer crossings.
 - reduce lane widths
 - reduce curb radii
 - install pedestrian and traffic signals
- 3. Establish a façade improvement program to provide business owners with financial incentives for appearance enhancements.
- 4. Prepare design guidelines to ensure consistent façade improvements and educate business owners about desirable design features.

A seven-step project approach is identified, along with funding sources, which include the U.S. Department of Transportation programs, Pennsylvania DCED programs, foundations, and County funds. The total cost for this project is estimated at \$471,800.00. Additional high-priority projects in the Action Plan that affect the Borough are the Municipal Gateway Project, Business Development Program, and Transit Facility Improvement Project.

KEY FUTURE LAND USE PROJECTS

In addition to the previously recommended future land uses, five potential future development or redevelopment "projects" grew out of discussions with the Comprehensive Plan Task Force. The proposals, each complete with a table of possible details, are meant to spur further thought and discussion by the Borough as to the actual desired type, style, design, and overall impact of the project. Many of these are also depicted on Map 8-2 by their type of future land use.

Town Center Development

The Comprehensive Plan Task Force, spurred by the County Renaissance Program's Planning Area 4 Action Plan which recommended a town center project for Winona Avenue, requested that a "town center" type of use be created to go with this concept. Table 8-4 covers potential details for creating a planned mixed use development of independent or strip-style commercial, residential, small office, institutional, and even small park uses. Businesses could be of the smaller local or chain personal service variety, such as convenience store, wine and spirits, laundry, hardware, music/book store, travel agency, or professional office. Uses should be primarily pedestrian in nature, not necessarily requiring a vehicle to access them, such as a large grocery store would.

What	Redevelop with a mix of neighborhood-type commercial, institutional, office, and parking uses	
Where	Amosland Road and Winona Avenue between Chester Pike and Welcome Avenue	
Why	To build upon and support the existing nucleus of the Borough's business area	
When	Upon the Borough pursuing the project, feasibility studies, and private investment	
How	Through a CDC, as a Renaissance Program project, and free market	
Ronotite	Redevelop a mostly residential corridor that has seen increased vehicular use as a regional collector road and an aging central business area as a cohesive town center of mixed uses	
Funding	Borough funds, Renaissance Program, SEPTA, and private investment	
Option	Market the area and hire one developer to purchase land and implement the project as described	

TABLE 8-4TOWN CENTER DEVELOPMENT

Source: DCPD, 2003

The addition of institutional and municipal uses would intensify and enhance this area as the focal point of the Borough. This linkage would be consistent with the characteristic features of new urbanism and traditional neighborhood development, where a public building or node of buildings serves as the visual and functional focal point of the community. Small public spaces, such as a tot-lot, memorial, or simply a pocket park/passive open space with trees and benches would add to the pedestrian aspect of the block. Proximity to Interboro High School and the SEPTA train station cannot be overlooked as assets to such a pedestrian-friendly environment. One issue noted by the Comprehensive Plan Task Force as a problem along the Chester Pike corridor is parking for all uses. This shortage of parking spaces would also need to be addressed in this project. Three possibilities for parking in the town center could be:

- 1. As is typically required and installed, each development/use would have to provide a minimum amount of dedicated parking, per the zoning ordinance. Additionally, a dedicated lot for SEPTA riders only could be built, complete with numbered spaces and a "slot box" payment system. Ownership could be SEPTA (depending on its interest in increasing parking capacity), Borough, or a joint venture. This SEPTA lot could perhaps be open for free local use between 6:00 p.m. and 6:00 a.m.
- 2. A centralized and shared metered parking lot for the entire town center, owned and operated by the Borough (possibly through a local parking authority). From late afternoon on, it could be free and open to the public, acting as a shared parking resource for the entire Borough and "night time" businesses. It could be locked for a period overnight to eliminate undesired overnight parking by nearby residents.
- 3. A combination of these two, where the spaces are either all metered (12 hour to accommodate SEPTA riders) or slot box, which would serve all possible users. By linking the parking, it creates a synergy where SEPTA riders will patronize the businesses in the town center, and the town center will attract uses/businesses that serve SEPTA riders. Because parking would be handled in a shared manner, individual uses would generally not have required parking standards, which is a cost saving to the business owner/developer.

Community Center

The Comprehensive Plan Task Force displayed a strong desire for an indoor multipurpose facility, as detailed in Table 8-5, that would provide space for both community and recreational activities. Such a facility would primarily serve the residents of Norwood but could also be a regional resource for indoor recreational leagues and multijurisdictional community events. Furthermore, the community center would alleviate the demand that local groups currently put on school district gymnasiums. This facility could also serve as a meeting space for various groups, as well as a command center and refuge during emergency situations. Location of the community center should take into consideration linking sidewalks and public trails extending to residential areas, as well as the requisite parking demands that a local/regional facility might require.

What	Build a multi-purpose community center for recreational and community events	
Where	Site to be determined by the Borough	
Why	Borough currently has no such facility and experiences difficulty with school district facilities for sports team practices	
When	Upon the Borough pursuing the project and feasibility study completion	
Benefits	A Borough-owned facility that serves all Borough residents and groups outside of the Borough	
Funding	Borough funds	

TABLE 8-5COMMUNITY CENTER

Source: DCPD, 2003

Gateway Improvement Project

This project was identified in the County Renaissance Program's Planning Area 4 Action Plan and suggests gateway signage throughout the ten-municipality region. Table 8-6 details the extent and location of informative entryway signage at the three main Borough "gateways." The Borough's best option would be to implement the project as outlined in the Action Plan.

TABLE 8-6

GATEWAY IMPROVEMENT PROJECT

What	Add attractive and informative signage identifying Norwood Borough	
Where	Amosland Road at the border with Ridley Township, Chester Pike at the borders with Prospect Park and Glenolden Boroughs	
Why	Provide passersby and residents an attractive entryway and sense of pride in Norwood	
When	As soon as possible	
How	Implement the Renaissance Program project as described in the Planning Area 4 Action Plan	
Benefits	Improve three areas of the Borough with County funds	
Funding	County Renaissance Program	

Source: DCPD, 2003

Conservation of Muckinipates Sewer Authority Properties

This project, as detailed in Table 8-7, recommends the conservation of three undeveloped parcels that may, in the future, face development pressures. Two of the parcels abut the Lower Park recreational area and front on Muckinipates Creek, while the other fronts on Amosland Road, from which access would be made. The Borough should begin discussion with the owners of these parcels about their future intentions for them. As potential buildable brownfield sites, these parcels represent the best option for any large future development – or conservation – in the Borough. If the Borough feels strongly enough about the conservation of this area, it must be proactive in its future use and not allow the private sector to dictate its use.

TABLE 8-7

-	
What	Conserve three former utility parcels as municipal open space or recreational land
Where	Three former MA parcels along Muckinipates and Darby Creeks
Why	Preserve natural areas and gain potential recreational space
When	As soon as the Borough commits to work toward conservation of these parcels
How	Begin talks with property owners and seek support and funding for land purchasing
Benefits	Inhibit future unwanted development of these parcels
Funding	DEP's CZM Program
Option	Have current property owners agree to deed restrict against future development of parcels

CONSERVATION OF MUCKINIPATES SEWER AUTHORITY PROPERTIES

Source: DCPD, 2003

New Municipal Building

The Comprehensive Plan Task Force, echoing the general sentiment of all of those who work in the existing municipal building, would like to see the Borough municipal offices move to a better, larger, and more notable location. The Comprehensive Plan Task Force identified the former Norwood Elementary School (currently utilized by a private company) on Winona Avenue as a potential site. This type of historical reuse (see Chapter 6 – Historic Preservation) has many merits and benefit and would give the Borough government a much more appropriate home. Table 8-8 details possible specifics of the project.

TABLE 8-8

NEW MUNICIPAL BUILDING

What	Reuse the former elementary school as a municipal building
Where	Northwest corner of Winona and Mohawk Avenues
Why	Relocate Borough government into a larger and more central location in an historic building
When	Upon acquisition by the Borough
How	Borough acquisition and restoration
Benefits	Historically preserve and reuse the former elementary school building
Funding	PHMC preservation grants, County Renaissance Program, and Borough funds
Option	Solicit a developer to purchase and carry out project as described and then lease from the developer

Source: DCPD, 2003

CONSISTENCY REQUIREMENTS

The year 2000 amendments to the Pennsylvania MPC placed strong emphasis on coordinated, countywide planning. General consistency was also emphasized, as disjointed and contradictory planning results in haphazard development and creates problems and

The MPC requires a municipality's zoning ordinance to be "generally consistent" with its comprehensive plan.

issues that need not occur. Section 603(j) of the MPC requires a municipality's zoning ordinance to be "generally consistent" with its comprehensive plan, which aims to base the legal implications of zoning on the goals and objectives set forth in that plan. Section 301.a (5) requires local comprehensive plans to be "generally consistent" with the County comprehensive plan. At the time of adoption of this plan, the County had yet to adopt its comprehensive plan. Therefore, there are no official or adopted Countywide planning goals or objectives with which the Borough needs to achieve consistency. The Borough will receive a copy of these guidelines after the County adopts its comprehensive plan and should then take the necessary steps to achieve consistency.

The MPC now also strongly emphasizes the importance of contiguous municipalities joining together to prepare multi-municipal comprehensive plans. The State looks favorably upon those municipalities who do joint and coordinated planning when deciding on grant application awards. The requirements for consistency between municipal and County plans and the encouragement of multi-municipal cooperation represent steps toward a more coordinated planning environment. It is particularly important in Pennsylvania and Delaware County, where planning and zoning efforts among municipalities have often been fragmented and contradictory. When the time comes for the Borough to update this plan, it should strongly consider a multi-municipal effort.

RECOMMENDATION FOR CONSISTENCY REQUIREMENTS

The Borough should:

8-1 When the times come, review this plan for consistency with the County comprehensive plan and seek a multi-municipal effort when updating this plan and performing other planning studies or projects whenever possible.

Technical Assistance: DCPD Community Assistance section

REVISION OF THE ZONING ORDINANCE

The existing Borough zoning ordinance (Chapter 90, with the latest major amendments occurring in 1989) is recommended by the County to undergo a complete revision in order to make it consistent with this comprehensive plan and the MPC. Article VI of the MPC covers zoning and should be reviewed by the Borough and its Solicitor to determine all of the areas in which the existing ordinance is deficient.

Noted below are just a few proposals and directions that the Borough may wish to investigate for districts that better cover the existing and future land uses discussed in this plan. When the Borough is ready to revise its zoning ordinance, it should contact DCPD, confer with its Engineer, or hire a private consultant.

Zoning Districts

The current zoning ordinance, exemplified in Table 8-9, only contains five use districts, four of which are residential. For the protection of the residents, businesses, non-commercial entities, parks, and open space, additional districts should be created that match the desired uses to these areas with adequate performance standards and regulations. Following the lead of the FLU map, the districts identified in Table 8-10, or something similar to them, should be amended into the zoning ordinance.

During the existing land use survey, no true industrial uses were found and shown on the existing land use map. Partially because of this, the Comprehensive Plan Task Force requested that no industrial uses be recommended on the FLU map, as they felt no area in the Borough is appropriate for industrial uses. To be consistent with this, they also requested that no industrial zoning district be recommended. With industrial parks in nearby Folcroft Borough and Darby Township, the Task Force felt that the demand for such uses in a built-out residential municipality are very low to nonexistent. It must be noted that the MPC outlines what a municipal zoning ordinance shall and may provide. Pennsylvania courts have generally interpreted the MPC to require municipalities to provide for, through zoning, all land uses within their boundaries. Consequently, the County does not support the exclusion of any categorical use within the Borough.

TABLE 8-9

Article	Name	Code Number	Uses Permitted By Right
	Residence	90-7	Detached dwelling
IV			Municipal recreational use
			Accessory use to dwelling
Residential Semi-			All those in Article IV – Residence
V	detached	90-12	Semi-detached dwellings
VI	Business	90-16	All those in Article IV – Residence
			Seventeen types of mostly commercial businesses (notable: club and fraternity house/lodge and multi-family dwellings)
			Two (A and B) descriptions of prohibited uses
XI	Townhouse	90-43	Townhouse development
	Residence	90-43	Single-family detached dwelling
XII	Mobile Home Park Development	90-48	Not directly stated

EXISTING ZONING DISTRICTS

Source: Norwood Borough Zoning Ordinance, 1982

TABLE 8-10

Code	District	Uses by Right	Uses by Special Exception
R1	Residential	Single-family detached	Single-family semi-detached
R2	Residential	attached	Garden-style apartment buildings with limited number of units and height limitations
тс	Town Center	Commercial and institutional uses less than 3,000 square feet, mixed use residential above commercial, and pay parking facility	Apartment or condominium development not to exceed 10 housing units
NC	Neighborhood Commercial and Office	Commercial businesses less than 5,000 square feet, drive-through restaurants, and other auto- dependent commercial uses	Rental apartments above first floor office/commercial
С	Commercial		Any higher impacting commercial or light industrial uses the Borough desires
OS	Open Space	•	Flood prevention controls and sewage pumping stations
INST	Institutional	Institutional and recreational	None
НО	Historic Overlay	Provisions meant to protect scattered historic resources throughout the Borough	Applicable as an incentive
FO	Floodplain Overlay	Provisions meant to inhibit poor development in designated floodplains	Applicable as an incentive

RECOMMENDED ZONING DISTRICTS

Source: DCPD, Comprehensive Plan Task Force, 2003

R-1 – Residential Low-Density

Area: West Side, East Side, Norwood Acres, and Delaware Avenue neighborhoods

The purpose of this district is to protect, maintain, and preserve existing low-density residential development. It would be characterized by:

- Permitting by right only single-family detached dwellings
- Area and bulk regulations that provide minimums and/or maximums for yards on all sides of a dwelling

R-2 – Residential Medium-Density

Area: Winona Homes and Delaware Avenue neighborhoods

The purpose of this district is to protect, maintain, and preserve existing low- and medium-density residential development. It would be characterized by:

- Permitting by right only single-family detached, semi-detached, and attached dwellings
- Conversion of single-family detached structures, subject to conditions of a special exception

• Area and bulk regulations that provide minimums and/or maximums for yards on all sides of a dwelling

TC – Town Center

Area: East side of Amosland Road and Winona Avenue, between Chester Pike and Welcome Avenue

The purpose of this district is to permit neighborhood scale, service-oriented commercial, residential (apartments), small office, institutional, and recreational uses. See the previously discussed Town Center development project.

NC – Neighborhood Commercial and Office District

Area: Both sides of Chester Pike between Amosland Road and McKinley Avenue

The purpose of this district is to create and foster a mixture of commercial businesses and offices with higher-density residential configurations. It would be characterized by:

- Commercial uses less than 10,000 square feet
- Permitting by special exception the conversion of existing single-family detached and semi-detached dwellings into multi-family dwellings, not to exceed a number of units to be determined by the Borough
- Specifics for conversions in a section dealing solely with special exceptions

C – **Commercial District**

Area: Properties fronting on the south side of Chester Pike between the intersection with Amosland Road and Summit Avenue, but not including the last parcel on the southeast corner of Chester Pike and Summit Avenue

The purpose of this district is to cater to commercial uses greater than 5,000 square feet, possibly including uses such as pharmacies, auto dealers, fast-food restaurants, and the like, characterized by:

- Minimum parking standards
- Maximum signage provisions
- Screening and landscaping requirements that meet a standard that produces a homogeneous and beautified streetscape for Chester Pike

OS – Open Space District

Area: Parcels below the Norwood Acres and Winona Homes neighborhoods and the former Muckinipates Sewer Authority parcels

The purpose of this district is to conserve those lands currently, or desired to be, used for passive recreation, conserved open space, and floodplain management, characterized by:

- No development beyond walking trails (multi-purpose paved and/or natural materials), benches, trash receptacles, and informational signage
- No permanent public roadways for access purposes

INST – Institutional District

Area: Site specific throughout the Borough

The purpose of this district is to provide areas for development and expansion of community facilities, including the allowance of any type of Borough-owned facility deemed appropriate by Borough Council.

Additional Revisions

In addition to creating these new districts, the following should be amended:

- Conditions and standards for special exceptions
- Supplemental regulations
- Signs and parking standards
- Nonconforming uses, structures, and lots

To ensure that the zoning ordinance is given enough "muscle" behind it, a section called "Administration, Enforcement, and Amendments" sets forth the manner in which the ordinance should be administered, enforced, and amended in the future to stay consistent and legal. Finally, a comprehensive definitions section needs to be created that covers the basis for any terms that are identified as being variable or interpretable in several ways.

RECOMMENDATION FOR REVISION OF ZONING ORDINANCE

The Borough should:

8-2 Perform a comprehensive review and revision of its zoning ordinance (per the suggestions in Chapter 8 – Land Use).

Funding Programs:	CZM Program
	CDBG Program
	LUPTAP
Technical Assistance:	DCPD Community Assistance section

REGIONAL RELATIONSHIPS

Norwood Borough has common boundaries with Prospect Park Borough, Glenolden Borough, Folcroft Borough, Tinicum Township, and, for a short distance, Ridley Township. Most of these borders are comprised of similar land uses – residential facing residential and the Chester Pike commercial corridor continuing in both directions – thus, there are no egregious incompatible land uses with neighboring municipalities.

Philadelphia International Airport is one nearby land use that affects the Borough in an unusual way. Noise pollution from planes landing and taking off is a very real problem with which communities in this portion of the County must deal. The Federal Aviation Administration completed a mandatory Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study for the airport in 2002. Current and expected future conditions were identified and alternatives and solutions proposed. This study identified the areas that are most affected by airplane noise and implemented a program that offered noise abatement devices to be installed in the homes of those affected. No homes in Norwood are eligible for this program.

CHAPTER 9

IMPLEMENTATION STRATEGIES AND TWO-YEAR ACTION AGENDA

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. Unfortunately, implementation cannot be accomplished by a single act or a single document. It is a series of private and public 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

The completion of this comprehensive plan does not conclude the planning process in Norwood Borough. Rather, it is the first step in planning for future development and redevelopment projects and the provision of municipal facilities and services. The Borough Planning Commission, with the aid of other Borough officials, is the custodian of this plan. The Borough should use a variety of methods to pursue an effective perpetual planning program, such as:

- Initiating a continuing planning program that is essential for the implementation of the comprehensive plan.
- Publishing an annual summary of its work to implement this comprehensive plan, emphasizing the positive role it plays in the ongoing development of the Borough and the role of the comprehensive plan in community life.
- Regularly reviewing the comprehensive plan to ensure that developments, events, and conditions are adequately reflected. A planning committee (consisting of members of Borough Council, the Planning Commission, the Zoning Hearing Board, and other local officials) should formally review and update this plan as conditions warrant or at least once every three years.
- Participating in the work of the County and regional agencies which have an interest in planning for the Borough.
- Emphasizing coordinated planning efforts with surrounding municipalities for public facilities including sewerage, water, transportation, and recreational areas as well as land use issues.

IMPLEMENTATION STRATEGIES

The following are tools that the Borough should have ready to use as part of the implementation of the comprehensive plan. These local ordinances and programs all work together to comprise the planning process the Borough is responsible for undertaking.

Zoning Ordinance

The Borough zoning ordinance is the principal tool for implementing this comprehensive plan and for regulating the use of land. As noted in Chapter 8 – Land Use, the existing ordinance contains deficiencies and inconsistencies in several areas, and a definite need for revision exists. The revised ordinance should be prepared in accordance with this plan, modern zoning principles, and the provisions of the MPC. By doing so, it will require fewer amendments in the future, meet general consistency requirements, and be legally more defensible.

Subdivision and Land Development Ordinance

A SALDO, used in concert with the zoning ordinance, ensures that developments are accomplished in a manner that allows for the maximum protection of the environment, adjacent uses, and the public. The SALDO is applicable when dividing land into two or more parcels, developing property, and laying out streets and utilities. This ordinance controls development features such as street widths, grades and curves, driveways, sight distances, lot design, sewage disposal, storm drainage, and recreational areas for new developments or additions/revisions to existing development.

The Borough does not have its own SALDO and uses the County's ordinance. Because of Norwood's built-out nature, there is very little subdivision and land development activity in Norwood Borough. However, the Borough 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 Borough must decide if the County's SALDO is acceptable or if the Borough should prepare its own ordinance based upon the County's SALDO. The County will have an updated SALDO available for adoption by municipalities by the end of 2004. The Borough should monitor this effort to determine the extent to which the new County ordinance will include provisions that address its expected subdivision and land development needs.

Official Map

Article IV of the MPC enables municipalities to prepare an official map. This map is intended to show "appropriate elements or portions of elements of the comprehensive plan...with regard to public lands and facilities, and which may include, but need not be limited to:

- Existing and proposed public streets, watercourses, and public grounds, including widenings, extensions, and 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 held by public bodies undertaking the element described in Section 401(a)."

When a municipality creates an official map, it legally states its desired future use for that street, watercourse, or public ground. If a property owner submits an official request to develop or build on land that has been identified for public use on an official map, the municipality has one year to purchase or begin condemnation proceedings to acquire the property. The 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 subdivision and land development ordinance, zoning ordinance, and comprehensive plan, an official map can give strength and validity to the Borough's wants and needs for future growth. In this manner, the Borough could take proactive measures in shaping important components of its future development, in contrast to simply reacting to developers' proposals.

Capital Improvements Program

A capital improvements program incorporates planning and budgeting to ensure that necessary funds are available for the purchase of equipment, land, buildings, and major renovations for relatively expensive items or projects. The Borough presently does not utilize an improvement program similar to this, but rather budgets yearly for anticipated repairs, replacements, upgrades, etc. Examples of capital improvement projects are storm and sanitary sewer replacement, street improvements, recreational projects, construction or substantial public building renovations, and the purchase of equipment such as fire trucks and police vehicles. Once identified, the projects must be prioritized by determining when projects would be of greatest benefit to the community. 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,
- Scope of the project,
- Cost savings to the Borough as a result of the project,
- Relationship with other projects in the Borough or abutting municipalities;
- Economic impact, and
- Public support.

Capital improvements programming is a process designed to anticipate what community projects are needed over the next five to fifteen years. The priority assigned to projects

reflects their need and cost. Projects may even be completed in phases and last for several years. In setting these priorities, it is important to remember that many projects take several years to complete. By ranking projects, the Borough can budget money to spread their cost over a number of years or, under other circumstances, make large purchases 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 capital improvements program 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 improvement.

In order to establish a capital improvements programming process, the Borough should appoint a committee responsible for the evaluation and prioritization of capital projects. Borough Council, members of other local boards, the Borough Engineer, and other appropriate officials should work together in selecting and prioritizing projects for the capital improvements program.

The operating budgets adopted annually throughout the period covered by the comprehensive plan are not generally considered to be major implementing devices. However, many of the recommendations established in this 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 Borough's operating budget. The level of services provided by the departments carrying out these functions will have a direct impact on the Borough's ability to carry out the recommendations set forth in this comprehensive plan.

Code Enforcement Program

Code enforcement activity represents another method of implementing this plan and all other laws, codes, and ordinances of the Borough. Through their enforcement, the Borough can help ensure that new construction, rehabilitation, and conversions are constructed with proper materials and appropriate construction methods. The primary responsibilities of the local Code Enforcement Officer and Building Inspector are to inspect all building components of new construction, additions, alterations, and the repair of structures. The following items are ways in which the Borough could strengthen its code enforcement program:

- Ensure that its Code Enforcement Officer and Building Inspector receive all of the required training per the Pennsylvania Uniform Building Code so that they may more completely fulfill their job descriptions.
- Seek a multi-municipal arrangement for code enforcement.

- Conduct residential inspections for adherence to codes at designated (written) and regular intervals, generally annually for rental units and at the time of sale for owner-occupied units.
- Utilize clear and concise forms for code enforcement.
- Ensure that an enforcement notice (Section 616.1 of the MPC) is issued for <u>every</u> observed violation and that it clearly states that violators may be fined as set forth by Section 617.2(a) of the MPC.
- Increase the fee penalties for all ordinance infractions, which should encourage compliance with the Borough's ordinances and laws.
- Continue to follow up enforcement notices with the issuance of a citation. The Borough needs to advise the violator of the specific amount that he will be fined if he does not comply within a given number of days (10, 30, etc.). The Borough's citation form must also advise the violator that, in the event of further noncompliance, the matter could be brought before the District Justice as provided for in Section 617.2(a) of the MPC.
- Adopt a use and occupancy ordinance that lists items that must be in compliance before a certificate of occupancy is issued.

Intergovernmental Cooperation

Often there are times when the finances, personnel, and/or expertise of one municipality are insufficient to deal with problems that either cut across municipal boundaries or can be handled more cost effectively when provided through a multi-municipal effort. The Intergovernmental Cooperation Act of 1972 permits the governing body of a municipality to enter into agreements with other municipalities to pursue any recognized municipal activity or function. Similarly, the MPC provides for the formation and operation of joint planning commissions and encourages the preparation of multi-municipal comprehensive plans and zoning ordinances.

Another method of intergovernmental cooperation is the formation of a Council of Governments (COG). As defined by state law, a COG is a voluntary association of municipalities working together under a written agreement toward the solution of a common problem. Although COGs do not have the power to implement or finance their decisions, their formation provides a forum for discussing common problems and issues. By participating in a COG, a municipality makes regional decisions that directly influence the health and well-being of its residents and business community.

Examples of areas where joint action can be particularly beneficial are joint purchases of capital equipment such as police and fire protection vehicles and joint purchases of materials and supplies. Joint applications for grants and studies can also prove

beneficial to all participants. Transportation improvements, such as synchronizing traffic signals along a corridor, can also benefit the community and region.

<u>Citizen Involvement</u>

Shaping the growth of a community requires active citizen participation. The Borough administration places great importance on the opinions of its residents and business community. Because our system of law emphasizes private rights, it is the duty of private groups and citizens to act constructively in community affairs. Participation in the planning process must be a positive effort, as criticism alone is not sufficient. Citizens offering constructive alternatives are vital to the operation of government.

Each person who is concerned with the future of Norwood Borough should educate himself about the problems and challenges facing the Borough and use this comprehensive plan in this informational process. It provides background studies that contain important statistical data and makes recommendations for land use, transportation, natural and historic resources, housing stock, and community facilities based on the available data. The plan is, however, only a tool to guide decisions. For it to be successfully implemented, this plan must have the support of the Borough residents.

TWO-YEAR ACTION AGENDA

Implementation of the recommendations outlined within this plan is expected to occur incrementally over the next ten years. This section identifies recommendations from previous chapters (with their original identification number) that should be started or accomplished within the first two years. They are grouped into twelve common themes of actions to be used in the approximate sequence listed for the most effective implementation of the plan. The realities of municipal agendas are affected by a variety of factors, including previous commitments, the people involved, funding considerations, contractual obligations, etc. However, to the extent possible within these limitations, the Borough should strive to adhere to this action agenda.

Since the Borough Planning Commission is the custodian of this plan, it will be its responsibility to oversee the implementation of this two-year action agenda. The Commission should annually track its progress and develop a revised agenda every two years. These short-term actions are some of the stepping stones, or necessary first steps, that will enable all of the recommendations in the plan to be implemented. By laying the foundation with ordinances, committees, programs, and education, the Borough can realize its vision.

Form Committees and Boards

The Borough should:

6-3 Consider the creation of an official historic preservation advisory body such as an Historical Commission or HARB.

Technical Assistance: DCPD Historic Preservation section

7-12 Form a municipal CDC that works to acquire and resell deteriorated residential properties and build new for-sale owner-occupied properties.

Technical Assistance:	OHCD
	DCED
	DCPD Community Assistance section

Participate in Regional Groups

The Borough should:

4-9 Actively participate in the Delaware County and regional CZM programs and look to the DEP CZM Program for possible funding of projects.

Funding Program:	CZM Program
Technical Assistance:	CZM Program DCPD Environmental Planning section

Amend or Adopt Ordinances

The Borough should:

4-11 Adopt and implement the *River Conservation Plan* prepared for Darby Creek, enabling the Borough to access state funding for stream corridor-related activities and programs cited in the plan.

Technical Assistance:	Darby-Cobbs Partnership
	Darby Creek Valley Association

8-2 Perform a comprehensive review and revision of its zoning ordinance (per the suggestions in Chapter 8 – Land Use).

Funding Programs:	CZM Program
	CDBG Program
	LUPTAP

Technical Assistance: DCPD Community Assistance section

Address the Borough's Recreational Needs

The Borough should:

3-2 Regularly inspect and repair equipment and fields at all Borough parks and playgrounds.

Funding Program: Community Conservation Partnership Program

3-4 Conduct a feasibility study for a community and recreational center, taking into account demand, intended audiences, location, types of facilities needed, linkages, etc.

Funding Programs:	CZM Program Community Conservation Partnership Program Local Government Capital Projects Loan Program Transportation Enhancements Program
Technical Assistance:	Bureau of Parks Darby Creek Valley Association DCPD Environmental Planning section

Address Stormwater Quantity and Quality

The Borough should:

4-12 Consider forming an EAC to take on advisory functions as designated by Borough Council and to undertake environmental endeavors on behalf of the Borough.

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

4-15 Identify and stencil inlets leading to streams as part of meeting the federal NPDES Phase II program requirements.

Funding Program:	Conservation District Mini-grants
Technical Assistance:	DCPD Environmental Planning section

4-16 Develop local stormwater management regulations governing both quantity and quality of stormwater in accordance with the Darby/Cobbs Creeks Act 167 Stormwater Management Plan.

Funding Program:	Act 167 Stormwater Management Program Chapter 111 Funding
Technical Assistance:	Act 167 Program Delaware County Conservation District DCPD Environmental Planning section

Improve Pedestrian and Traffic Safety

The Borough should:

5-7 Meet with Prospect Park and Glenolden Boroughs to discuss the common problems caused by cut-through traffic and the use of one-way streets to determine if a mutually agreeable solution to the problem can be found.

Technical Assistance: DCPD Transportation Planning section

5-8 Consider performing a traffic study aimed at employing traffic calming methods to address pedestrian safety, cut-through traffic, speeding, and right-of-way issues.

Funding Programs:	CDBG Program
	Liquid Fuels Tax Program
	Surface Transportation Program
	Transportation Enhancements Program
	TIP
Technical Assistance:	Pennsylvania's Traffic Calming Handbook Traffic Calming, State of the Practice

5-10 Install stop or yield signs where they are needed and not presently in place.

Funding Program: Liquid Fuels Tax Program

Improve Aesthetics Through Streetscaping

The Borough should:

5-24 Install inverted "U" bicycle parking at public facilities such as Borough Hall and in the central business area and encourage others, such as SEPTA and the U. S. Postal Service, to do the same.

Funding Programs:	Congestion Mitigation and Air Quality Improve-
	ment Program
	Property owners' funds
	SEPTA
	Transportation Enhancements Program

5-26 Install bus shelters at the Winona Avenue and Amosland Road bus stops along Chester Pike.

Funding Programs:	Clear Channel Outdoor
	Renaissance Program

5-28 Request that SEPTA install visible signs along Chester Pike directing commuters to the Norwood SEPTA train station and its associated parking.

Funding Program: SEPTA

Address Open Space Needs

The Borough should:

4-4 Seek to implement the recommendations in the *Heinz Refuge Master Plan* relating to acquisition/preservation of the properties located south of Lower Park by the Heinz Refuge.

Technical Assistance:	Darby-Cobbs Partnership
	DCPD Environmental Planning section
	John Heinz National Wildlife Refuge at Tinicum

6-2 Seek to secure long-term conservation of the land surrounding the historic Morton Morton House so that archaeological resources that may be buried at the site are not lost or damaged and the house is not threatened by nearby adverse development.

Funding Program:	Keystone Historic Preservation Grant Program
Technical Assistance:	DCPD Historic Preservation section PHMC

Improve Borough Administration

The Borough should:

3-9 Update its emergency response plan and prepare for its implementation.

Technical Assistance:Pennsylvania State Association of BoroughsDelaware County Emergency Services Department

5-14 Reexamine its residential parking permit program, including setting limits on the number of permits allowed per unit, developing provisions based on the number of off-street parking spaces a unit has, setting limits on commercial or exceptionally large vehicles, and stopping the sale of permits to those who live outside of the Borough.

Technical Assistance: DCPD Transportation Planning section

Improve the Borough's Infrastructure

The Borough should:

3-14 Begin development and implementation of the corrective action plan specified in the Borough's 1996 I&I study in the County Act 537 plan.

Funding Programs: CDBG Program Pennsylvania Infrastructure Investment Authority Renaissance Program

4-17 Establish a capital improvements program and pursue funding for installation, expansion, repair, and replacement of storm sewer system components as the need arises.

Funding Programs:	CDBG Program
	Communities of Opportunity Program
	Pennsylvania Infrastructure Investment Authority
	Renaissance Program
	Section 108 Loan Guarantee Program

5-4 Develop a streetscape design for Chester Pike and Winona Avenue that will be safer for and more attractive to pedestrians and help attract customers to businesses.

Funding Programs:	Renaissance Program
	Liquid Fuels Tax Program
	Surface Transportation Program
	Transportation and Community Development
	Initiative
	Transportation Enhancements Program
	TIP
	Tree Maintenance Grant

	Technical Assistance:	DCPD Community Assistance section National Main Street Center	
5-5	Construct larger more attractive welcome signs with accent plantings at its four main gateways.		
	Funding Programs:	CDBG Program Renaissance Program Surface Transportation Program	

TIP

Transportation Enhancements Program

Address Housing and Homeownership Issues

The Borough should:

7-1 Help promote the County's Renaissance Revitalization Homeownership First Program to its residents by mailing Program brochures to all renters in the Borough.

Funding Program:Renaissance Revitalization Homeownership
First Program

Technical Assistance: OHCD

7-5 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:	DCHA
	OHCD
	Delaware County Commerce Center

7-7 Pursue marketing efforts to increase the use of the County's housing programs.

Funding Programs:	Home Improvement Loan Program
	Home Investment Partnership Program
	Home Modification and Repair Program
	Housing Development Fund
	Owner-Occupied Housing Rehabilitation Program
	Weatherization Program

Technical Assistance: OHCD

UPDATING

Because of the rapid growth in technology and our increasingly service-based economy, the time horizon for the conclusions of this study will be much shorter than that for the 1982 plan. Accordingly, the period between 2003 and 2013 is the time frame during which the conclusions of this study will be most relevant or applicable. However, the Borough should update the plan to reflect changing conditions such as new census figures, the addition of major employers, changes in the roadway system or public transportation, etc. as they arise. In any case, the plan should be reviewed by the Borough Planning Commission or a task force designated for that purpose at regular intervals, but not less frequently than every three years. These periodic revisions could primarily reflect major changes and events; they need not be comprehensive or exhaustive. With this limited agenda, people will be more willing to serve on any group whose purpose is to update this comprehensive plan.

CONCLUSION

This comprehensive plan is a policy document intended to guide the ongoing development of the Borough. It outlines the Borough's vision and develops goals, objectives, and recommendations to achieve its vision. However, the plan, not being a regulatory instrument, only serves as a guide for managing growth and development within the Borough. The comprehensive plan is the foundation for all local plans, programs, and regulations. The County SALDO and Borough zoning ordinance are to reflect the goals and objectives outlined in this plan.

Furthermore, Borough officials should consult this plan when confronted with new problems and issues. In particular, decisions regarding land use, transportation, community facilities, and other functional areas discussed should always be made only after consulting this plan. Proposals for amendments to the Borough's zoning ordinance should also be evaluated in terms of their compliance with this plan.

The comprehensive plan is only one part of a planning process for the Borough. In order for this plan to be effective, it must continually be revised as new information becomes available and new trends and conditions develop. In any case, the Planning Commission should periodically review the findings and recommendations of this study annually and make necessary recommendations for revisions. An ad hoc planning committee should also conduct a thorough review and revision of the plan every three years and recommend necessary updates to Borough Council. APPENDIX A

APPENDIX A

FUNDING AND TECHNICAL ASSISTANCE SOURCES

Listed below are the funding programs and technical assistance sources for the recommendations discussed throughout 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 Website: 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.

Act 339 Sewage Treatment Plant Operation Grants

Pennsylvania Department of Environmental Protection (DEP)

Anthony Maisano Bureau of Water Supply and Wastewater Management P.O. Box 8466 Harrisburg, PA 17105-8466 Tel: (717) 787-6744 Fax: (717) 772-3249 Email: <u>amaisano@state.pa.us</u> Website: www.dep.state.pa.us Annual grants equal to 2% of the local cost of acquisition or construction of public sewage treatment facilities. The program is funded by an annual appropriation of state funds. This grant program assists applicants with the operation and maintenance costs of their sewage treatment facilities.

Act 537 Sewage Facilities Planning Grants

Pennsylvania Department of Environmental Protection (DEP) Southeast Regional Office

Keith Dudley 2 East Main Street Norristown, PA 19401 Tel: (484) 250-5900 Email: <u>kdudley@state.pa.us</u> Website: <u>www.dep.state.pa.us</u> Grants for 50% of the costs associated with the preparation of sewage facilities plans as required by the Pennsylvania Sewage Facilities Act (Act 537). Projects are selected on the basis of need and are prioritized with regard to the extent the planning is required to comply with the Act. Financial assistance is provided to assist in the preparation of official sewage facilities plans and revisions to official plans as required by the Act. Department of Community and Economic Development (DCED)

Commonwealth Keystone Building 400 North Street, 4th Floor Harrisburg, PA 17120-0225 Tel: (717) 787-8158 1-888-223-6837 Fax: (717) 783-1402 Website: <u>www.inventpa.com</u> Funded by the PA DCED, this housing rehabilitation initiative will assist low-income homeowners with repairing major systems problems (such as roofs, HVAC, plumbing, and electric) and the Department of Housing and Urban Development's (HUD) Housing Quality Standards (HQS) violations. By providing rehabilitation assistance to the County's lowest income populations, the program will offer stabilization to homeowners and communities, increasing the lifetime of a home. The financial assistance comes in the form of a five-year forgivable loan with a maximum of \$25,000.

Clear Channel Outdoor

Corporate Address: Clear Channel Outdoor 2850 East Camelback Road Suite 300 Phoenix, AZ 85016

Philadelphia Office: 9130 State Road Philadelphia, PA 19136 Tel: (215) 827-1100 Fax: (215) 827-1101 Email: webmaster@clearchanneloutdoor.com Website: www.clearchanneloutdoor.com Clear Channel Outdoor offers clients the opportunity to cover the entire Philadelphia and Wilmington metro areas with an integrated Out-of-Home campaign using traditional and nontraditional products. Additionally, Clear Channel Outdoor can provide penetration into select suburban areas of Philadelphia, southern New Jersey, and Atlantic City with over 350 shelters. Clear Channel can work with private companies, municipalities, and SEPTA to arrange advertising deals for bus shelters and other outdoor advertising possibilities.

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, 15th Floor Harrisburg, PA 17105-2063 Tel: (717) 772-4785 Fax: (717) 783-4690 Email: jnagy@state.pa.us Website: www.dep.state.pa.us/river/czmp.htm 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 within 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, 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. 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 Email: frubert@state.pa.us Website: 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 the Transportation Equity Act for the 21st Century (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.

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 the National Park Service (NPS). Generally, all components require a match, usually 50% of cash or inkind contributions.

Community Development Block Grant (CDBG) Program

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: <u>wessonj@co.delaware.pa.us</u> Website: <u>www.co.delaware.pa.us/hcd/index.html</u> 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

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: <u>MontgomeryExt@psu.edu</u> Website: <u>http://4trees.cas.psu.edu/grants.html</u> 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

Department of Community and Economic	Т
Development (DCED)	m
Commonwealth Keystone Building	lo
400 North Street, 4 th Floor	fi
Harrisburg, PA 17120-0225	01
Tel: (717) 787-8158	st
1-888-223-6837	co
Fax: (717) 783-1402	ec
Website:	co
<u>www.inventpa.com/default.aspx?id=320</u>	•

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 improving a community's quality of life.

Community Recreation Grants

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 Email: frubert@state.pa.us Website: www.dcnr.state.pa.us Community Recreation Grants are awarded to municipalities for recreation, park, and conservation projects. These include the rehabilitation and development of parks and recreational facilities; acquisition of land for park and conservation purposes; and technical assistance for feasibility studies, trails studies, and site development planning. Grants require a 50% match except for some technical assistance grants and small community projects.

Community Revitalization Program

Department of Community and Economic Development (DCED)

Commonwealth Keystone Building 400 North Street, 4th Floor Harrisburg, PA 17120-0225 Tel: (717) 787-8158 1-888-223-6837 Fax: (717) 783-1402 Website: <u>www.inventpa.com</u> 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.

Community Transit of Delaware County (CTDC)

206 Eddystone Avenue Eddystone, PA 19022-1594 Tel: (610) 490-3960 Website: http://muse.widener.edu/~pmg0001/co mmunity_transit.htm Community Transit serves those with mobility (ambulatory as well as semi- and non-ambulatory), visual, developmental, and hearing disabilities throughout Delaware County, providing door-to-door assisted access to Lankenau, Bryn Mawr, and Center City Philadelphia areas for doctor's appointments. Transportation hours are 7:00am-5:00pm, Monday – Friday, with special hours available for dialysis patients. Phone reservations can be made from 8:30 am-3:30 pm, Monday-Friday. Fare is \$11 one-way; senior rate begins at \$1.65 one-way.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Amy Fox Federal Highway Administration Philadelphia Metropolitan Office 1760 Market Street Philadelphia, PA 19103 Tel: (215) 656-7070 Fax: (215) 656-7269 Email: <u>amy.fox@fhwa.dot.gov</u> Website: 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

Delaware County Conservation District Rose Tree Park - Hunt Club Media, PA 19063 Tel: (610) 892-9484 Fax: (610) 892-9489 Email: info@delcocd.org Website: http://delcocd.org Email: http://delcocd.org Examples of eligible projects include:

- Streambank 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 1st and October 30th.

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: <u>wessonj@co.delaware.pa.us</u> Website: <u>www.co.delaware.pa.us/hcd/index.html</u> 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.

Earmarked Funds

U.S. Congressional Representatives www.house.gov www.senate.gov

United States Capitol switchboard: (202) 224-3121

Pennsylvania General Assembly www.legis.state.pa.us

www.house.state.pa.us/ Tel: (717) 787-2372 www.pasen.gov/ Tel: (717) 787-7163 Pennsylvania's U.S. 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.

Economic Development Revolving Loan Fund

Delaware County Office of Housing	Delaware County has established this Countywide economic
and Community Development (OHCD)	development direct loan program funded through the CDBG
600 North Jackson Street	Program. Funding is available to eligible businesses for the
Room 101	provision of working capital, equipment and supplies,
Media, PA 19063	employee training, facility rehabilitation and modernization,
Tel: (610) 891-5425	land and building acquisition, and construction activities.
Fax: (610) 566-0532	For program specifics, contact the Delaware County
Website:	Economic Development Oversight Board at (610) 566-2225.
www.co.delaware.pa.us/hcd/index.html	

Floodplain Land Use Assistance Program

Department of Community and Economic Development (DCED)

Commonwealth Keystone Building 400 North Street, 4th Floor Harrisburg, PA 17120-0225 Tel: (717) 787-8158 1-888-223-6837 Fax: (717) 783-1402 Website: <u>www.inventpa.com</u> This program provides grants and technical assistance to municipalities to comply with the requirements of the National Flood Insurance Program 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

Department of Environmental Protection (DEP)

DEP Grants Center RCSOB, 15th 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 Website: 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

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: <u>www.phmc.state.pa.us</u> These grants are available to support projects in the categories of cultural resource surveys, National Register nominations, planning and development assistance, educational and interpretive programs, and archaeology. The grants are administered on a competitive basis and are available in two different amounts: no match required to \$5,000 and matching to \$15,000. The maximum award is \$15,000, and the awards are made annually based on a peer review process.

Home Improvement Loan Program (HIL)

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: <u>wessonj@co.delaware.pa.us</u> Website: www.co.delaware.pa.us/hcd/index.html

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

Media Fellowship House 302 South Jackson Street Media, PA 19063 Tel: (610) 565-0434 Fax: (610) 565-8567 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. Department of Community and Economic Development (DCED)

Commonwealth Keystone Building 400 North Street, 4th Floor Harrisburg, PA 17120-0225 Tel: (717) 787-8158 1-888-223-6837 Fax: (717) 783-1402 Website: <u>www.inventpa.com</u> This DCED funding program can be used for housing rehabilitation, public services, community facilities, infrastructure improvement, development, and planning.

Home Modification and Repair Program

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: <u>cosa@co.delaware.pa.us</u> Website: <u>www.delcosa.org</u> 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.

Homeowners' Emergency Mortgage Assistance Program (HEMAP)

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

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

Housing Development Fund (HDF)

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: <u>wessonj@co.delaware.pa.us</u> Website: <u>www.co.delaware.pa.us/hcd/index.html</u> 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 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 HDFs. OHCD accepts applications for funding from nonprofit organizations, for-profit corporations, limited partnerships, and governmental agencies.

Keystone Historic Preservation Grant Program

Bureau for Historic Preservation

Commonwealth Keystone Building 400 North Street Harrisburg, PA 17120-0093 Tel: 1-800-201-3231 Fax: (717) 772-0920 Website: <u>www.phmc.state.pa.us</u> 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)

Department of Community and Economic Development (DCED)

Commonwealth Keystone Building 400 North Street 4th Floor Harrisburg, PA 17120-0225 Tel: (717) 787-8158 1-888-223-6837 Fax: (717) 783-1402 Website: 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

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: fdisantis@state.pa.us Website: www.dot.state.pa.us/penndot/districts/d istrict6.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: <u>careyd@co.delaware.pa.us</u> Website:<u>www.co.delaware.pa.us/depts/</u> 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

Department of Community and Economic Development (DCED) 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: <u>ra-dcedclgs@state.pa.us</u> Website: www.inventpa.com/default.aspx?id=346 This program is administered by the Governor's Center for Local Government Services (CLGS) of the Pennsylvania DCED. It was established to provide low-interest loans to municipalities with populations of 12,000 or less for the purchase of equipment and the purchase, construction, renovation, or rehabilitation of municipal facilities. The program offers small local governments, who find the cost of borrowing at conventional rates to be prohibitive, an opportunity to secure needed funds at an interest rate of 2.0% per annum. Requests for assistance may be submitted any time throughout the year.

Main Street Program

Department of Community and Economic Development (DCED)

Commonwealth Keystone Building 400 North Street, 4th Floor Harrisburg, PA 17120-0225 Tel: (717) 787-8158 1-888-223-6837 Fax: (717) 783-1402 Website: <u>www.inventpa.com</u> This funding and business assistance program targets development opportunities into downtown areas of municipalities and provides five-year assistance for the hiring of a full-time coordinator to oversee a comprehensive revitalization program.

MTRP Electric Utility Grant Program

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: <u>MontgomeryExt@psu.edu</u> Website: http://4trees.cas.psu.edu/grants.html

PECO

Alex Brown 1040 West Swedesford Road Berwyn, PA 19312-1074 Tel: (610) 648-7769 Email: <u>Alexander.brown@peco-energy.com</u> Website: <u>www.peco.com</u>

Municipal Bus Shelter Partnership

Delaware County Transportation Management Association (TMA)

102 West Front Street, 1st Floor Media, PA 19063 Tel: (610) 892-9440 Fax: (610) 892-9460 Email: <u>dctma@libertynet.org</u> Website: <u>www.dctma.org</u> The TMA administers its Municipal Bus Shelter Partnership to provide for bus rider passenger shelters. The TMA brokers with a private company that provides shelters, with the revenue from advertising being split between the TMA and the municipality.

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 to improve municipal tree programs. Trees may also be planted on private property in the absence of an adequate tree lawn, provided that the municipality obtains a written easement from the landowner and the trees are planted within six feet of the sidewalk or right-of-way. Planting and maintenance of these trees shall be the responsibility of the municipalities in accordance with its regulations.

Municipal Challenge Grants 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: <u>MontgomeryExt@psu.edu</u> 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 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.

New Community Program

Department of Community and Economic Development (DCED) Commonwealth Keystone Building 400 North Street, 4th Floor Harrisburg, PA 17120-0225 Tel: (717) 787-8158

1-888-223-6837 Fax: (717) 783-1402 Website: <u>www.inventpa.com</u> www.inventpa.com/default.aspx?id=326 The New Communities Program, an innovative blend of the Enterprise Zone Program and Main Street Program, will allow DCED to integrate revitalization of downtowns with that of industrial/manufacturing areas. Complementary elements of each program can assist municipalities in bringing together a comprehensive approach to promote both sound land use and revitalization.

One Dollar (\$1) Home Program

U.S. Department of Housing and Urban Development (HUD) 451 7th Street, S.W. Washington, DC 20410 Tel: (202) 708-1112 Website: www.hud.gov/offices/hsg/sfh/ reo/goodn/dhmabout.cfm

This HUD initiative allows local governments to purchase qualified HUD-owned homes for \$1 each to create housing for families in need and to benefit neighborhoods. These homes are single-family homes, acquired by the HUD Federal Housing Administration (FHA) as a result of foreclosure actions, whenever FHA has been unable to sell the home after being on the market for six months. Local governments can partner with local nonprofit homeownership organizations or tap into existing local programs to resell the homes to low- and moderate-income residents.

Owner-Occupied Housing Rehabilitation Program

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: <u>wessonj@co.delaware.pa.us</u> Website: 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: <u>www.co.delaware.pa.us/hcd/</u> <u>coupro.html</u> 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 of 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

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 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 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)

PennDOT District 6

7000 Geerdes Boulevard King of Prussia, PA 19406-1525 Tel: (610) 205-6700 Fax: (610) 205-6910 Email: <u>penndot6@roadwatch.org</u> Website: <u>www.dot.state.pa.us/penndot/</u> <u>districts/district6.nsf/main?readform</u> 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)

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/ 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)

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 Website: 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 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, the interest rate is one half the prime lending rate, and the maximum loan term is ten years.

Pennsylvania Infrastructure Investment Authority (PENNVEST)

PENNVEST

Vickie Johnson 22 South 3rd Street Harrisburg, PA 17101 Tel: (717) 783-8618 Fax: (717) 787-0804 Email: vjohnson@state.pa.us Website: 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 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

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

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: <u>careyd@co.delaware.pa.us</u> Website:<u>www.co.delaware.pa.us/depts/</u> <u>publicworks.html</u> 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
- Supervision of preparation of construction bidding documents and cost estimates by design professionals
- 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

Department of Conservation and Natural	This program, operating under the larger C2P2 Program,
Resources (DCNR)	awards grants for projects such as maintenance and
Southeast Regional Field Offices	restoration of existing trails, development and
Don Gephart/Fran Rubert 908 State Office Building 1400 Spring Garden Street Philadelphia, PA 19130	rehabilitation of trailside and trailhead facilities and trail linkages, purchase and lease of recreational trail construction and maintenance equipment, construction of

Tel: (215) 560-1182/1183 Fax: (215) 560-6722 Email: <u>dgephart@state.pa.us</u> Email: <u>frubert@state.pa.us</u> Website:<u>www.dcnr.state.pa.us/recreation/</u> <u>grants/workshop/rectrails.htm</u>

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

Department of Community and Economic Development (DCED)

Commonwealth Keystone Building 400 North Street, 4th 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 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.

Renaissance Program

Delaware County

201 West Front Street Media, PA 19063 Tel: (610) 891-4000 Website: www.co.delaware.pa.us This program provides grant money for revitalizationoriented 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 time frame and process as that of the CDBG Program, administered by the County's OHCD.

Renaissance Revitalization Homeownership First Program

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: <u>wessonj@co.delaware.pa.us</u> Website: 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 The County's 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.

Media Fellowship House 302 South Jackson Street Media, PA 19063 Tel: (610) 565-0434 Fax: (610) 565-8567

Section 108 Loan Guarantee Program

United States Department of Housing and Urban Development (HUD)

451 7th Street, S.W. Washington, DC 20410 Tel: (202) 708-1112 TTY: (202) 708-1455 Website: www.hud.gov/offices/cpd/ communitydevelopment/programs/108/ factsheet.cfm

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

Shared Municipal Services Grant Program

Department of Community and Economic Development (DCED)

Commonwealth Keystone Building 400 North Street, 4th Floor Harrisburg, PA 17120-0225 Tel: (717) 787-8158 1-888-223-6837 Fax: (717) 783-1402 Website:<u>www.landuseinpa.com/default</u> . asp?content=fin_shared&bhcp=1

This program, part of the CDBG Program, is one of the most potent and important public investment tools that HUD offers to local governments. Municipalities can transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects that can renew entire neighborhoods. Such public investment is often needed to inspire private economic activity, providing the initial resources or simply the confidence that private firms and individuals may need to invest in distressed areas. Section 108 loans are not riskhowever; local governments borrowing free. funds guaranteed by Section 108 must pledge their current and future CDBG allocations to cover the loan amount as security for the loan.

The purpose of the program, administered by DCED's 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 nonentitlement 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.

1234 Market Street, 9th Floor Philadelphia, PA 19107 Tel: (215) 580-4000 Website: <u>www.septa.org</u> 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

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 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 and Community Development Initiative (TCDI)

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: <u>bseymour@dvrpc.org</u> Website: <u>www.dvrpc.org/planning/tcdi.htm</u> 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)

The Federal Transportation Equity Act for the 21st Century (TEA-21)

Donald Shanis Delaware Valley Regional Planning Commission (DVRPC) The Bourse Building 111 South Independence Mall East Philadelphia, PA 19106-2521 Tel: (215) 238-2898 Fax: (215) 592-9125 Email: <u>dshanis@dvrpc.org</u> Website: <u>www.dvrpc.org</u> 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.

Transportation Improvements Program (TIP)

Delaware County Planning Department (DCPD)

201 West Front Street Media, PA 19063 Tel: (610) 891-5200 Fax: (610) 891-5203 Email: <u>Planning_Department@</u> <u>co.delaware.pa.us</u> Website: www.co.delaware.pa.us/planning

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: <u>dshanis@dvrpc.org</u> Website: <u>www.dvrpc.org/tip/tipguide.htm</u> 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 is 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

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 These are 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 Email: <u>MontgomeryExt@psu.edu</u> Website: <u>http://4trees.cas.psu.edu/grants.html</u>

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

2175 North California Boulevard Suite 55 Walnut Creek, CA 94596 Tel: 1-866-472-7467 Fax: 1-925-933-8457 Email: info@uscommunities.org Website: 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: <u>cmellis@uscommunities.org</u> The U.S. Communities program provides all local agencies in the country 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

Department of Environmental Protection (DEP)

Patricia Grim DEP Grants Center RCSOB, 15th 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 Website: 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, streambank restoration (especially fluvial geomorphology (FGM), agricultural best management practices (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

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: <u>colemane@co.delaware.pa.us</u> Website: <u>www.caadc.org</u> 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

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 Website: 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

Pennsylvania Department of Environmental Protection (DEP), Bureau of Land Recycling and Waste Management

P.O. Box 8471 Harrisburg, PA 17105-8471 Tel: (717) 783-7816 Fax: (717) 787-0884 Email: <u>landrecycling@state.pa.us</u> Website:<u>www.dep.state.pa.us/dep/</u> <u>deputate/airwaste/wm/landrecy/default.</u> <u>htm</u> Staff of the DEP Bureau of Land Recycling and Waste Management can provide technical assistance to municipalities or landowners seeking information on contaminated lands and their options and requirements for remediation under state and federal law.

Association for the New Urbanism in Pennsylvania (ANUPA)

P.O. Box 83 Lancaster, PA 17608 Tel: (717) 295-3632 Email: <u>info@anupa.org</u> Website: www.anupa.org

Formed in 2001, ANUPA is the local chapter of the national Congress for the New Urbanism (CNU). The theory or practice of new urbanism is based on the idea that communities should be designed and built in a pedestrian-friendly and close-knit environment, reminiscent of the towns that most people lived in during the late 19th and early 20th centuries. The new urbanist trend is a reaction to the phenomenon known as suburban sprawl, which has seen post World War II development spread outward from historic urban/city centers, engulfing undeveloped land in a low-density manner.

Bureau of Parks

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: <u>parkregion4sp@state.pa.us</u> Website: 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)

412 Avenue of the States P.O. Box 541 Chester, PA 19016-0541 Tel: (610) 876-8663 Fax: (610) 876-3449 Email: ccip.info@verizon.net

CCIP can 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

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:<u>www.co.delaware.pa.us/depts/</u> <u>ccorrections.html</u> 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.

Crum Creek Watershed Partnership

Arthur McGarity Department of English, Hicks Hall Swarthmore College 500 College Avenue Swarthmore, PA 19081 Tel: (610) 328-8077 Fax: (610) 328-8082 Email: <u>amcgarity@swarthmore.edu</u> Website: <u>http://watershed.swarthmore.edu/crum</u> 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.

Darby-Cobbs Watershed Partnership

Pennsylvania Environmental Council (PEC), Southeast Regional Office

Ann Smith Director, Watershed Programs 117 South 17th Street, Suite 2300 Philadelphia, PA 19103-5022 Tel: (215) 563-0250 Fax: (215) 563-0528 Email: <u>asmith@pecphila.org</u> Website: <u>www.phillywater.org/Darby-Cobbs/</u> 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)

P.O. Box 732 Drexel Hill, PA 19026 Tel: (610) 789-1814 Fax: (610) 924-9189 Email: <u>info@dcva.org</u> Website: <u>www.dcva.org</u> 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)

Laura Goodrich 200 East State Street Media, PA 19063 Tel: (610) 566-2225 Fax: (610) 566-7337 E-mail:<u>info@delcopa.org</u> Website: <u>www.delcopa.org</u> The 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), the Industrial Development Authority (IDA), the Industrial Development Corporation (IDC), and the Redevelopment Authority (RDA).

The Commerce Center can assist municipalities by providing information essential to the location decision-making process, administering all available federal, state, and local incentive programs, helping to tackle workforce development issues, and acting as a liaison between municipalities and companies in working through the various local planning commissions and zoning hearing boards and related state agencies.

The RDA acts as the vehicle for condemnation and development within the County. In certain circumstances, it has the power of eminent domain for private development. It also administers the County's Brownfield Pilot Program.

Rose Tree Park - Hunt Club 1521 North Providence Road Media, PA 19063 Tel: (610) 892-9484 Fax: (610) 892-9484 Email: <u>Info@delcocd.org</u> Website: <u>http://delcocd.org</u> DCCD provides technical assistance for activities relating to erosion/sedimentation, stormwater management, stream restoration, floodplain management, and storm drain stenciling.

Delaware County Housing Authority (DCHA)

1855 Constitution Avenue P.O. Box 100 Woodlyn, PA 19094 Tel: (610) 490-3301 Website: <u>www.dcha1.org</u> 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)

DCLS Administrative Headquarters 340 North Middletown Road Fair Acres, Building 19 Media, PA 19063-5597 Tel: (610) 891-8622 Fax: (610) 891-8641 Email: <u>headquarters@delco.lib.pa.us</u> Website: <u>www.delco.lib.pa.us/</u> DCLS can aid municipalities and local libraries, including grant applications.

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: <u>wessonj@co.delaware.pa.us</u> Website: www.co.delaware.pa.us/hcd/index.html The mission of the Office of Housing and Community Development (OHCD) is to promote sound housing and community development in Delaware County with the use of federal, state, and local resources. OHCD is responsible for the planning, administration, and oversight of three federal programs: CDBG, HOME, and the Emergency Shelter Grants (ESG) Programs.

Delaware County Planning Department (DCPD)

Court House / Government Center DCPD provides technical assistance from the following 201 West Front Street sections: Media, PA 19063 • Community Assistance Tel: (610) 891-5200 Fax: (610) 891-5203 • **Environmental Planning** Email: **GIS & Information Services** • Planning Department@co.delaware.pa. **Policy Planning** ٠ us **Preservation Planning** • Website: Subdivision and Land Development www.co.delaware.pa.us/planning •

• Transportation Planning

Delaware County Transportation Management Association (DCTMA)

102 West Front Street Media, PA 19063 Tel: (610) 892-9440 Fax: (610) 892-9460 Email: <u>info@dctma.org</u>. Website: <u>www.dctma.org</u> 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)

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 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)

The Bourse Building 111 South Independence Mall East 8th Floor Philadelphia, PA 19106 Tel: (215) 592-1800 Fax: (215) 592-9125 Website: <u>www.dvrpc.org</u> DVRPC is the regional metropolitan planning organization (MPO), serving five Pennsylvania and four New Jersey counties and their municipalities, offering planning analysis, data collection, mapping services, aerial photographs, and a variety of publications to the public and private sector. Municipalities should work through DCPD for assistance on DVRPC programs.

Department of Community and Economic Development (DCED)

Commonwealth Keystone Building 400 North Street, 4th Floor Harrisburg, PA 17120-0225 Tel: (717) 787-8158 1-888-223-6837 Fax: (717) 783-1402 Website: 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)

Pennsylvania Department of Education

333 Market Street Harrisburg, PA 17126 Tel: (717) 783-6788 Email: <u>00plink@psupen.psu.edu</u> Website: <u>www.pde.state.pa.us</u> 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)

United States Department of Housing and Urban Development (HUD) 451 7th Street, S.W. Washington, DC 20410 Tel: (202) 708-1112 TTY: (202) 708-1455 Website: www.hud.gov

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 HUD is the federal agency responsible for national policy and programs that address America's housing needs, that improve and develop the nation's communities, and for enforcing fair housing laws. HUD plays a major role in supporting homeownership by underwriting homeownership for low- and moderate-income families through its mortgage insurance programs.

The primary programs administered by HUD include mortgage and loan insurance through the Federal Housing Administration (FHA); CDBG to help communities with economic development, infrastructure improvement, job opportunities, and housing rehabilitation; HOME Investment Partnership Act block grants to develop and support affordable housing for low-income residents; rental assistance in the form of Section 8 certificates or vouchers for low-income households; public or subsidized housing for low-income individuals and families; homeless assistance provided through local communities and faith-based and other nonprofit organizations; and fair housing public education and enforcement.

Eastern Delaware County Council of Governments (EDCCOG)

East Lansdowne Borough Emerson and Lexington Avenues East Lansdowne, PA 19050 Tel: (610) 623-7131 Website: www.eastlansdowne.org

Lansdowne Borough 12 East Baltimore Avenue Lansdowne, PA 19050 Tel: (610) 623-7300 Website: <u>www.lansdowneborough.com</u> 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 Pike corridor. Municipalities can look to this group as an example of intermunicipal cooperation in action.

Yeadon Borough P.O. Box 5187 Yeadon, PA 19050 Tel: (610) 284-1606 Email: <u>yeadonboro@email.msn.com</u>

Emergency Services Department

Delaware County

360 N. Middletown Road Lima, PA 19063 Tel: (610) 565-8700 Fax: (610) 892-9583 Website:<u>www.co.delaware.pa.us/depts/</u> <u>emergency.html</u> The Emergency Services Department has the responsibility emergency communications and management. for 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

PennsylvaniaStateAssociationofBoroughs (PSAB)k2941 North Front StreetkHarrisburg, PA 17110kTel: (717) 236-9526kFax: (717) 236-8164kE-mail: general@boroughs.orgkWebsite: www.boroughs.org/grants/kwelcome.stmk

f 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

Pennsylvania Department of Environmental Protection (DEP)

DEP Grants Center RCSOB, 15th 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 Website: 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.

Habitat for Humanity (H4H)

Delaware Valley Habitat for Humanity 100 South Broad Street, Suite 1331 Philadelphia, PA 19110-1028 Tel: (215) 564-2102 Fax: (215) 564-2103 Email: <u>buildahouse@dvhabitat.org</u> Website: <u>www.dvhabitat.org</u> The Delaware County chapter of H4H, in partnership with the families that will become homeowners, constructs or rehabilitates homes through volunteer labor and taxdeductible 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.

John Heinz National Wildlife Refuge at Tinicum

International Plaza 2, Suite 104 Philadelphia, PA 19113 Tel: (610) 521-0662 Fax: (610) 521-0611 Email: <u>fw5rw_jhtnwr@fws.gov</u> Website: <u>http://heinz.fws.gov/</u> The Heinz Refuge, approximately 1,200 acres, is what is left of the historic Tinicum Marsh and is the largest fresh-water tidal marsh in the state. Through the Cusano Environmental Education Center (CEEC), 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 Boulevard Philadelphia, PA 19153 Tel: (215) 365-3118

National Association of Town Watch

1 Wynnewood Road, Suite 102 P.O. Box 303 Wynnewood, PA 19096 Tel: (610) 649-7055 800-NITE-OUT Fax: (610) 649-5456 Email: <u>info@natw.org</u> Website: <u>www.nationaltownwatch.org</u> 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)

1000 Connecticut Avenue, NW 13th Floor Washington, DC 20036 Tel: (202) 466-6272 Fax: (202) 296-1356 Email: <u>webmaster@ncpc.org</u> Website: <u>www.ncpc.org</u> NCPC is a national educational nonprofit, acting as the nation's focal point for crime prevention information. Their 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.

National Main Street Center

The National Trust for Historic Preservation

1785 Massachusetts Avenue, NW Washington, DC 20036 Tel: (202) 588-6219 Fax: (202) 588-6050 Email: <u>mainstreet@nthp.org</u> Website: <u>www.mainstreet.org</u> The National Main Street Center works with communities across the nation to revitalize their historic or traditional commercial areas. Based in historic preservation, the Main Street approach was developed to save historic commercial architecture and the fabric of American communities' built environment, but it has become a powerful economic development tool as well. The program is designed to improve all aspects of the downtown or central business district, producing both tangible and intangible benefits. Improving economic management, strengthening public participation, and making downtown a fun place to visit are as critical to Main Street's future as recruiting new businesses, rehabilitating buildings, and expanding parking.

Pennsylvania Downtown Center (PDC)

Bill Fontana Executive Director 130 Locust Street #101 Harrisburg, PA 17101 Tel: (717) 233-4675 Fax: (717) 233-4690 Email: <u>billfontana@padowntown.org</u> Website: <u>www.padowntown.org</u> The mission of the PDC is to promote and support the vitality of Pennsylvania's downtowns and traditional neighborhood business districts. PDC offers а 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)

Southeast Regional Office 117 South 17th Street Suite 2300 Philadelphia, PA 19103 Tel: (215) 563-0250 Fax: (215) 563-0528 Website: 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)

Bureau for Historic Preservation Commonwealth Keystone Building 400 North Street Harrisburg, PA 17120-0093 Tel: (717) 787-0771 Fax: (717) 772-0920 Website: 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

100 North 20th Street, 5th Floor, Philadelphia, PA 19103-1495 Tel: (215) 988-8800 Fax: (215) 988-8810 Email: <u>programreg@pennhort.org</u> Website:<u>www.pennsylvaniahorticultura</u> <u>lsociety.com</u>

The Pennsylvania Horticultural Society provides technical assistance to urban park restoration programs throughout southeastern Pennsylvania.

2941 North Front Street Harrisburg, PA 17110 Tel: (717) 236-9526 Fax: (717) 236-8164 Email: general@boroughs.org Website: 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.

"Pennsylvania Traffic Calming Handbook"

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/infoTrafficCalmingpdf?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.

PRWA Training and Technical Assistance Program

Pennsylvania Rural Water Association (PRWA)

John Hood Executive Director 138 West Bishop Street Bellefonte, PA 16823 Tel: (814) 353-9302 or 1-800-653-PRWA in Pennsylvania Fax: (814) 353-9341 Email: jhood@prwa.com Website: www.prwa.com 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 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.

Small Water Systems Outreach Program

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:<u>www.dep.state.pa.us/dep/</u> deputate/watermgt/Wqp/ws-wm.htm The outreach program is conducted by DEP to provide onsite 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 managementrelated 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"

Institute of Traffic Engineers 1099 14th Street, NW, Suite 300 West Washington, DC 20005-3438 USA Tel: (202) 289-0222 Fax: (202) 289-7722 Email: <u>website@ite.org</u> Website: <u>www.ite.org/traffic/</u> <u>tcstate.htm#tcsop</u>

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).

Wastewater Operator Outreach Program

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: <u>www.dep.state.pa.us/dep/</u> <u>deputate/waterops/Redesign/indexgood</u>.<u>htm</u> 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**

APPENDIX B

TRAFFIC CALMING MEASURES

Measure	Traffic Reduction	Speed Reduction	Noise and Pollution	Loss of Parking	Traffic Access Restrictions	Emergency Vehicle Access	Maintenance	Cost
Traffic Education Campaign	Maybe	Maybe	No change	None	None	None	No	Varies
Speed Display	Yes	No	No change	None	None	None	No	\$250/day
Neighborhood Sign	Maybe	Minimal	No change	None	None	None	No	\$200/sign
High Visibility Crosswalks	Maybe	No	No change	None	None	None	Yes	\$1K-\$5K
Police Enforcement	Yes	Maybe	No change	None	None	None	No	\$75/hour
Narrowing Lanes	Yes	Maybe	No change	None	None	None	Yes	\$1K-\$3K
Speed Limit Signing	Maybe	No	No change	None	None	None	No	\$200/sign
Stop Signs	Maybe	No	Increase	None	None	None	No	\$200/sign
Signing Restrictions	No	Yes	No change	None	Yes	None	No	\$200/sign
Bike Lane	Maybe	No	No change	Maybe	No	None	Yes	\$25K-\$75K/mile
Sidewalk	No	No	No change	Maybe	No	None	Yes	\$20-\$30/foot
Median Island	Maybe	Yes	Decrease	Maybe	Yes	Yes	No	\$10K-\$75K
Gateway	Yes	Yes	Decrease	Maybe	Yes	None	No	\$10K-\$20K
Curb Extension	Maybe	No	No change	Yes	None	Some	Yes	\$10K-\$20K
Choker	Yes	Maybe	No change	Yes	None	Some	No	\$15K
Speed Hump	Possible	Limited	Increase	Maybe	None	Yes	Yes	\$5K
Raised Crosswalk	Yes	Maybe	Increase	Yes	None	Some	Yes	\$5K-\$10K
Raised Intersection	Yes	No	Increase	Yes	None	Yes	Yes	\$25K-\$50K
Traffic Circle	Yes	Maybe	No change	Yes	None	Some	Yes	\$15K-\$25K
Intersection Channelizing	Yes	Maybe	No change	Yes	None	None	Maybe	\$15K-\$20K
Chicane	Yes	Maybe	Maybe	Yes	None	Yes	Maybe	\$20K-\$40K
Creek Bridge (short)	No	No	No change	None	None	None	Yes	\$50K-\$100K
Movement Barrier	Maybe	Yes	Decrease	None	Yes	Yes	Yes	\$5K
Entrance Barrier	Maybe	Yes	No change	Maybe	Yes	Maybe	No	\$15K-\$20K
One-way Streets	No	Yes	No change	None	Yes	Yes	No	\$5K
Diagonal Diverter	Yes	Yes	Decrease	Maybe	Yes	Maybe	No	\$15K-\$35K
Street Closure	Yes	Yes	Decrease	Yes	Total	Yes	No	\$20K-\$35K

Source: National Highway Traffic Safety Administration, 2002

APPENDIX C

APPENDIX C

HOUSING SURVEY – BLOCKS IN NEED OF ATTENTION

Neighborhood	Street	Blocks		
West Side	Amosland Road Between Chester Pike and Urban Av			
West Side	Leon Avenue	Between Urban and Harrison Avenues		
West Side	Duffee Street	Between Leon and Bruner Avenues		
West Side	Trites Avenue	Between Amosland Road and Leon Avenue		
West Side	Tatnall Avenue	Between Garfield and South Avenues		
West Side	Brebant Avenue	Near Ridley Avenue		
West Side	Ridley Avenue	Between Urban and Harrison Avenues		
West Side	Garfield Avenue	Between Tatnall and Harrison Avenues		
Triangle	Welcome Avenue	Between Amosland Road and Chester Pike		
Triangle	Ridley Avenue	Between Chester Pike and Welcome Avenue		
East Side	Winona Avenue	Between Chester Pike and Amosland Road		
East Side	Ridgeway Avenue	Between Cleveland and South Avenues		
Winona Homes	Winona Avenue	Between Amosland Road and Devon Road		
Delaware Avenue	Delaware Avenue	Between Amosland Road and Summit Avenue		
Delaware Avenue	Mohawk Avenue	Between Seneca Avenue and Amosland Road		

Source: Norwood Housing Survey, DCPD/OHCD, Fall 2002

APPENDIX D

APPENDIX D

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 should include a lawyer, accountant, business representatives/contacts, fundraisers/grant writers, management executives, community activists, etc., for a strong and capable Board of Directors. 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 Solicitor/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.
- 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 a strategic plan for the organization (Executive Director if available) 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.