

2011



RIDLEY-EDDYSTONE MULTI-MUNICIPAL COMPREHENSIVE PLAN

COMPREHENSIVE PLAN
FOR
RIDLEY TOWNSHIP AND EDDYSTONE BOROUGH

May 2011

Prepared for the citizens of Ridley Township and Eddystone Borough

by the

Delaware County Planning Office

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, and with funding from the Community Development Block Grant Program under Title 1 of the Housing and Community Development Act of 1974, P.L. 93-38 (as amended).

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Township of Ridley

RESOLUTION

WHEREAS, Ridley Township agreed with Eddystone Borough to prepare a joint Multi-Municipal Comprehensive Plan; and

WHEREAS, a Task Force was formed comprising a range of representatives and citizens of the Township and Borough; and

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

WHEREAS, the Planning Commissions of the Township and Borough at a joint public meeting held at the Ridley Township Municipal Building on March 1st, 2011, recommended adoption of said Multi-Municipal Comprehensive Plan; and

WHEREAS, the Township Board of Commissioners and Borough Council at a joint public hearing held at the Ridley Township Municipal Building on August 18, 2011 likewise recommended adoption of said Plan; and

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

WHEREAS, the Ridley Township Board of Commissioners recognize that said Multi-Municipal Comprehensive Plan will be a valuable tool in aiding decision making in the Township and Borough as Ridley and Eddystone continue to develop and change.

BE IT THEREFORE RESOLVED, that the Ridley Township Board of Commissioners hereby adopt and approve the Multi-Municipal Comprehensive Plan for Ridley and Eddystone.

ADOPTED this 28th day of September, 2011.

**TOWNSHIP OF RIDLEY
BOARD OF COMMISSIONERS**

Attest:


Margaret A. Keegan
Township Manager

By:


Robert J. Willert
President

Eddystone Borough

Resolution – No. /

WHEREAS Eddystone Borough agreed with Ridley Township to prepare a joint Multi-Municipal Comprehensive Plan; and

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

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

WHEREAS the Planning Commissions of the Borough and Township at a joint public meeting held at the Ridley Township Municipal Building on March 1st, 2011, recommended adoption of said Multi-Municipal Comprehensive Plan; and

WHEREAS the Borough Council and Township Commissioners at a joint public hearing held at the Ridley Township Municipal Building on August 18, 2011 likewise recommended adoption of said Plan; and

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

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

BE IT THEREFORE RESOLVED, this _____ of October, 2011 that the Eddystone Borough Council hereby adopts and approves the Multi-Municipal Comprehensive Plan for Ridley and Eddystone.

Duly adopted this 10th of October, 2011

ATTEST:

EDDYSTONE BOROUGH


Borough Manager


President, Borough Council

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CHAPTER 1

INTRODUCTION

THE COMPREHENSIVE PLAN

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

As times change, so too does the framework within which a community views itself and its needs for future development and redevelopment. New planning and land development concepts emerge that previously were not considered in a community's future. Therefore, it is important that comprehensive plans stay up-to-date with the latest tools and techniques of the planning field. It was determined that the goals and policies that guided the previous plans of 1974 (Ridley) and 1983 (Eddystone) were outdated and needed thorough revision in order to guide the Township and Borough into the second decade of the twenty-first century.

COMPREHENSIVE PLANNING IN PENNSYLVANIA

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

In June 2000, Pennsylvania adopted what could be termed "smart growth" legislation uniquely tailored to the traditions, law and politics of Pennsylvania. Act 67 (House Bill 14) and Act 68 (Senate Bill 300) both amended the MPC. These reforms were designed to encourage and enable counties and municipalities to plan together for future

development and to implement such plans through cooperative agreements and consistent ordinances and actions. The amendments enable municipalities to:

- **Allow cost sharing** of the significant costs of a sound land use plan and the ability to use the technical assistance and expertise of county planning departments and state and regional agencies.
- **Provide funding incentives** by authorizing state agencies to provide funding priority under state funding programs for multi-municipal planning and implementation.
- **Require incorporation of local plans in decision-making** by requiring state agencies to consider and or rely upon the multi-municipal plan in making funding and permitting decisions.
- **Address regional issues** by enabling municipalities to identify and address issues that are regional in nature, such as sewer and water provision, emergency services, transportation issues and developments of regional scope. Planning for these issues together can eliminate the duplication of efforts, encourage communication among municipalities and create opportunities for more efficient use of resources.
- **Protect against curative amendment lawsuits** by no longer requiring that each municipality within a multi-municipal planning area provide for every use. The law now directs the court in a zoning challenge to look at the availability of uses under the zoning ordinances being challenged where all municipalities have adopted and are implementing a multi-municipal plan.
- **Retain local control** by allowing municipalities to retain local control over implementation and local issues so long as implementation is consistent with the multi-municipal framework plan.

THE PLANNING PROCESS IN RIDLEY AND EDDYSTONE

The process of preparing a new multi-municipal plan for Ridley and Eddystone began in the spring of 2007. Ridley had previously completed a plan in 1974 and Eddystone in 1983. Project initiation began with the Delaware County Planning Department (DCPD) arranging the signing of contracts and the acquisition of grants. The vision and guiding principles provide the basic framework of the plan and are laid out in detail in this chapter. After determining the scope of the project, there was an issue gathering stage in which an ongoing series of task force meetings were held to discuss topics of interest and any issues concerning the municipalities. Next, was the plan formulation phase in which each of the individual chapters of this plan were prepared.

After the individual chapters were written, the complete document was compiled and a preliminary draft prepared. This draft was then taken to the task force for review and

discussion. After this a public meeting with the planning commissions and then a public hearing with governing bodies were held. The purpose of the public meeting and hearing was to discuss the plan, and to elicit questions and comment from the general public. Adoption by the governing bodies is then planned to take place after the public hearing. The last step of this process is implementation, which is carried out with the help of DCPD. DCPD helps the municipalities to jump-start the process by following the “Two-Year Action Plan” chapter, as well as those recommendations that can be feasibly carried out in the short-term. Although DCPD helps the municipalities with the implementation stage, it will be up to the Township and Borough to utilize the plan after DCPD has met its contractual obligations.

VISION AND GUIDING PRINCIPLES

Visioning is a commonly used tool in developing the goals and objectives of a comprehensive plan. A vision statement describes in general terms the residents’ overall opinion of and commitment to their ideal community. Therefore, it identifies the community’s ultimate long-range goals. The vision of Ridley and Eddystone is:

To create a community that fosters healthy economic and social environments, encourages safe, human-scaled development and redevelopment, efficiently uses land, infrastructure, and public facilities and services and values its history and heritage.

While the vision is the broad scope or general terms of what the Township and Borough would like to achieve, the guiding principles provide an elaboration and portrayal of the vision. The guiding principles can be used as a tool to guide the vision towards implementation. In order to achieve their stated vision, Ridley Township and Eddystone Borough are striving towards a community that:

1. Furnishes a “hometown” setting that encourages people to locate, remain, or return to the Municipalities out of choice because they offer a safe and functional environment in which to live and raise families; an excellent public school system; and plentiful opportunities for recreational and civic activities and pursuits;
2. Fosters a diversity in land use, development projects, and residential housing options that will benefit the area economically, environmentally and socially;
3. Maintains and encourages stable, blight-free neighborhoods where homeowners and residents can have reasonable assurance that their investment is secure;
4. Improves mobility for all residents, employees, and visitors in a manner that provides for a choice of travel modes, increases safety, reduces pollution and improves health, and enhances overall livability;
5. Continues to realize its strategic regional location in Delaware County for promoting, recruiting, and developing new service, retail, and industrial

- enterprises including high technology and waterfront-related uses along the Industrial Heritage Corridor (Route 291) and the Delaware River waterfront;
6. Provides and supports pedestrian-oriented, and attractive streetscapes and urban design that foster a sense of place and accessibility for all members of the community;
 7. Promotes the conservation of remaining open spaces and the provision of parks, public recreational facilities, designed public spaces, and public programs and events for social interaction and community engagement;
 8. Preserves its cultural resources by supporting the rehabilitation, preservation, and adaptive reuse of historically or architecturally significant structures and sites; and
 9. Supports and encourages businesses and industry, public and private institutions, government, and the public working together through partnerships to achieve common goals and fully capitalize on available local resources.

GOALS, OBJECTIVES, AND RECOMMENDATIONS

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

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

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

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

FUNDING SOURCES

On behalf of the municipalities, DCPD secured a Land Use Planning and Technical Assistance Program (LUPTAP) state grant in the amount of \$40,000 (50%) and a Community Development Block Grant (CDBG) in the amount of \$32,000 (40%) with the remaining 10% (\$4,000/municipality) of the project cost provided by the municipalities. The state grant was obtained through the Pennsylvania Department of Community and Economic Development (DCED), the block grant was obtained through the Delaware County Community Development Block Grant (CDBG) program and the local match was divided between the Township and Borough.

HOW TO USE THIS PLAN

This plan is organized into thirteen chapters, which provides Ridley and Eddystone with the maximum convenience in making future plan revisions as conditions warrant in addition to allowing the municipalities to incrementally update the plan one section at a time. Each chapter has been carefully prepared to support and enhance the other chapters but is not dependent on them. This allows the chapters to act independently, as well as cooperatively with one another to meet the overall vision of the region.

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

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

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

References to the Delaware County Revitalization Program appear in numerous chapters within this Multi-municipal plan. The County Revitalization Program was established "...with the goal of revitalizing the County's first-generation municipalities by making

them more attractive, livable, safe, and economically viable.” Older “first-generation” suburban communities in the southeastern portion of the County were grouped into five “Revitalization Planning Areas.” A five-year strategy plan for revitalization for each of the areas was developed in 2003 with an accompanying list of potential projects to be implemented to help the municipalities in each area progress towards sustainable economic development. The original plans are presently in the process of being updated and should be completed by the end of 2010. Ridley and Eddystone are part of Revitalization Area 3 of the Program and this comprehensive plan is designed to work in conjunction with proposed Planning Area 3 initiatives in guiding the future of Ridley and Eddystone.

CHAPTER 2

AREA PROFILE

LOCAL AND REGIONAL SETTING

Ridley and Eddystone are located in the southeastern portion of Delaware County between Philadelphia and Wilmington, with both bordering the Delaware River. A total of 13 other municipalities border the combined Ridley Township-Eddystone area: the City of Chester and Nether Providence Township to the west; Swarthmore and Morton Boroughs and Springfield Township to the north; and Upper Darby, Darby and Tinicum Townships and Glenolden, Norwood, Prospect Park, and Ridley Park Boroughs to the east. Additionally, the Borough of Rutledge is entirely surrounded by Ridley Township. Map 2-1 highlights the plan area in relation to the remainder of the County.

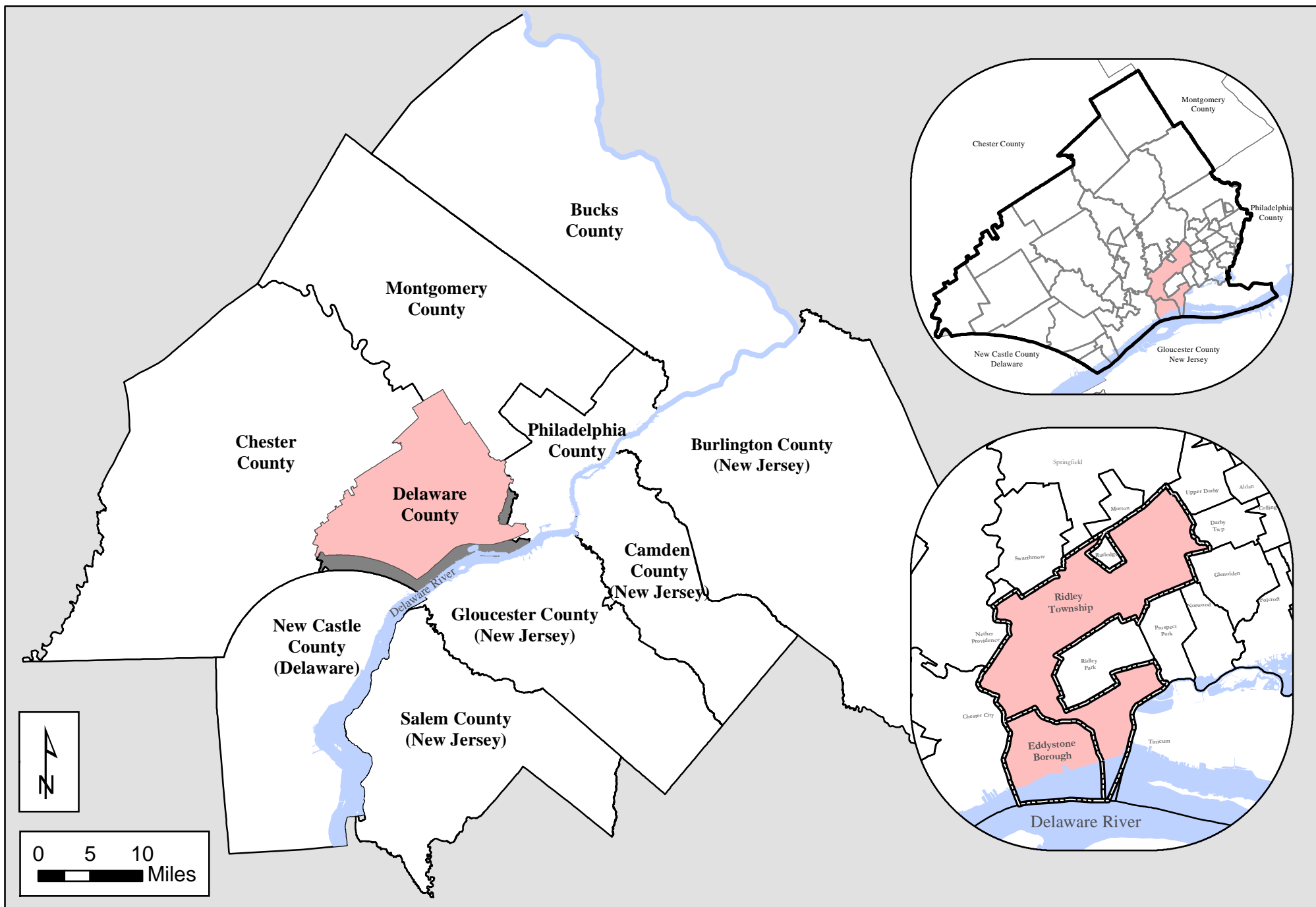
The plan area consists of 6.8 square miles and is approximately nine miles from Center City Philadelphia, four miles from Philadelphia International Airport, and 17 miles from Wilmington, Delaware. The Commodore Barry Bridge, which spans the Delaware River and provides access to southern New Jersey, is located less than three miles from the area.

I-95 traverses a portion of the area, passing through the southern portion of Ridley Township. This Interstate highway provides easy access to Philadelphia and Wilmington, the airport and the Commodore Barry Bridge. Additionally, I-476 begins in the study area, where it breaks from I-95 and becomes a major north-south expressway. Interstate 476 provides access to the Pennsylvania Turnpike, US Route 202 and other major roads in the metropolitan area.

The major arterials through the project area are Route 420 (Kedron Avenue) and Route 291 (Industrial Highway). Route 420 is a north-south arterial that originates at Route 291, continues north through Ridley Township and ends at Route 320 close to Routes 1 and 476. Route 291 traverses the two municipalities in a more east-west direction from the City of Philadelphia to its eventual merger with Route 13 near the Delaware border.

HISTORICAL BACKGROUND

Before the Europeans arrived, the area known today as Ridley Township and Eddystone Borough was inhabited by the Okehocking and Unami tribes of the Lenni-Lenape and Delaware Indians. They lived semi-permanently in villages located along local streams, which provided means of sustenance including growing crops, fishing, and hunting. The Lenape's somewhat itinerant lifestyle allowed the first Swedish settlers to sail up the Delaware in 1638 and land in Wilmington. By 1643, these Europeans had moved their way north up the Delaware to establish the capital of New Sweden at Tinicum Island.



Ridley Township &
Eddystone Borough

Map 2 - 1
Regional Setting

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



Prepared by
Delaware County
Planning Department
May 2010

Over the following years a number of permanent settlements developed between these two locations, as the region became more inhabited. The region which began under Swedish control was later controlled by the Dutch, and finally by the English when Charles II presented William Penn with an extensive land charter in 1681.

The area that is now Ridley Township was named after a small hamlet in England where one of the early Quaker settlers to the area came from. The Township was first incorporated in 1687 and by 1715 encompassed just over 20 square miles. Originally, like most settlements of this time the area was primarily agricultural. However, due to its location near the Delaware River, the Township experienced economic growth, as the River became a commercial waterway serving Philadelphia, Chester and Wilmington. Where once only agriculture thrived, non-agricultural businesses such as mills and forges began to emerge to serve the needs of local farmers and customers in nearby markets. Much of this development occurred along existing transportation routes that traversed Ridley such as the Chester Pike, the Delaware River, and other navigable tributaries.

During the early to mid-19th centuries, the diversification of the area's economy continued. In 1872, the Pennsylvania Railroad opened its Baltimore and Potomac branch that traversed the Township and Borough, and in 1875, the Baltimore and Ohio Railroad established a line through the Township. By making the Township and Borough more accessible to commercial rail freight and shipping, new commercial and industrial enterprises located in the area contributing to an expanding commercial and industrial character. Some of the major industrial enterprises that have operated in one or both of the municipalities over the years include the old Simpson Print Works, The Baldwin Locomotive Company, and the Foamex Corporation in Eddystone and presently the Boeing Corporation, primarily in Ridley Township.

The railroads also made the Township and Borough more accessible to passenger travel and led to an increasing demand for land and housing. Only five years after the B&O Railroad came through the area, the West Ridley Park Land Association Development, the Folsom Land Association, the Burnside Development, the Wyndom Development, and the Milmont Subdivision all arose. Likewise, new post offices were established in Woodlyn and Milmont. In 1880, Ridley's population of over 2,500 residents had more than doubled from when the initial rail line became operational in 1872. Ten years later, the Township's population had increased an additional 80 percent.

As communities and neighborhoods Ridley continued to increase in number and population, they frequently developed independent identities and characters. As a result, some neighborhoods sought separation and eventually seceded from the Township. Rutledge and Ridley Park became individual municipal corporations in 1887, Eddystone in 1888, Swarthmore and Norwood in 1893, and Prospect Park in 1894. The neighborhoods of Crum Lynne, Leedom, Milmont, Woodlyn, Folsom, and Holmes, incorporated with Ridley Township as a first class township in 1906.

A second period of rapid population growth in Ridley and Eddystone was due to the early 20th century industrial development along the Delaware River and more inland

transportation routes. This growth created the need for additional housing stock for workers. As a result, more farms in the area were purchased, subdivided, and developed. Ridley's population doubled again in the early 1920s, and Eddystone's grew as well when in 1909, the Baldwin Locomotive Company moved out of Philadelphia to establish its headquarters in Eddystone, where it replaced Simpson's Print Works as the predominant corporate entity. With the arrival of Baldwin, Eddystone became a small booming company town. The Borough experienced a 50 percent population increase the year after Baldwin relocated to the Borough.

MacDade Boulevard was constructed in 1931, and Baldwin constructed what would become Eddystone's most recognizable landmark, the Baldwin Headquarters building during this time. After World War II, many new subdivisions were developed in the area to supply a growing demand for suburban housing for returning GI's and the populations of both the Township and Borough continued to increase due to new jobs and economic development and increasing migration from the City of Philadelphia.

Today, both Ridley and Eddystone are both mostly densely developed communities with diverse land uses including a variety of residential housing types, retail and service commercial establishments and districts and large industrial and corporate enterprises and facilities. Remnants of their early agricultural and industrial history are nevertheless still present.

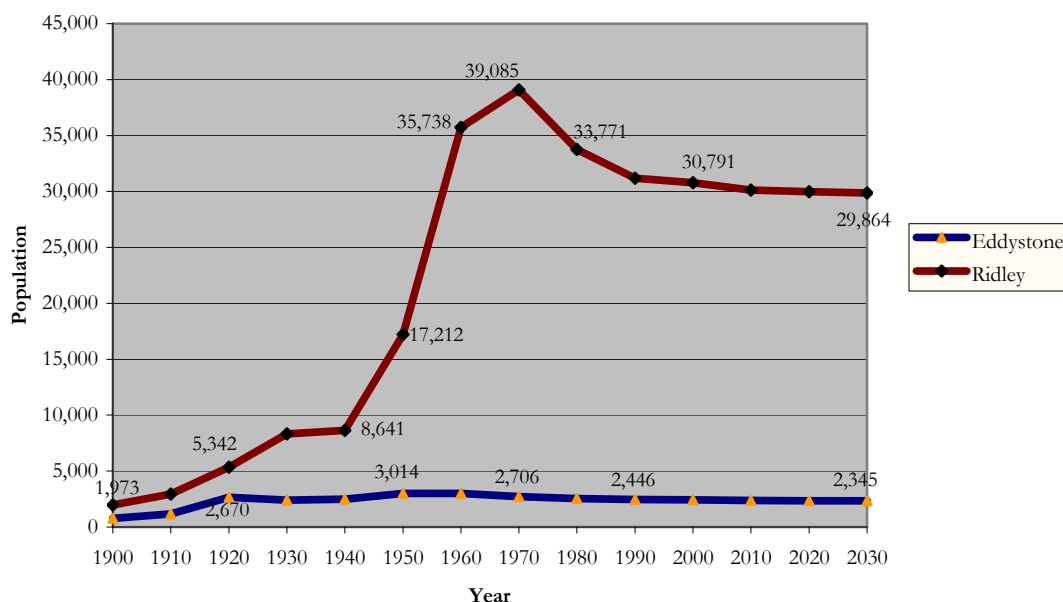
DEMOGRAPHIC ANALYSIS

In order to assess the present and future needs of the Municipalities, a variety of factors should be considered. Figures illustrating population trends and forecasts, age distribution, and income will help create a better understanding of the needs and concerns of the community. Examining the Municipalities' demographic profiles will help determine the amount and types of services that might be required and will help provide a context for the communities' future positions within the County. The following demographic data is from the U.S. Department of Commerce, U.S. Census Bureau and the Delaware Valley Regional Planning Commission (DVRPC) whose 2007 publication "Year 2035 County & Municipal Population & Employment Forecasts" provides forecasts for the years 2010-2030 for Ridley and Eddystone.

Population Trends and Forecasts

Figure 2-1 shows the population trends and forecasts for the two-Municipality area from 1900 to 2030. In 1900, Eddystone Borough had a population of 776, which increased steadily until 1950, followed by a slight but steady reduction until the year 2000. According to DVRPC forecasts, the population of Eddystone will continue to decline by small amounts through 2030. In 1900, Ridley Township had a population of 1,973 and quadrupled to 8,326 by 1930. The population increased until peaking in 1970 at 39,085, and then decreasing until 2000.

FIGURE 2-1
POPULATION TRENDS AND FORECASTS 1900-2030



Source: U.S. Department of Commerce, Bureau of the Census
Delaware Valley Regional Planning Commission, 2007

Table 2-1 shows the population trends and forecasts for the two combined municipalities as compared to the County as a whole. From 1910 to 1920 and again from 1950 to 1960, the combined municipalities experienced rapid growth that exceeded the County's average growth rate. From 1990 to 2000, the Municipalities lost 1.1 percent of their population, while the County gained 0.8 percent. DVRPC forecasts show that the Municipalities' populations will stabilize and remain fairly constant at a little over 32,000 residents through 2030. DVRPC forecasts show that this downward trend will continue through 2030.

Age Distribution

Table 2-2 shows the age distribution for the plan area as well as for Delaware County. Since 1990 the 0-to-4-years old age group decreased in both Ridley Township and Eddystone Borough by 14.8 and 12.0 percent, respectively. A possible reason for this decline is a corresponding decline in population of the childbearing age group 25-34. This group has decreased by 25.9 percent in Eddystone and 28.2 percent in Ridley since 1990. There are two other groups with notable trends: the 5-to-14-year old group in the 2000 Census is currently moving through the school system and will emerge within 10 years as members of the workforce. The other larger group, seen in the 2000 census as the combined age groups in the 35-to-54-year old age range is the baby boomers. This generation will be reaching retirement beginning in 2011 and will require a substantial amount of new services ranging from medical care to senior recreational facilities.

**TABLE 2-1
POPULATION TRENDS AND FORECASTS (1900 – 2030)**

Year	Two Municipalities	% Change	County	% Change
1900	2,749	N/A	94,762	N/A
1910	4,112	49.6%	117,906	24.4%
1920	8,012	94.8%	173,069	46.8%
1930	10,740	34.0%	280,264	61.9%
1940	11,134	3.7%	310,756	10.9%
1950	20,226	81.7%	414,234	33.3%
1960	38,744	91.7%	553,154	33.5%
1970	41,791	7.8%	603,461	9.1%
1980	36,326	-13.1%	555,023	-8.0%
1990	33,615	-7.5%	547,651	-1.3%
2000	33,233	-1.1%	550,864	0.6%
2010	32,500	-2.2%	556,117	0.8%
2020	32,346	-0.5%	557,795	0.3%
2030	32,209	-0.4%	559,288	0.3%

Source: U.S. Department of Commerce, Bureau of the Census
Delaware Valley Regional Planning Commission, 2007

**TABLE 2-2
AGE DISTRIBUTION (1990 – 2000)**

Age	Eddystone Borough			Ridley Township			Delaware County		
	1990	2000	% Change	1990	2000	% Change	1990	2000	% Change
0-4	175	154	-12.0%	2,190	1,865	-14.8%	38,266	34,394	-10.1%
5-14	322	433	34.5%	3,802	4,360	14.7%	68,833	78,836	14.5%
15-24	324	282	-13.0%	3,854	3,478	-9.8%	78,062	72,696	-6.9%
25-34	436	323	-25.9%	5,707	4,097	-28.2%	92,520	69,089	-25.3%
35-44	301	402	33.6%	4,172	5,228	25.3%	77,835	89,511	15.0%
45-54	226	298	31.9%	2,888	3,878	34.3%	53,302	74,079	39.0%
55-64	227	196	-13.7%	3,520	2,595	-26.3%	53,901	46,590	-13.6%
65-74	265	176	-33.6%	3,444	2,798	-18.8%	50,558	42,053	-16.8%
75-84	149	143	-4.0%	1,325	2,092	57.9%	26,261	32,748	24.7%
85+	21	35	66.7%	267	400	49.8%	8,113	10,868	34.0%

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

Racial Composition

Table 2-3 below compares the racial composition of the two Municipalities and the County in 1990 and 2000. Between these two Census years, the racial composition of the plan area and Delaware County changed significantly. Eddystone Borough, Ridley Township, and Delaware County saw a decrease in the Caucasian population from 1990 to 2000 of 4 percent, 4 percent and 6.6 percent respectively. Blacks, Asians, Hispanics and other races have increased in the area over the past 10 years. Eddystone experienced the biggest increase in all three groups with an increase of 514 percent in the Black population, a 166 percent increase in the Asian population, and a 1,400 percent increase in individuals of other races. Ridley Township also experienced an increase in racial diversity with a 28.7 percent increase in the Black population, and 83.6 percent increase in the Asian population and 594 percent increase in members of other races. The County as a whole saw increases in these respective groups of 30.3 percent, 81 percent and 310 percent. The large percentage increases in the Township and Borough may be somewhat misleading in that the 1990 numbers of some of these racial groups were very small in Ridley and Eddystone. However, the data suggest increasing racial diversity through the County and especially within the study area.

TABLE 2-3
RACIAL COMPOSITION (1990 – 2000)

RACE	Eddystone Borough			Ridley Township			Delaware County		
	1990	2000	% Change	1990	2000	% Change	1990	2000	% Change
Caucasian	2,429	2,331	-4.0%	29,824	28,626	-4.0%	473,741	442,449	-6.6%
Black	7	43	514.3%	1,020	1,313	28.7%	61,394	79,981	30.3%
Asian	3	8	166.7%	275	505	83.6%	10,002	18,103	81.0%
Other*	4	60	1400.0%	50	347	594.0%	2,514	10,331	310.9%

*Other includes Pacific Islanders, American Indians, Eskimos, and Aleuts, and Multiracial

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

Family Income

A good economic indicator provided by the census is median family income. Family income is defined as income for a group of two or more people residing together who are related by birth, marriage, or adoption. Census data from 1990 and 2000, shown in Table 2-4, shows an increase in median family income of roughly \$20,000 for Ridley Township, Eddystone Borough, and Delaware County. However, this data is deceiving due to the inflation that occurred between 1990 and 2000. To better gauge income growth within the study area, income should be adjusted for inflation and then be compared to 2000 census data. Figure 2-2 represents the data in Table 2-4 that has been adjusted for inflation and graphed for easy comparison.

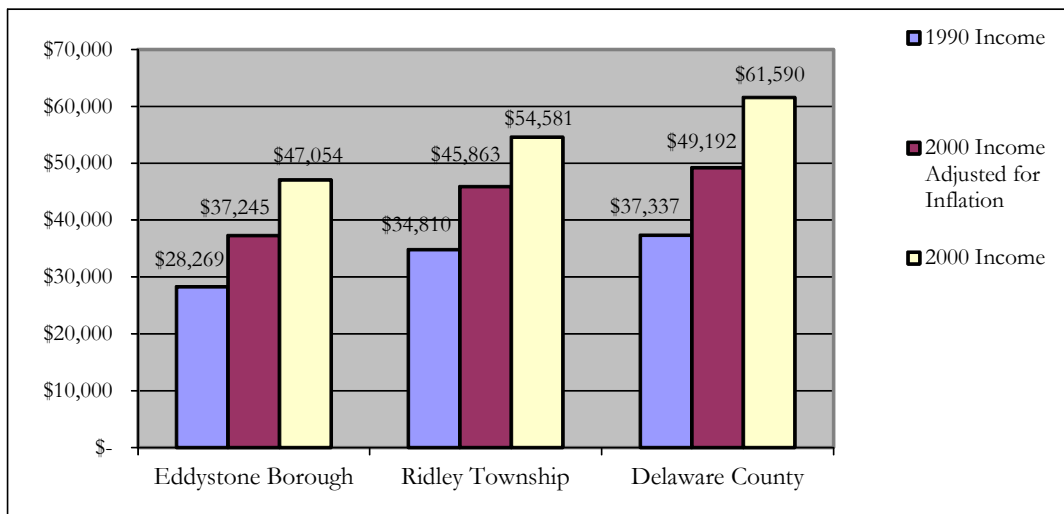
TABLE 2-4
MEDIAN FAMILY INCOME (1990 - 2000)

Municipality	Median Family Income			Percent of Individuals Below Poverty Level		
	1990	2000	Percent Change	1990	2000	Percent Change
Eddystone Borough	\$28,269	\$47,054	66.5	9.4	12.1	29.5
Ridley Township	\$34,810	\$54,581	56.8	4.9	6.7	37.2
Delaware County	\$37,337	\$61,590	65.0	6.8	8.0	17.7

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

As the figure demonstrates, all of the areas still experienced an increase in income over 1990 levels even when adjusted for inflation. Eddystone Borough saw an increase of \$9,809 in inflation-adjusted income from 1990-2000, while Ridley median family income rose by \$8,638. However, both Municipalities' increases are below the Delaware County average of \$12,398. Any increase of income when it is adjusted for inflation indicates a real wage increase and highlights an area of positive economic growth.

FIGURE 2-2
INCOME LEVELS ADJUSTED FOR INFLATION (1990 – 2000)



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

Poverty Status

Another good indicator of the basic economic status of a region is the percentage of individuals who fall below the poverty line. The poverty line is a threshold that takes into consideration family size and age makeup and is intended to indicate a level of income at which basic human needs cannot be satisfied. The poverty line is constantly recalculated and does not need to be adjusted for inflation.

In the County as a whole and in Ridley and Eddystone individually, the percentage of individuals below the poverty increased from 1990 to 2000. There was a 29.5 percent increase in the number of individuals below the poverty line in Eddystone from 1990 to 2000 as the percentage of individuals below the poverty line rose from 9.4 to 12.1 percent of the Borough's population. Ridley shows a similar trend, with an increase of 37.2 percent of individuals below their poverty line from 1990 to 2000 as the poverty rate rose from 4.9 percent to 6.7 percent in the Township during that period. Countywide, a more modest increase occurred with 17.7 percent more individuals falling below the poverty line in 2000 than did in 1990, as the poverty rate rose from 6.8 percent to 8 percent. It should also be noted that the poverty rate for the United States was 12.4 in the year 2000. Therefore, both communities had a lower poverty rate than the nation as a whole.

Housing Occupancy

A strong indicator of neighborhood stability within a community is the percentage of homeowners versus that of renters in a given area. 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. Table 2-5 shows the number and percentage of owner-occupied, renter-occupied and vacant units in the Area and the County for 1990 and 2000 and the change between the two decades. The percentage of homeowners in the Municipalities Area declined slightly (-9.2 percent) during this period, while there was a modest increase in renter occupied units of 9.8 percent. Although the decrease in owner-occupied units does not constitute an alarming trend, the Boroughs should continue to monitor the owner-to-renter ratio and try to implement programs to assist and encourage home ownership. (See Chapter 6, Housing).

TABLE 2-5
HOUSING OCCUPANCY (1990 –2000)

Housing Occupancy	Ridley-Eddystone Area			Delaware County		
	1990	2000	Percent Change	1990	2000	Percent Change
Total Housing Units	13,296	13,579	2.1%	211,024	216,978	2.8%
Vacant Housing Units	414	494	19.3%	9,650	10,658	10.4%
Total Occupied Units	12,882	13,085	1.6%	201,374	206,320	2.5%
Owner-occupied	9,636	9,805	1.8%	146,281	148,384	1.4%
Renter-occupied	3,246	3,280	1.0%	55,093	57,936	5.2%
% Housing Unoccupied	3.2%	3.6%	N/A	4.8%	5.2%	N/A

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

From 1990 to 2000, the total number of housing units in the Ridley-Eddystone area increased by 2.1 percent, mirroring approximately the 2.8 percent increase in the County. However, the total number of vacant units in the Area increased by 19.3 percent from 1990 to 2000, a substantial increase and greater than the 10.4 percent increase in the County during the same period. The 19.3 percent increase in the Area more than offsets

the modest 1.6 percent increase in occupied units in Ridley-Eddystone and is an issue that should be addressed. Ridley-Eddystone saw a slightly greater increase in owner-occupied housing (1.8 percent) than in renter-occupied (1.0 percent). A major indication of the ability of a housing market to meet demand is the vacancy rate. The acceptable range is between 3 and 5 percent; the Area's rate at 3.6% in 2000 suggests that the supply of available housing for owners and renters is adequate to meet current demand.

CHAPTER 3

HISTORIC PRESERVATION

There are few towns that exist that would pass on an opportunity to possess an historically significant site of building and some go to great lengths to obtain such assets. This was the case in 1958 when the City of Wilmington obtained a stone house that dated to 1690 and is now touted as the oldest in America. An early Swedish settler by the name of Johan Hendricksson arrived at Fort Christiana, Delaware in 1654 but he did not remain



(The Johan Hendricksson House in Wilmington, Delaware)

in Delaware, where the house now sits. It was not there, but at the confluence of the Delaware River and Crum Creek that Johan and his decedents settled. In 1958, the Vertol Aircraft Company offered to give one of the original Hendricksson houses to any organization willing to dismantle and move it. The “Old Swede Church” in Wilmington recognized what Pennsylvania’s local community did not and saved the structure with much fanfare. Since 1960, the site has welcomed numerous royal

dignitaries including the King of Sweden, Vice-President Lyndon Johnson, numerous governors, and many tourists, who have all come to pay tribute to this nationally recognized historic site.

Ridley Township lost that significant historical asset then, but both Ridley and Eddystone Borough still possess important historic resources that could be preserved and highlighted. The street patterns, landscapes, homes, and factories, not to mention the people who make Eddystone and Ridley home, make these two of the most unique settlements in Delaware County. The cultural identity of a community, however, is more than an historic footnote. Many communities have embraced their past and successfully utilized community character and heritage as an important means of promoting local values and economic development. This element of the Ridley/Eddystone Comprehensive Plan includes goals, policies, and recommendations to help preservation planning enrich stable neighborhoods while possibly helping to improve deteriorating areas.

GOAL:	IDENTIFY, PRESERVE AND PRESENT RIDLEY AND EDDYSTONE’S HISTORIC ARCHITECTURAL AND CULTURAL RESOURCES
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Awareness of one’s heritage can foster a formidable sense of community identity. One of the main goals of preservation is to contribute to the local quality of life by raising awareness of values, identities, traditions, and stories. For example, some Ridley residents currently complain of losing a sense of community that once thrived in close-knit neighborhoods. Utilizing preservation planning can educate current residents about

these identities while working to actively restore them. Both Ridley and Eddystone exhibit the potential to complete this task, but neither has combined each of these elements to take full advantage of their collective capabilities.

THE VALUE OF THE PAST



(The Folsom V.F.W. Post, c.1930)
Courtesy of Keith Lockhart

The value of history is often an intangible commodity, viewed as an expense without significant returns. When investigated more closely, however, governments at all levels have understood that preservation planning offers many positive outcomes for individual property owners and the community at large. Preservation planning is also a consummate example of sustainable

development - a concept that focuses on social, economic, and environmental ideals – by using already existing infrastructure to enrich the surrounding community.

Values and Pride

The foundations of community exist based on a shared set of values. While these principles may change over time, an important part of a community remains embodied in its past, a narrative physically represented by its structures, archaeological artifacts, historic documents, and people. The Borough of Eddystone is an excellent example of this, being named for the Eddystone Lighthouse in England, and founded on the principles of longevity, dependable strength, and long-range vision. From the preservation perspective buildings are not simply stale or decomposing relics, but engaging icons that provide meaning and inspiration for residents.

Communities often build upon these physical symbols as a bridge to achieving future goals. Preservation planning is a tool that charts a path for the community's future based on historically shared values and development trends. It is a democratizing practice that strives to exhibit a past belonging to the entire population, not simply a locale's most outstanding citizens or grandest architectural examples. By illustrating pride in its buildings, landscapes, or the lives and accomplishments of its past residents, municipalities promote a sustainable identity that can greatly enhance the quality of life for residents.



(The original Eddystone Lighthouse Hall at 2nd Street and Eddystone Avenue)

Economic Development

The rehabilitation, not demolition, of a community's older neighborhoods is able to produce positive economic results for residential and commercial properties. As an example, in 1997, the Borough of Hollidaysburg, PA commissioned Penn State University and several other institutions to study "The Effects of an Historic District on Property Values." Eight years earlier, Hollidaysburg established a 400-home historic district within a blighted area of town. The study found that property values in the district declined between 1984 and 1989, but from 1989 to 1994, "the percent change in [the] sales price of houses in the historic district quadrupled, whereas the same figure for the rest of the Borough declined."¹ In most cases, historic property owners witness a rise in the value of their home, but this effect also cultivates broader economic appreciation. It is not uncommon for areas surrounding districts and properties to also benefit from their neighbor's historic designation and the positive rehabilitation investment this attracts.

For commercial properties, the benefits are greater upfront. The National Park Service offers an Historic Tax Incentive for income-producing properties. In return for agreeing to rehabilitate a building listed on the National Register of Historic Places according to the *Secretary of the Interior's Standards*, an owner receives a 20 percent tax credit on the total rehabilitation costs. The reuse of the Baldwin Locomotive Works Administrative Building did not utilize this credit, but it represented an eligible tax incentive project.

Like their residential counterparts, historically significant commercial properties generally also enjoy increased long-term prosperity and revenue. Various studies associated with the National Trust for Historic Preservation's *Main Street* program focus on the economic effect of revitalizing commercial districts that have become remnants of a once bustling community. Neither Eddystone nor Ridley currently contains eligible *Main Street* districts, but the data concerning commercial reuse speaks for itself. The National Trust found that for every dollar invested in the *Main Street* program, about thirty-five are generated by increased revenue. In addition to the federal tax credit, this excellent return of investment has led some of the most successful and nationally recognizable developers to creatively reuse and preserve historic structures.

COMMUNITY CHARACTER

Development Patterns

Like all local histories, the development patterns of Ridley and Eddystone can be traced to broad social trends that have transformed the way people build houses, public infrastructure, and the types of services that compose the modern-day municipal landscape. Contrary to popular belief, both communities are fortunate to have retained many of the structures that present visual reminders of their historic developmental patterns.

¹ Borough of Hollidaysburg, "The Effects of an Historic District on Property Values" (Hollidaysburg, PA, 1997).

Every community contains a definable change over time. This developmental history is directly exhibited by existing relics of the past, such as buildings and streets, historic resources that dot, or in many cases, sprawl across the landscape. Almost all communities began as agricultural farmsteads before evolving into neighborhoods with commercial centers, transit circulation, industrial nodes, bedroom communities, and added layers of modern sprawl. These disparate patterns build upon one another to form the places and local culture known today. As a whole, these trends contribute to the contemporary image and identity of the municipality, serving as a model for revitalization and new development.

In Ridley and Eddystone, several phases of development occurred throughout their more than 350 year existence. Both began as agricultural communities, but in the 1800s, their historical trajectory diverged. Eddystone became a haven for heavy industrial factories and workers while more suburban processes shaped Ridley. Leiperville became a crossroads and multi-use village in the early 1800s, but the rest of the Township slowly spread, during three distinct periods of suburbanization.

Agricultural and Early Industrial (1641-1874)



(The Jacob Simcock House on the Woodlyn/Swarthmore border)

With the settlement of Upland (Delaware County) in 1640 by a small Swedish contingency, Anglo Europeans made their mark on a largely pristine landscape. Olofe Stille became the first settler in Ridley Township, which at the time encompassed a swath of land that included eleven contemporary municipalities. Stille established a farm in a fertile riparian environment bordered by the Delaware River, Crum Creek, and Ridley Creek. For early settlers, waterways were a commodity that served as vital transportation, irrigation, and defensive features. Others soon followed suit. The Hendricksson family settled along Crum Creek in the late 1600s and was quickly followed by the Simcocks, who constructed their own farmstead about one mile east of the Creek.

As farming and homesteads continued to spread, other businesses and small industries crept into the Township. The Lapidea Mill and Leiper Quarry opened in the 1770s and Peter Hill began operating a mill along Little Crum Creek some thirty years later, the remains of which still stand. Pine Tree Place, the 1837 residence of John Hill, is the only remaining example of the Hill brothers' four farmsteads.

Leiperville (1808-1930)

One section of Ridley witnessed industrial urbanization as early as 1780. At that time, Thomas Leiper, a local Philadelphia merchant, invested in a quarry in the area, however his influence became more pronounced when he purchased the Lapidea Mill at the intersection of Crum Creek and Chester Pike in 1808. Two years later, he founded the village of Leiperville to service his quarry and mill workers, not to mention a stable population of farmers in the area. In such a manner, Leiperville began as a small industrial enclave and crossroads community. Its prime location along the main thoroughfare between Philadelphia, Chester, and Baltimore allowed it to further expand over the next century. The town welcomed the Leiper Canal, a new post office, and the Leiperville Hotel between 1828 and 1930. By 1925, Leiperville grew to become one of the most individually historic neighborhoods in the area, a community of blue-collar workers employed by many of the growing industries sprouting along the Delaware and home to its own celebrities like Jack Dempsey and Lewis “Hack” Wilson, a professional baseball player, among others.



(Chester Pike looking east in Leiperville, c.1920).
Courtesy of Keith Lockhart.

Industrialization (1872-Present)

In July of 1872, the Pennsylvania Railroad opened its Baltimore and Potomac Railroad branch, which included access to Philadelphia via Chester. Anticipating the new rail line, William Simpson bought land in Ridley and moved his successful Washington Print Works from Philadelphia in 1873. The following year, he renamed the business and town “Eddystone.” Previously, Eddystone solely consisted of farming homesteads and was indistinguishable from the rest of Ridley, but Simpson had industrial, not agricultural intentions for this square mile plot of land. In the years that followed, Simpson owned most, if not all the land in Eddystone and to attract and support a sizeable labor force, Simpson constructed worker’s housing, an elementary school, community hall, and



(Then and Now: William Simpson’s Print Works housing in Eddystone’s Village neighborhood, c.1900).
Courtesy of Keith Lockhart.

church, all by 1891. In a matter of years, Eddystone became a fully developed company town years before others like Pullman, Illinois. In the early 20th century, more industry followed Simpson's successful investment, the most famous being the Baldwin Locomotive Works and Remington Arms Factory during the first decade of the 20th century. During this decade alone, Eddystone's population swelled 128 percent. Over the next eighty years, Eddystone's industrial furnace waned, but the community always retained its industrial character and businesses.

Railroad Suburbanization (1872-c.1910)



(Third Avenue (MacDade Blvd.) looking west from Ridley Avenue, c.1918). *Courtesy of Keith Lockhart.*

With the introduction of Ridley Township's first steam railroad in 1872 (the Pennsylvania Railroad) and a parallel Baltimore and Ohio (B&O) line by 1875, new opportunities arose for development, tourism, and commerce. Investors immediately took advantage of these rail lines, which opened the community to new markets along the East Coast, but especially to Philadelphia. Just north of Chester Pike and the new B&O line, John Young platted an 86 acre parcel of the original McIlvain farm as the Fairview Farm subdivision. With his three-story Fairview Hotel anchoring the neighborhood, Young established Fairview as a summer retreat for wealthy Philadelphians. In other parts of Ridley Township, more developers were looking to Young's precedent for inspiration. A decade after Fairview Farm began no less than five other land development firms were making plans for similar projects including those for the Burnside and Wyndom communities. During the next several years, both Woodlyn and Folsom garnered new Post Offices and trolley cars, or "Electric Railroads" became the preferred means of travel along main thoroughfares. Development reflected these fixed means of transportation as new streets were generally platted in a rectilinear fashion.

Automobile Suburbanization (c.1910-1940)

While the automobile was invented during the 1880s, large-scale production did not occur until the turn of the century, making cars increasingly affordable, efficient, and prevalent means of transportation by the 1910s. In Ridley, the automobile had less tangible effects than the railroad, but it allowed the existing housing developments to expand and move further away from major thoroughfares. As car travel became more popular and possible for everyday Americans, commercial services appeared along these well-traveled routes, resulting in



(Fairview Road in 1921).
Courtesy of Keith Lockhart.

significant types of roadside architecture and businesses like gas stations, food stores, hotels, and others.

World War II and Post-War Suburbanization (1941-Present)

Prior to the involvement of the US in World War II, Ridley began another, larger sprawling wave of suburban development. The opening day of sales for Leedom Estates was January 12, 1941, followed by hundreds of other home developments, including Grace Farms and Glenview, both named for the families whose farms were built upon. In the 1950s, more developments ensued, causing Ridley's population to quadruple by 1960. With the expansion of housing and commercial centers away from mass transit lines, suburban residents increasingly used automobiles for transportation. As was the case with railroad suburbanization, the street networks of the automobile age reflected this trend and became more curvilinear. Commercial services also spread and for the first time, Ridley became a true bedroom community.

IDENTIFYING HISTORIC RESOURCES

OBJECTIVE 3-1: IDENTIFY THE HISTORIC RESOURCES THAT CONTRIBUTED TO THE MUNICIPALITIES' DEVELOPMENT WHILE ENCOURAGING COMPATIBLE PRESENT DAY DEVELOPMENT.

There are many types of historic resources that can be involved in preservation planning. They are the historic structures and development patterns mentioned above, but they also encompass archaeological resources and even archival documents or oral histories. These resources are the physical pieces that compose and help convey a community's character. Individually resources are parts of a puzzle, but taken as a whole they can help tell the story of the development of a community or communities.

Historic Resources

Historic resources refer to buildings, objects, or landscapes that represent significant pieces of a community's past. To achieve some of the benefits associated with preservation planning, a municipality must recognize the extent and importance of their historic building stock. In historic preservation, the identification of historic resources is legally necessary and achieved by completing an historic resources survey. Two general types of surveys exist, a reconnaissance or an intensive survey. For this part of the comprehensive plan, the historic preservation staff of the Delaware County Planning Department has included a basic reconnaissance survey inventory (Tables 3-1 and 3-2 and Maps 3-1 and 3-2) of Eddystone and Ridley's potential historic resources.

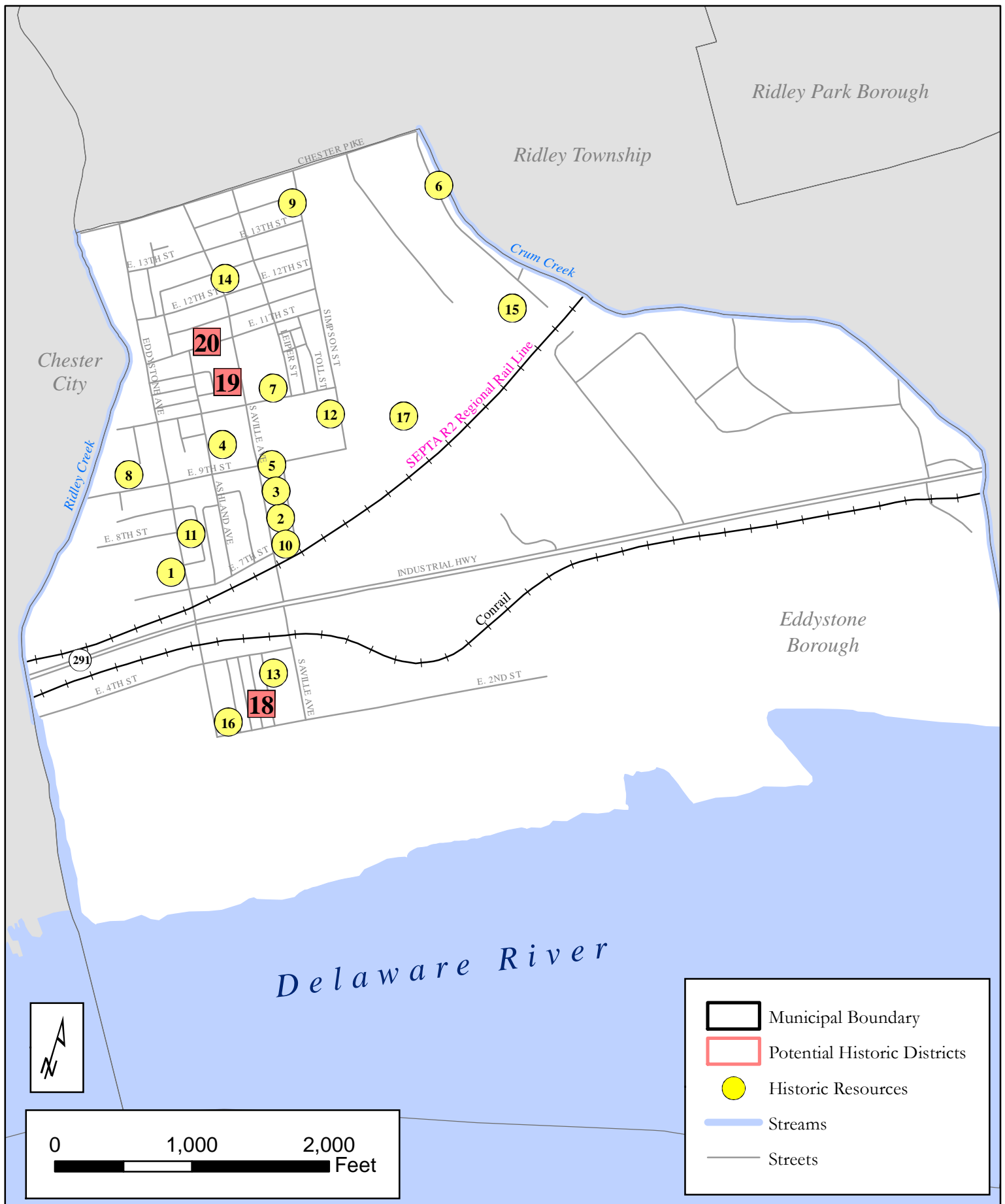
While reconnaissance and intensive surveys are both based on a defined set of criteria, an intensive survey involves more detailed research using archival documentation, historic maps, and interviews to study what artifacts remain and their importance to the local and broader community. The reconnaissance survey provided on the following pages primarily lists examples of local significance, but some might also be important in telling

a regional, state, or even national story. This inventory provides the groundwork for a more thorough intensive survey of the Municipalities' historic resources that would more fully elaborate on and help determine each site's significance in addition to providing information concerning the type and level of recommended preservation.²

TABLE 3-1
EDDYSTONE BOROUGH – HISTORIC RESOURCES

Map #	Name/Location	Description
1	706-708 Eddystone Avenue	Example of early 20th century Queen Anne twin
2	723-725 Saville Avenue	Italian Renaissance twin with serpentine (green) stone built c. 1915
3	727-729 Saville Avenue	Example of early 20th century home built of "fireproofing" concrete block
4	947 Ashland Avenue	Home of Henry Effinger built c.1800. His farm covered 168 acres
5	731 Saville Avenue	1894 Eddystone Methodist Church and Rectory of stone and frame construction
6	10 Baldwin Creek	One of remaining structures from Baldwin Locomotive Works; built over the Crum Creek and now housing Prosthetic Innovations
7	1400 E. 10th Street	St. Jude's (formerly St. Luke's) Church and Rectory built 1915
8	1180-1182 9th Street	Brick Colonial Revival Twin built c. 1900
9	1428 13th Street	Stucco Second Empire single built c. 1900
10	713 Saville Avenue	Italian Renaissance single dwelling built of early concrete block
11	731-733 Eddystone Avenue	Brick/stone row housing typical of industrial worker housing c. 1920
12	920 Simpson Street	Stuccoed former Baldwin Hotel, now known as Spada's
13	398 Saville Avenue	Thomas Simpson School, built c. 1879
14	1201 Saville Avenue	Eddystone Borough Hall
15	1510 Chester Pike	Former office for Baldwin Locomotive Works, built 1928
16	205 Eddystone Avenue	Lighthouse Hall, built 1880 by William Simpson for Eddystone citizens
17	1500 Chester Pike	Remaining Baldwin Locomotive Shed, c. 1920s
18	Eddystone Village Historic District	Three-story brick tenement housing built for workers in 1882 by William Simpson along Second, Lexington and Concord Streets
19	Saville Street Commercial Historic District	Commercial area of Eddystone with former theater, garage, stores
20	11th Street Historic District	1204 to 1242 11th Street row housing, twins and singles reflecting late 19th century residential area

² It is important to note that this inventory does not present either a final determination of designation or a list of every historic resource throughout Eddystone or Ridley. Some locations are simply included as examples of a particular architectural style found in the municipality, but may not be the most appropriate or notable example available. The inventory is meant to raise awareness and appreciation of the municipality's remaining historic properties with hopes that an official historic resources survey would be undertaken in the near future to better understand the local past.



**TABLE 3-2
RIDLEY TOWNSHIP - HISTORIC RESOURCES**

Map #	Name/Location	Description
1	1124 Chester Pike	Leiperville School built 1830 with 1910 addition
2	1130 Chester Pike	First Baptist Church of Leiperville built 1862
3	119 Fairview	"Fairview Farm" (#10) tenant house built by McIlvains c.1790
4	Chester Pike	1939 brick Pumping Station built by WPA
5	Fairview and Chester Pike	McIlvain House built c. 1800 or earlier
6	1901 Chester Pike	St. Rose of Lima Church with brick 1st story built 1890 and 2nd story and stone added in 1916
7	1101 Chester Pike	Greek Revival Gas Station is a good example of roadside architecture from the 1950s
8	1505 Chester Pike	An outstanding example of roadside architecture of the 1950s
9	1139 Fairview Road	Colonial vernacular home built by Issac Worrall dating to 1780 with additions 1800 and later
10	127 Youngs Avenue	Stone farmhouse for "Fairview Farm" built in c. 1770
11	230 Bullens Lane	Stone Queen Ann home of cotton mill owner John Irving c. 1860
12	417 Vassar Avenue	"Applebrook" earliest house built by Jacob Simcock c. 1695 with later additions in 1794 and 1830
13	Vassar Avenue	Carriage House to "Applebrook"
14	431 Fairview Road	Frame home typical of late 19th century homes built along Fairview Road, this one belonging to Allison G. Taney in 1910
15	1311 Fairview Court	Gothic Revival stone home built by Jacob Worrall before 1875
16	860 Michigan Avenue	Built by a member of the Simcock family in 1749, core with later additions, this stuccoed house was lived in by the Prichard family for most of the 20th century
17	900 Fairview Avenue	1850 Gothic Revival Church built of Leiper granite and visited by 3 American Presidents
18	Fairview Road and Lukens Avenue	St. Matthews Evangelical Lutheran Church built of brick and stone in 1931
19	Michigan Avenue and Fairview Rd.	Notre Dame de Lourdes Colonial Revival Rectory was built in 1910 of stone from Prichard's (#16) barn that had been demolished
20	759 Milmont	Gothic Revival frame home with original siding and typical of linear development pattern in late 19th century
21	925 Haverford	An example of the many Craftsman bungalow c. 1910 with original siding
22	181 Taylor	Colonial Revival Brick home built about 1915 typical of growth along trolley lines
23	100 Milmont Avenue	Shingle style home built about 1900 in area of Belmont trolley tracks
24	137 Haverford Avenue	Stucco over stone home c. 1790 built by Mill Owner Peter Hill. In 1841 it was sold to Alexander Moorhead and remained in this family until 1926

TABLE 3-2 (Continued)

Map #	Name/Location	Description
25	230 Washington Avenue	Colonial vernacular stone farmhouse built in 18th century; by 1875 farmhouse for Samuel Palmer's 64-acre dairy farm
26	255 Buchanan Avenue	Brick Colonial Revival building reflecting neighborhood commercial areas of early 20th century
27	507 Milmont Avenue	Boy Scouts' cabin built in 1930s
28	721 Mt. Vernon Avenue	1920s home incorporating many of the different types of architectural sidings used throughout Ridley Township
29	800 Milmont Avenue	Stone Queen Anne with unique gable built c. 1900
30	131 Jackson Avenue	Queen Anne vernacular built prior to 1910 in newly subdivided West Ridley Land Association parcels
31	139 Jackson Avenue	Simple Queen Anne residence with intact architectural features built prior to 1910
32	204 Haverford Avenue	Frame Colonial Revival associated with mill of Peter Hill
33	207 Chester Avenue	Frame home with diamond asbestos siding, an early 1920s fireproofing attempt
34	532 Penn Avenue	Queen Anne home c. pre 1910 with architectural details intact
35	540 Michigan Avenue	Queen Anne vernacular built prior to 1910 in newly subdivided West Ridley Land Association parcels
36	East Lawn Cemetery	Created in the late 1800s, the cemetery has grave markers and monuments dating to the late 19th century including those of the founders of Scott Paper Company
37	1026 Morton Avenue	Queen Anne home of W.G. Howe in 1909
38	1054 10th Avenue	One of first homes built in West Folsom pre-1910
39	106 Gorsuch Avenue	"Pine Tree Place" is stone farmhouse built c. 1800 by Peter Hill (#24) for his son John T. Hill
40	130 Rutledge Avenue	Fine example of Craftsman Bungalow architecture c. 1920
41	232 Michigan Avenue	"Bellefield" was built as mill owner home prior to 1844
42	2nd and Sutton Avenue	1899 power plant converted to a trolley barn. Known maintenance center for Ridley Township
43	420 Rutledge Avenue	Queen Anne vernacular with original siding built prior to 1909
44	4th Avenue and Tasker Avenue	Tudor stone Church of Christ
45	511 Anderson Avenue	Colonial Revival with brick work of different kinds and patterns c. 1920
46	Swarthmore and 6th Avenues	Classical Revival brick School built in 1890 as Folsom Elementary School and now serves as senior citizen center
47	1044 10th Avenue	Early home in West Folsom - Queen Anne c. 1900
48	112 Cornell Street	Stucco Tudor home built c. 1920
49	1216 Redwood Avenue	A rare Oriental Revival style home built c. 1920
50	204 Rutledge Avenue	Queen Anne with original siding as one of the first in Folsom Highlands, about 1905
51	716 8th Avenue	Original West Folsom home on original lot c. 1905
52	6th and Folsom Avenues	Second Empire commercial building in Folsom Highlands c. 1900
53	Rutledge and MacDade Blvd.	Two story brick commercial building c. 1930

TABLE 3-2 (Continued)		
Map #	Name/Location	Description
54	SW corner of Folsom and 6th Ave.	Brick residence with raised first floor c. 1920
55	1262 Providence Road	Original portion of Shipley-Newlin House built in 1725; additions in 1820-71-76; still owned by Newlin Family
56	2219-2227 Amosland Road	Second Empire and Gothic Revival homes built c.1886
57	2505 Academy Avenue	Second Empire homestead of the Hutchinson Family built in 1890 for Mary Hutchinson
58	422 South Avenue	Stucco Italianate house belonging to John McGuigan in 1909
59	700 South Avenue	Queen Anne home c. 1880 owned by Edward E. Harned
60	716 Amosland Road	Built in 1900 on the site of the previous Kedron School, the brick building had additions in 1909 and 1919 and is now the Calvary Baptist Church
61	2243 Franklin	A rare example of Monterey architecture in Pennsylvania
62	226 Price Street	Brick Queen Anne home with intact architectural features
63	9 Princeton Avenue	Stoney Brook developed as circle of 10 cottages in 1910 of which four now remain
64	144 Chester Pike	Large Queen Anne home belonging to J.S. Pomeroy in 1909
65	Boeing Corp., Essington Avenue	Metal Shed and brick housing for boiler from General Steel Casting Corporation, c. 1940
66	Boeing Corp., Essington Avenue	Large brick housing for boiler from General Steel Casting Corporation, c. 1940
67	10 S. Swarthmore Avenue	Colonial Revival home with porticos c. 1920
68	136 Fairmount Road	Stucco stone farmhouse built in 1824. It was part of the Benjamin Moore dairy farm until 1920
69	6 S. Swarthmore Avenue	Unusual two-story craftsman home with original siding c. 1920
70	Leedom Estates Historic District	Subdivision built in 1941 of brick with Colonial Revival singles, duplex and row housing in good condition retaining a high degree of integrity
71	Tyler/Wilson Avenue Hist. District	Flattop single and duplex Ranch homes built c. 1950s along Tyler and Wilson Avenues and vicinity
72	Woodlyn Historic Commercial District	Clustering of late 19th and early 20th century buildings along Fairview Road south of Lukens Avenue to Grant Avenue
73	Milmont Park Historic District	A concentration of late 19th and early 20th century homes and commercial buildings that reflect the early development along the Belmont Avenue trolley line
74	Glenview Historic District	A very intact post World War II development of brick Cape Cods along Belmont Avenue between Haverford Road, Arlington Avenue and MacDade Boulevard
75	South Ridley Avenue Historic District	The 300 block of Ridley Avenue reflect the early development of housing relating to the proximity of the Folsom Railroad Station with a clustering of homes from the late 19th century
76	West Faraday Park Historic Dist.	The early subdivision of Faraday Park contains homes built throughout the early 20th century with an eclectic mix of architecture from Queen Ann to craftsman bungalow as the area developed especially along Mitchell Avenue

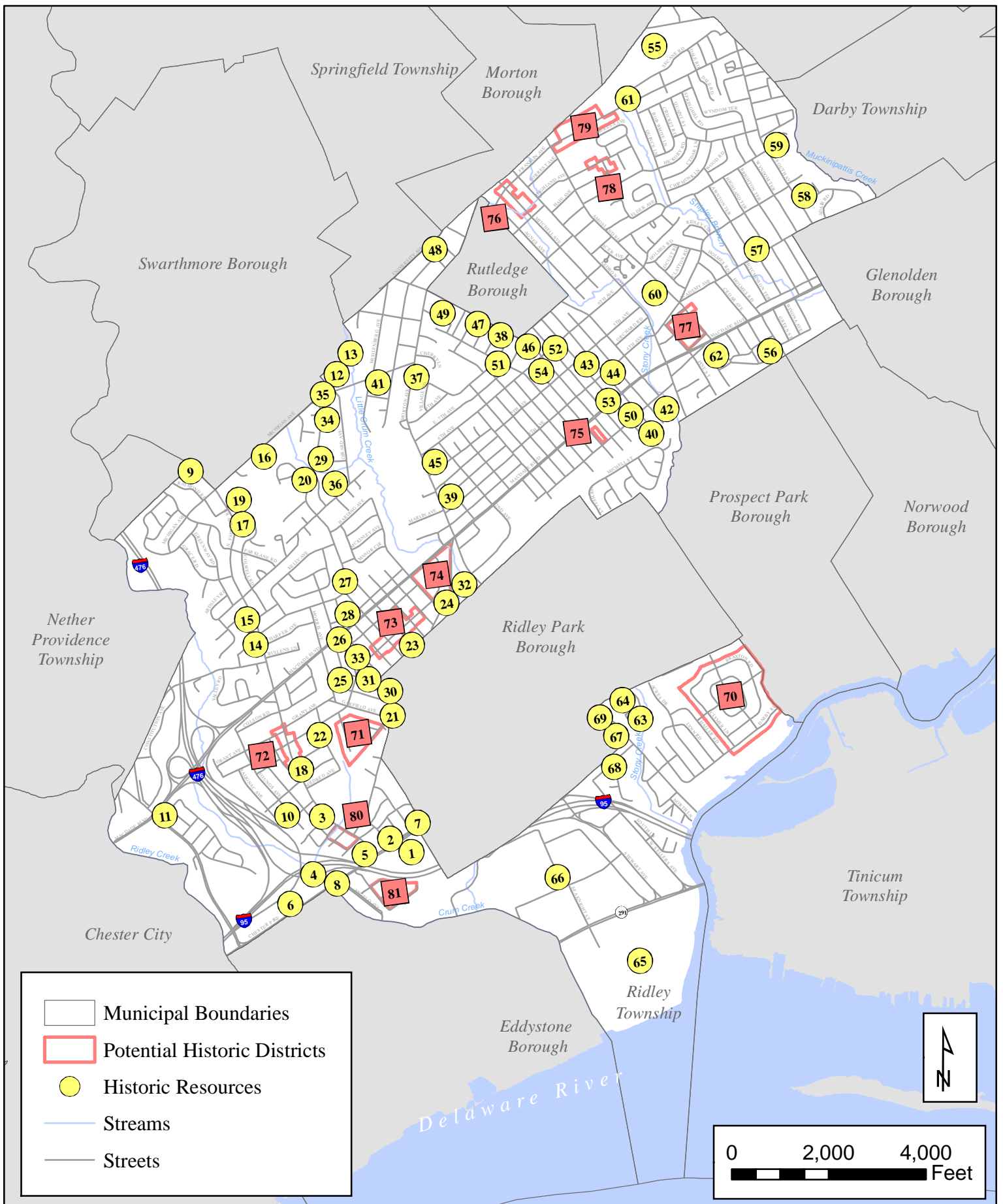
TABLE 3-2 (Continued)		
Map #	Name/Location	Description
77	Burnside Historic District	This late 19th century development known as Burnside between Maple, Amosland and Spruce reflects the residential growth in response to the trolley line along Parker Avenue
78	East Faraday Park Historic Dist.	This eastern portion of the Faraday Park development also contains very intact early 20th century architecture
79	Franklin Street Historic District	The early development along Franklin resulted from proximity to the Morton Station and presents a very intact segment of early 20th century Delaware County
80	North Leiperville Historic District	Concentration of row, twins and single buildings dating late 19th and early 20th century that form the northern portion of the Village of Leiperville along Holland and Fairview Roads
81	South Leiperville Historic District	The southern portion of the Village of Leiperville, which still retains many of the original homes and commercial buildings along Smiley and Maddock Streets

Archaeological Resources

Archaeological objects are difficult to assess because they lie intact below neighborhood streets, backyards, shopping areas, and open space. Nonetheless, these historic artifacts are useful for scholars, students, and residents to analyze and learn from. Archaeological resources are similar to other historic resources, because they provide detailed clues about past social, political, and economic conditions in a community's past.

In 1990, the Delaware County Planning Department contracted with Cultural Heritage Research Services, Inc. (CHRS) to develop the *Delaware County Archaeological Resource Inventory and Management Plan*. Based on known resources and predictive archaeological models, this plan is an analysis of each municipality's underground resources.

The predictive model used by CHRS indicated that most areas of Ridley and Eddystone have low potential for early, prehistoric remains. There are several small locations in Ridley Township, such as near the Edgewood Elementary School, along Crum Creek, Darby Creek in Leedom, and in the northernmost corner of the Township, that may contain Native American artifacts. But archaeology is not just used for prehistoric discovery, but can also be employed to learn about more recent periods in our community's past. For example, archaeology could be utilized in Eddystone's Village District where William Simpson housed his Print Works employees during the late 1800s. In Ridley, the most likely place for historic archaeology is in the Leiperville neighborhood. This, as well as other locations associated with the Leiper Canal and Quarry, could be explored to better understand life in these unique places.



RECOMMENDATIONS FOR IDENTIFYING HISTORIC RESOURCES

The Township and Borough should:

- 3-2 Perform an official intensive historic resources survey to identify the community's historic resources.

Funding Programs:

CZM Program
Renaissance/Revitalization Program
OHCD – CDBG
DCED – LUPTAP
PHMC
Heritage Conservancy
PENNDOT
National Park Service

Technical Assistance:

DCPD Historic Preservation section
PHMC

PRESERVING HISTORIC RESOURCES

OBJECTIVE 3-2: EVALUATE CURRENT PRESERVATION ACTIVITIES THROUGHOUT THE BOROUGH AND TOWNSHIP TO IDENTIFY THE APPROPRIATE LEVELS OF LOCAL HISTORIC PRESERVATION PARTICIPATION.

Following the identification of Ridley Township and Eddystone Borough's historic resources, the challenge becomes how to preserve them for future generations. Historic preservation is the practice of safeguarding physical resources that are generally at least fifty years old and represent an important piece of the local, state, or national historical narrative. Resources can include any portion of a built environment - a building, subdivision development, commercial area, landscape, or object, like a monument or sign - but can also encompass other important features such as archaeological remains.

In the past, neither Ridley nor Eddystone has engaged in any substantial form of historic preservation. During the early 1980s, Ridley created an "Historical Society" to plan and prepare for its Tricentennial celebration, which occurred in 1987 and resulted in the publication of *A History of Ridley Township*. The Historical Society has since dissolved except to plan special historical events.³ In 1994, the County Planning Department also prepared an initial historic resources survey, which the Township did not adopt. Eddystone on the other hand, has not formed an historical commission or even society, but remains proud of its industrial past. Its small, but expressive historical museum and the willingness to embrace historic preservation, indicates a respect and appreciation of its heritage. To the delight of Borough officials and residents, developers reused the distinctive Baldwin Locomotive Administrative Building (Resource #15) as the

³ It should be noted that the Ridley Historical Society is not an Historical Commission.

cornerstone of a small, but successful office complex and saved a towering landmark of Eddystone's industrial past.



(The B&O Railroad bridge over Darby Creek, between Ridley and Tinicum. This is an example of an overhead-counterweight bascule bridge likely designed by Joseph Strauss in 1916).

A community can employ historic preservation in many ways. Each method has its particular strengths and weaknesses, which is why a municipality should mix and match different tools provided by the federal and state governments in order to tailor preservation practices with its individual needs and values. The federal government recognized the importance of historic preservation in American society with the passing of the National Preservation Act of 1966. Even with this legislation, a local municipality remains the only entity permitted to regulate private property. Consequently, historic preservation is

most effective at the municipal level. Not taking full advantage of these legal opportunities may result in the Borough or Township losing more of its valuable historic fabric and community character.

Federal and State Involvement in Historic Preservation

National Register of Historic Places

The most basic level of historic protection is offered through the federal government's National Register of Historic Places (NRHP). Using standard criteria to evaluate the historical significance of a building, district, site, or object, this federal listing is considered an objective method of highlighting significant historic resources of a community that have contributed to local, state, or national history. Across the nation, 80,000 properties have been listed on the NRHP, 81 of which are located within Delaware County. Of the County's 49 municipalities, 51 percent have at least one property listed on the National Register and another 29 percent, including Eddystone, have sought to determine a property's eligibility.⁴ On the other side, a full 20 percent of the County's municipalities have not pursued either a National Register eligibility determination or nomination for any of their buildings, Ridley Township being among these. For Ridley and Eddystone, many of the historic resources listed in Table 3-1 or 3-2 could be deemed eligible for nomination to the NRHP, a designation that:

- Recognizes a resource's importance in telling a story about the local past

⁴ In Eddystone, both the Baldwin Locomotive Works Administrative Building and the Eddystone Sewage Disposal Plant have been declared eligible for listing on the NRHP in 1996 and 1993, respectively. In Ridley, the Ketchum, O.W. Terra Cotta Works and the Tinicum Township line Bridge, over Darby Creek have been declared eligible.

- Triggers consideration in the planning of federally funded or assisted projects
- Makes federal tax credits available for income-producing properties
- Initiates qualification for state or federal funding

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

The National Register is the primary federal historic preservation program for recognition, but it does not actually protect resources with any seriousness. The NRHP places no restrictions or obligations on a property owner, who is free to alter the property's historic fabric and character without prior consultation with preservation specialists, the federal government, or the municipality. The only consequence for a resource whose historical integrity has been altered, or even destroyed, is removal of its National Register designation and loss of related benefits. An owner can retain a house or structure's integrity, even modifying a building to fit changing needs, by using a set of guidelines established by the National Park Service called the *Secretary of the Interior's Standards*. While the federal government instituted such efforts, every state has enabled local governments to take more control over their own resources.

Pennsylvania Municipalities Planning Code – Act 247

The Pennsylvania Municipal Planning Code (MPC), Act 247, is the legal groundwork that enables local municipalities to pass ordinances, regulate historic properties, and create historical commissions. Currently, hundreds of Pennsylvania municipalities have taken advantage of provisions in the Code designed to enable them to preserve valuable pieces of their past. This legislation allows local governments to practice historic preservation, but it remains the obligation of the municipality to become an active participant in this process.



(Then and Now: The Address House on the 300 Block of Ridley Avenue, c.1890)
Courtesy of Keith Lockhart.

Pennsylvania Historic District Act – Act 167

Where historic districts are concerned, Pennsylvania Act 167 (1961 PL 282) is the most important legislative tool. Just as is the case with individual resources, a historic district does not need to be listed on the NRHP to be eligible for protection at the municipal level. In Pennsylvania, Act 167 authorizes a local government to:

- Delineate an architectural and/or historical historic district
- Authorize additional, overlay regulations to the area's base zoning
- Determine guidelines to regulate physical changes
- Require structural changes be reviewed for consistency using design guidelines
- Create a review process leading to the granting or denial of a Certificate of Appropriateness for changes within the district
- Establish an Historical Commission or Historical Architectural Review Board (HARB) to help property owners maintain their structure's architectural integrity

However, this Act merely permits a local government to take these regulatory actions and it is up to a municipality to take advantage of the opportunity.

Municipal Involvement in Historic Preservation

Permitted by the Pennsylvania statutes described above, local governments have the ability to protect their own historic resources. Citizens and public officials are often wary of historic preservation because of misperceptions regarding strict regulations and the taking of private property. It should be understood that historic preservation takes place at the discretion and direct involvement of local officials and the public to fit their needs and wants. An appropriate medium for municipalities to address the protection of their historic properties is a local historic preservation ordinance that reflects residents' level of confidence.

Historic Preservation Ordinance Amendment

Municipalities are able and encouraged to adopt historic preservation ordinances. An ordinance amendment is an important step in preserving and maintaining the historical integrity of a municipality's heritage as represented by its resources. An ordinance is the fundamental basis for regulating development to benefit historic properties within a municipality. In many communities, an ordinance works to achieve this goal by enacting the creation of an historical commission, a local property register, or historic zoning overlay, and other planning tools.

Historical Commission

A historic preservation ordinance establishes an Historical Commission, which oversees a community's overall preservation activities. This body typically is responsible for recording historical data, identifying significant community resources (through authorized Historic Resource Surveys), acting as a review board for municipal-wide

historic overlays, advising residents and officials on potential historical activities, and recommending incentives or methods for further preservation efforts. Though not mandated by law, members of the Historical Commission are usually appointed by municipal officials and should include a mix of Borough or Township residents, historical and architectural professionals, and officials.

Historical and Architectural Review Board (HARB)

In instances where a municipality contains a local historic district, municipalities must create an Historical and Architectural Review Board (HARB) as dictated by The Pennsylvania Historic District Act 167. The principal duties of a HARB are to review proposed alterations within a local historic district and recommend for or against a Certificate of Appropriateness regarding proposed construction, alterations, or other work on properties within the district.

The degree of restriction regulated by a HARB varies widely by municipality. In some instances, design guidelines encompass minute details of a building's exterior. However, each district's guidelines should reflect only the character defining features that distinguish its historic resources in conjunction with the individual neighborhood's goals. Overall, a district's guidelines can be as strict or as lenient as needed to maintain a neighborhood's character. In some instances they may only affect new construction or additions while in other places, they may regulate any and all alterations even some that may normally not require a building permit. It bears repeating that the degree of regulation imposed on an historic district is fundamentally the decision of residents and how much they wish to retain the character of their neighborhood. However, another less regulated form of historic district is offered through the implementation of a conservation district, which is not regulated by a HARB or ordinance.

Historic Zoning Overlay

The creation of an Historical Commission or HARB is the crucial way to engage the public in preservation planning, but the crux of a preservation ordinance is its zoning overlay. It is this piece of a historic preservation ordinance that can strongly affect rehabilitation, demolition, new development, and provide financial incentives for developers to adaptively reuse existing building stocks. Historic zoning overlays authorize a municipal government to:

- Delineate an historic district
- Regulate alterations made to properties within these overlays
- 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

A historic zoning overlay and its regulations are analogous to existing principles of zoning, which have been practiced for almost a century and upheld by the United States Supreme Court. In the *Penn Central Transportation Co. v. New York City* case of 1978, the Supreme Court again upheld the practices of historic preservation based on the principles of due process. Many times, the Supreme Court has ruled that like zoning, basic historic preservation legislation and regulation does not amount to a taking of private property, but instead is a form of the public police power. When there is public involvement and due process in the adoption and implementation of historic preservation measures they are quite defensible from legal challenges.

However, the regulation of properties listed on a local historic register does not forbid new construction or alterations to an affected property. Instead, it allows for a knowledgeable Commission to help property owners make changes that retain the historic fabric of a structure. This simply creates an extra step in the construction or demolition process, but by no means is a moratorium on development. Should a compromise not be reached between the owner and Historical Commission, a property owner may appeal the decision to deny a building permit to the Township or Borough Board/Council.

A historic preservation overlay not only considers external façade treatments, but factors such as retaining buffering distances, landscaping, and outbuildings, which are all important in preserving the context of an historic structure. Zoning also offers municipalities the unique opportunity to provide incentives that encourage a developer to retain and reuse a building. Such enticements might include higher density, parking bonuses, or permission to operate nonconforming uses, all of which could be employed to revitalize a neighborhood. An historic house in a residential district, for instance, could be permitted to operate as a bed and breakfast or other business.

Local Landmark Designation Ordinance

Where an historic resource is deemed to have special significance to the Borough or Township, a special ordinance can be enacted for its protection. Such an ordinance would contain two parts. First, it would explain the significance of the structure. Second, it would establish the physical restrictions and alterations not permitted to affect the resource. With any of the historic designations discussed in this chapter, an owner's consent is advisable, or required.

Demolition Ordinance

As a minimum level of protection for historic resources, provisions to control demolition of locally listed historic structures can be enacted as part of or separate from the local zoning ordinance. A demolition ordinance can result in two outcomes, a stay or denial of demolition. In both cases, all demolition permit applications for designated historic resources are reviewed during a "stay of demolition." At that time, the Historical Commission would evaluate the situation and seek alternative uses and/or potential buyers to adaptively reuse the structure.

A report on the economic feasibility of alternative uses may also be required. In many cases, especially using the federal government's 20 percent tax credit for income-producing properties, the cost of demolition and rebuilding exceeds that of rehabilitation.

A recent example illustrates how a simple demolition ordinance can significantly impact the local community's awareness of its history and resources. Not long ago, Ridley Township officials and DCPD staff identified the Leiperville neighborhood as a potential local historic district, one that might even be eligible for listing on the NRHP and could positively benefit the immediate community. At a later date, developers demolished an individually nondescript house, but one that was among the oldest homes and an important member of an already depleting historic entity. Had a demolition ordinance been enacted, not only could neighbors express their views on the action, but the home could have been documented or even saved.

RECOMMENDATIONS FOR PRESERVING HISTORIC RESOURCES

The Township and Borough should:

- 3-3 Establish an official historic preservation advisory board, such as Historical Commission.

Technical Assistance: DCPD Historic Preservation section
PHMC

- 3-4 Consider which preservation tools - demolition delay ordinance, historic overlay zoning, Act 167 historic districts – might be appropriate and effective in preserving some of the resources identified in the reconnaissance survey conducted for this plan and any additional resources that would be identified in an official intensive resource survey as discussed in Recommendation 3-2.

Technical Assistance: DCPD Historic Preservation section
PHMC

- 3-5 Follow through with the nomination of eligible properties to the NRHP. Potential nominees include the Baldwin Administrative Building, Eddystone Village as an historic district, the Shipley/Newlin House, and the Peter Hill House.

Funding Programs: PHMC
Heritage Conservancy
PENNDOT
Preservation Pennsylvania

Technical Assistance: DCPD Historic Preservation section
PHMC

- 3-6 Consider the enactment of local landmark designations with the idea of converting these sites to usable public spaces.

<u>Funding Program:</u>	OHCD – CDBG Program Preservation Pennsylvania
<u>Technical Assistance:</u>	DCPD Historic Preservation section PHMC

PRESENTING PUBLIC HISTORY

The process of preservation of historic resources is an important goal, but once preserved residents should be made aware of the past and present role of these resources in their communities. Public history strives to interpret these artifacts and present their stories to the public. The structures and landscapes within every community become tangible examples of an otherwise lost narrative that is only available in books. Viewed in this light, and with additional interpretive means, historic preservation can act as an engaging local history exhibit that teaches school children and adults about their community.



(Folsom Police and Commissioners, c.1930. These men were later arrested on charges of violating Prohibition laws). *Courtesy of Keith Lockhart.*

Opportunities to combine community learning with historic preservation abound in Ridley and Eddystone. The principal goal of such an effort would be to make information available to the public. Historical markers are one fundamental way to accomplish this aim. PHMC operates a statewide marker program that has resulted in over 2,000 markers across Pennsylvania. PHMC also provides grants to help fund the installation of its historical markers. Eddystone and Ridley could also explore the possibility of initiating their own historical marker program, managed by the same Commission that oversees the municipality's historic preservation program.

An extensive compilation of historical markers, whether local or state in origin, would also serve as the basis for a desired bike path. Ridley Township has expressed interest in planning for a Township-wide path to intersect with historical locations, which should also include interpretive signage to educate riders, joggers, and other residents about a resource's significance. Plaques, posters, and signs are efficient and inexpensive ways to incorporate learning into even unconventional spaces. Bus stops, municipal offices, and even shopping malls or parks are important places of communal gathering and provide opportune moments to educate residents and visitors alike.

Because they share a school district and library, Ridley and Eddystone also enjoy a unique chance to create partnerships with established institutions of learning. The school district and library are potentially two places to more ambitiously employ historic resources to teach local history through small exhibits and in the classroom. The social studies department at Ridley High School has made an attempt to better incorporate state and local history into its curriculum with a multi-year Department of Education *Teaching American History* grant. This program is designed to raise student achievement by improving a student's knowledge, understanding, and appreciation for traditional U.S. history. Ridley School District is committed to innovative methods of teaching American history, an effort that could incorporate local history and historic preservation into the school curriculum. There are any number of stories that the people, places, and buildings of Ridley and Eddystone contain, waiting to be uncovered, explored, and shared with residents and visitors. Supported by a foundation of historic resource research, identification, and preservation, public history can be an effective way to bring local history to life.



(An excellent example of a Queen Anne in the Burnside development).

RECOMMENDATIONS FOR PRESENTING PUBLIC HISTORY

The Township and Borough should:

- 3-7 Consider identifying locations for placing local or state historical markers.

<u>Funding Program:</u>	PHMC – Historical Marker Grants
<u>Technical Assistance:</u>	DCPD Historic Preservation section

- 3-8 Incorporate historical landmarks and places into proposed and future biking or hiking trails.

<u>Funding Programs:</u>	PHMC CZM Program Renaissance/Revitalization Program OHCD – CDBG Program Heritage Conservancy PENNDOT
<u>Technical Assistance:</u>	DCPD Historic Preservation section DCPD Transportation section

- 3-9 Develop educational partnerships and programming with Ridley Township Library and School District where research about the historical development of the Township and Borough can be conducted and presented.

<u>Funding Program:</u>	PHMC Pennsylvania Humanities Council Corporate sponsorships
<u>Technical Assistance:</u>	DCPD Historic Preservation section

CHAPTER 4

NATURAL ENVIRONMENT

Ridley Township and Eddystone Borough face a variety of environmental issues. Dense development has replaced native soils and other natural features such as woodlands and wetlands. The Ridley, Crum, and Darby Creeks and their tributaries pass through the Township and Borough at the bottom of their respective watersheds before reaching the Delaware River. This geographical location presents considerable problems during rain events as well as water quality issues from non-point source pollution from upstream. Former industrial properties provide redevelopment opportunities, some of which may require environmental ‘brownfields’ cleanup for new commercial endeavors or for the creation of new open spaces.

These challenges and opportunities encompass not only Ridley and Eddystone but also other neighboring municipalities in the area. Therefore, opportunities exist to collaborate with a number of regional organizations devoted to preserving and enhancing the Area’s natural resources such as environmental advisory councils, environmental nonprofit organizations, and groups such as the Delaware County Coastal Zone Task Force (DCCZTF). This type of coordination will help develop the capacity of the Township, Borough and other surrounding municipalities to take effective coordinated actions and help Ridley and Eddystone to promote cleaner, more livable communities.

GOAL:	TO ENCOURAGE SUSTAINABLE DEVELOPMENT AND REDEVELOPMENT PRACTICES THAT PROTECT AND MAXIMIZE EXISTING NATURAL RESOURCES AND THE UNIQUE ENVIRONMENTAL CHARACTER OF THE AREA.
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NATURAL FEATURES

OBJECTIVE 4-1: TO MANAGE NATURAL FEATURES AND RESOURCES SUCH AS SOILS, STEEP SLOPES, WOODLANDS AND WETLANDS IN A MANNER THAT PRESERVES THEIR PRODUCTIVITY AND FUNCTION AND PROTECTS THE PUBLIC.

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. Therefore, this chapter focuses on the topography, soils, floodplains, wetlands and stormwater and water quality issues facing Ridley Township and Eddystone Borough. Although the majority of the Township and Borough are heavily developed, some limited areas of natural features and open space still exist and need to be addressed.

Soils and Topography

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

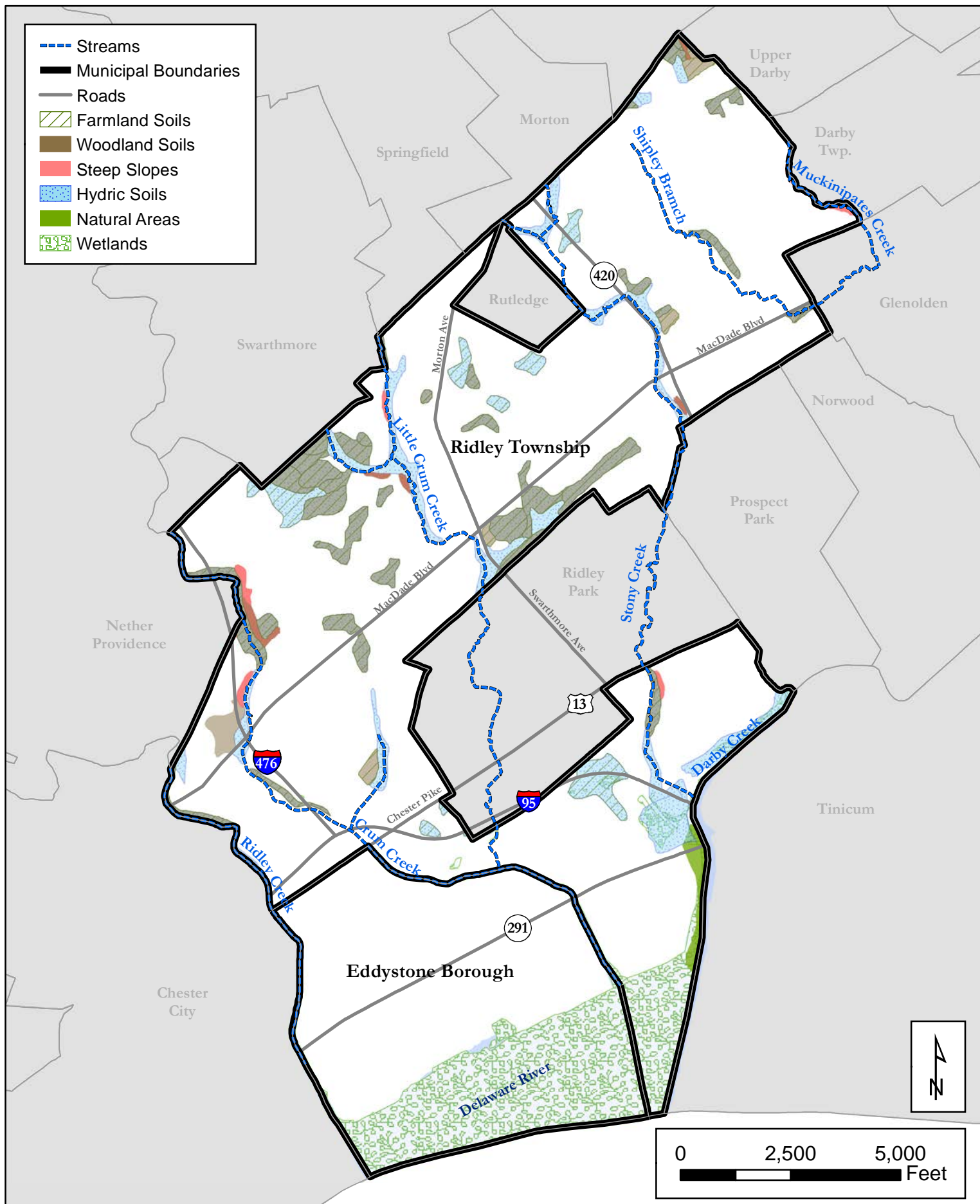
Topography is analyzed by examining the nature and severity of slopes in a given area. The Municipalities are generally flat, although there are pockets of steep slopes along portions of Crum and Stony Creeks (see Map 4-1). Steep slopes are very sensitive to disturbance, making their preservation important. Development on steep slopes removes stabilizing vegetation, leading to erosion. Where slopes occur along creek valleys, as is the case in Ridley and Eddystone, this erosion contributes to sedimentation of the creek. In addition, the lack of vegetation increases stormwater runoff, which can increase downstream flooding. Construction on steep slopes can also negatively impact their visual character. Because of their sensitivity to change, the use of steep slopes for development should be restricted.

Woodlands and Agriculture

The Ridley-Eddystone area is largely urbanized with small pockets of natural features and undeveloped land in parks and along stream corridors. Eddystone does not have any agricultural or woodland areas. The non-Made Land soils in Ridley generally fall within the woodland category. There are isolated pockets of farmland soils in southeast Ridley near I-95 and also in the Township’s northwest corner. A school and baseball fields currently occupy this area.

Preserving the remaining woodlands is particularly important because of the roles they serve for the natural environment. Vegetation found within woodlands serves as a source of food and habitat for birds, mammals, and other wildlife. When located along stream valleys, the canopy shades the water from the sun. Maintaining cooler water temperatures is important for the survival of many aquatic species. Woodlands also offer recreational opportunities to nearby residents and they enhance the visual character of urban landscapes. Due to the variety of functions provided by woodlands, every step should be taken to preserve their integrity.

Section 603(f) of the Pennsylvania Municipalities Planning Code (MPC) states that municipal zoning may not unreasonably restrict forestry activities. It further states that a zoning ordinance must be designed to “preserve prime agriculture and farmland considering topography, soil type and classification, and present use.” Since one of the



main themes of the MPC is the requirement that zoning ordinances be generally consistent with the comprehensive plan, it is important that this plan does not designate future development in the areas that could be used for forestry activities. While agriculture and forestry are not common practices in the plan area, consideration could be given to preserving these soil types when planning for future open space preservation.

Wetlands

Wetlands play a crucial role in the function of natural systems, including the ability to reduce flooding, improve water quality, and provide habitat for plants and animals. In addition, due to their aesthetic value and species diversity, wetlands offer opportunities for passive recreation and education. There are a limited number of wetlands identified in the National Wetlands Inventory (NWI – 1991), and they are mostly located in low-lying lands adjacent to exposed streams such as along Ridley’s boundary with Darby Creek. Additional wetlands may also be found in areas with hydric soils. Map 4-2 shows the location of wetlands and other water features in the Municipalities.

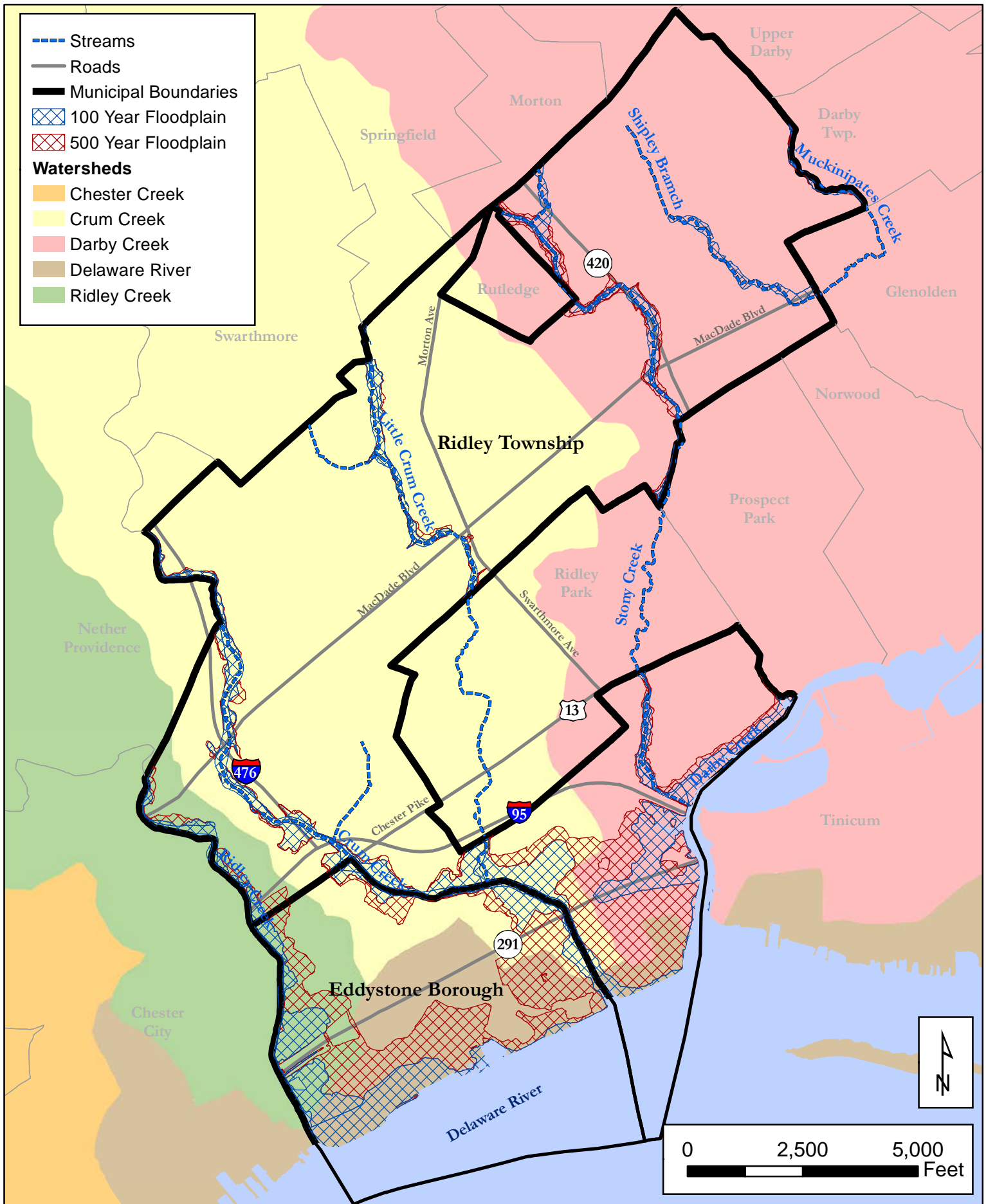
The 1992 Delaware County Natural Areas Inventory lists an endangered wetland plant species growing in a marsh along Darby Creek near the Ridley Township Municipal Marina. The habitat in which this plant grows is adjacent to the larger protected marsh in the John Heinz National Wildlife Refuge in Tinicum. A high probability exists that other rare or endangered species may also find habitat in this vicinity, particularly given the close proximity to the Heinz Refuge at Tinicum. A new County natural resource inventory is currently being prepared and future land-use decisions concerning rare and endangered species should refer to this updated inventory.

RECOMMENDATIONS FOR NATURAL FEATURES

Many of the features discussed in this section provide important natural functions and also serve as valuable amenities. It is important to protect these limited resources in urbanized areas to the greatest extent possible for both the roles they play and the visual relief that they provide. When development occurs on steep slopes or wetlands, these areas may no longer function properly resulting in impaired water quality or flooding. Measures such as wetland management through the use of stream buffers, limitations upon intense development in sensitive areas, preservation of wooded areas and introduction of street trees can help natural resources serve as community assets. The preservation of these amenities will contribute to the overall feel and livability of Ridley and Eddystone continuing to make them attractive places to live.

The Township and Borough should:

- 4-1 Preserve the integrity of existing natural features such as wetlands, steep slopes, and rare and endangered species through minimal disturbance and preservation practices.



NOTES:

1. FEMA - Floodplains
2. PASDA - Watersheds

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.

<u>Funding Programs:</u>	CDBG Program CCPP Growing Greener Watershed Program
<u>Technical Assistance:</u>	DCPD DCCD

- 4-2 When considering open space protection, attempt to preserve those remaining areas identified as containing important natural features and resources.

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

OBJECTIVE 4-2: TO PROTECT WATER RESOURCES AND INTRODUCE MEASURES THAT WILL MINIMIZE FLOODING, WATER POLLUTION, AND WATERSHED PROTECTION.

Ridley Township and Eddystone Borough are situated in an area that is heavily influenced by water. Both Municipalities have frontage on the Delaware River, which has long provided a source of economic benefit. Eddystone lies in the Crum and Ridley Creek watersheds, while Ridley is in the Crum, Darby, and Ridley Creek watersheds. The cumulative effects of stormwater in highly developed areas upstream from Ridley and Eddystone compound as these creeks flow towards the Delaware River. The high volume of stormwater runoff often results in flooding, which can create property damage and water quality problems.

Floodplains

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

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

Floodplain areas within the Municipalities fall along the four major streams: the Crum, Darby, Ridley, and Stony Creeks; and also along the Delaware River. In addition to these streams, the Municipalities also have a series of small, often unnamed creeks that can flood and flow into the larger streams. Map 4-2 shows the locations of water features, including floodplains, in the Plan Area.

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

The Comprehensive Plan Task Force (CPTF) identified several areas within the Municipalities that frequently experience flooding. Ridley has both residential and industrial development within the Stony Creek floodplain. Residential areas near the confluence of Stony Creek and its East Branch are also vulnerable to flooding. Properties along Stony Creek, many of which were built too close to its banks, remain at risk for flooding due to a high volume of water coming from upstream. This includes the area along Route 420 and its intersection with MacDade Boulevard, as well as a man-made 90-degree bend in Stony Creek. The run flows adjacent to the Folsom Athletic Association and creates further flooding problems.

Most of Eddystone's floodplains are found on industrial land along Crum and Ridley Creeks. Flooding in Ridley Creek poses threats to some residential communities, especially those without storm sewers. The areas adjacent to Ridley Creek, particularly in the vicinity of I-95, Chester Pike, Bullens Lane, and Eddystone Avenue are susceptible to flooding. During heavy rain events, runoff from Route 291 sometimes passes over the floodgates and enters the area from Fourth Street to Seventh Street.

In addition to the channel flooding noted above, surveys completed for the Darby and Cobbs Creeks Watershed Act 167 Stormwater Management Plan identify a number of additional flooding problem areas in Ridley Township:

- The commercial and industrial areas at Sellers Avenue and the Industrial Highway (Route 291)
- The residential and commercial areas near North Lane
- The residential areas along Swarthmore Avenue and Darby Road south of Chester Pike
- Along the Stony Creek and a small tributary along the boundary with Prospect Park and the Moore's Lake Recreation Area
- The commercial areas at the MacDade Boulevard and Kedron Avenue intersection and the Frederick Mann Memorial Park
- The residential and commercial areas in the Agnes Avenue area
- Various locations along Shipley Run

Stormwater Management

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

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

The Act requires Pennsylvania’s counties to prepare stormwater management plans for each state-designated Act 167 watershed within its boundaries and the municipalities within these watersheds must adopt stormwater management regulations consistent with the plan. To date, Delaware County has adopted three Act 167 watershed management plans - for the Ridley, Chester, and Darby Creeks. Ridley and Eddystone have both adopted regulations consistent with these plans. An Act 167 plan is presently nearing completion for the Crum Creek Watershed and both the Township and Borough will be required to adopt or amend relevant ordinances to be consistent with the Plan upon its completion.

Recent revisions (2001) to the Clean Water Act’s Water Pollution Control Program require small, urbanized municipalities, such as Ridley Township and Eddystone Borough, to obtain a permit for their municipal separate storm sewer systems (MS4). This is a mandate of EPA’s National Pollutant Discharge Elimination System (NPDES) Phase II guidelines for storm sewer systems. DEP operates the permitting program, which requires municipalities to implement six minimum control measures (MCMs) designed to reduce pollutants transported through the system. These include:

- Public education and outreach
- Public involvement
- Illicit discharge detection and elimination
- Construction site stormwater runoff control
- Post-construction stormwater management for new developments and redevelopment

- Pollution prevention and good housekeeping for municipal operations and maintenance

As mandated by Act 167, the Municipalities have enacted regulations that address how stormwater quantity and quality from new construction and redevelopment is managed based on a model ordinance that was a part of the respective Act 167 watershed plan. Adoption of the required water quality provisions included in the model ordinance also helps to satisfy the construction and post-construction stormwater requirements under the NPDES II program.

Water Quality

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

DEP’s 2006 303(d) Water Quality Assessment List indicates that sections of Crum, Darby, and Stony Creeks are impaired relative to their warm water fishery designations. Suspected sources of pollution include urban runoff/storm sewers, siltation, and habitat modification. Given the documented impairment of streams within the Project Area, DEP will develop total maximum daily load (TMDL) limits to improve water quality. The TMDL will determine how much of a certain pollutant can enter the creek from point and non-point sources and still allow streams to meet their designations. This process will be completed in the next ten years, with the earliest date set for Crum Creek in 2011.

Streams can be aesthetically pleasing and serve as valuable community assets if kept clean and properly maintained. Since storm sewer outlets are known sources of non-point source pollution, they are now regulated as point discharges. This is recognition that the streams’ water quality is most greatly impacted by the land uses within its watershed. The activities of one municipality impact the water quality of others downstream. Therefore, the most effective way to manage water quality is through a watershed-based approach in which municipalities work together to ensure the health of their streams.

Watershed Protection and Coordination

Several watershed-based programs and initiatives currently affect the Ridley-Eddystone Area. These include stormwater management programs, Rivers Conservation Plan implementation, and other programs sponsored by volunteer groups such as the Chester-Ridley-Crum (CRC) Watersheds Association, Darby Creek Valley Association (DCVA), and the Darby-Cobbs Watershed Partnership. All support the enjoyment, restoration,

protection, and prudent natural resource management of their respective watersheds. Combined, these organizations and their programs serve as great sources for sharing information and coordinating efforts to promote stream water quality.

RECOMMENDATIONS FOR WATER AND HYDROLOGIC ISSUES

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

Federal and state regulatory programs now emphasize improvement and maintenance of water quality through the control of non-point source pollution from stormwater. Both the Act 167 and NPDES II programs address the importance of regulating water quantity and quality through their respective programs.

The Township and Borough should:

- 4-3 Continue to regulate development in floodplains through strict enforcement of local floodplain ordinances and enact necessary amendments to these ordinances as new Flood Insurance Rate Maps become available or regulations change.

<u>Funding Program:</u>	Floodplain Land Use Assistance (FLUA) Program
<u>Technical Assistance:</u>	DCPD
	DCCD
	FLUA Program

- 4-4 Establish regular maintenance and clean-out programs for all streams and illegal dumping locations, particularly those in channelized areas. Such programs could be conducted jointly to maximize manpower and resources.

<u>Technical Assistance:</u>	DCCD
	CRC Watersheds Association
	DCVA

- 4-5 Partner with neighboring municipalities to implement rivers conservation plans (RCPs) for the Crum, Ridley, and Darby Creeks watersheds. Consider the most effective courses of action to protect streams from stormwater impacts and enhance the streams' health for public enjoyment.

<u>Technical Assistance:</u>	CRC Watersheds Association
	DCVA
	DCCD
	DCPD
	Darby-Cobbs Watershed Partnership

- 4-6 Protect and restore riparian buffers in floodplain areas along Crum, Ridley, and Darby Creeks and their tributaries by revising zoning ordinances to incorporate minimum requirements for vegetative buffers along their length or through acquiring streamside parcels or conservation easements along them.

Funding Programs: CDBG Program
Growing Greener Watershed Program
CCPP
Technical Assistance: DCCD
DCPD
Growing Greener Watersheds Program
CRC Watersheds Association
DCVA

- 4-7 Pursue funding as needed for repair and replacement, and/or retrofit of stormwater management facilities to address current and future problems and programs.

Funding Programs: CDBG Program
Pennsylvania Infrastructure Investment Authority
(PENNVEST)
Technical Assistance: DCCD
Pennsylvania Environmental Council (PEC)

- 4-8 Coordinate NPDES II permitting activities with DEP, adjoining municipalities, and environmental advisory councils (EACs) to implement minimum control measures concerning public education, water testing, and implementation of good housekeeping practices.

Technical Assistance: DCPD
DCCD
CRC Watersheds Association
DCVA
DEP

ENVIRONMENTAL PROGRAMS AND INITIATIVES

OBJECTIVE 4-3: TO ACTIVELY PARTICIPATE IN LOCAL AND REGIONAL PROGRAMS AND INITIATIVES RELATED TO COASTAL ZONE MANAGEMENT, BROWNFIELD REDEVELOPMENT, ENERGY EFFICIENCY AND AIR QUALITY MONITORING.

A variety of programs are available for Ridley Township and Eddystone Borough to work along side other municipalities facing similar environmental issues. The DCCZTF provides an outlet for coastal zone municipalities to share information and learn about relevant matters affecting riverfront communities, such as marina operations and the East Coast Greenway (ECG) alignment. Local watershed groups can provide support for

dealing with problems including stream cleanups, restoration, and stormwater management.

Brownfields and air quality also present obstacles to the quality of life in the plan area. Brownfield restoration can provide opportunities for redevelopment through cleanup of contaminated and neglected sites. Both the Township and Borough have taken advantage of brownfield cleanups to spur new development in the past, however there are some additional sites in both municipalities that require remediation. Air quality issues are a more challenging problem when they cross municipal boundaries. A municipal environmental advisory committee (EAC) can serve as a tool that can be used as a forum to discuss these problems, even at the regional or state level.

Coastal Zone Management Program

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

Thirteen of Delaware County's municipalities, including portions of Ridley and Eddystone, are in a unique position to be located within a federally designated coastal zone (see Map 4-3). This unique location presents the opportunity to apply for funding that would pay for land acquisition, park master planning, or ordinance changes to grant public access to the riverfront. Eddystone, in particular, may be able to plan for potential open space use on former industrial properties. State permits for activities in this area are reviewed by DEP for consistency with Pennsylvania's CZM plan. To date, both Municipalities have actively participated in regional coastal zone programs and have served on the regional CZM Steering Committee. Ridley has sought and successfully received regional funding.

Coastal Zone Task Force

The location at the land/water interface makes possible a range of uses which otherwise would not be possible inland. The riverfront is a scarce public resource of unique aesthetic, environmental, cultural, recreational, historic, and social value. Recent revitalization efforts, including the construction of Harrah's Casino and Racetrack in Chester and the Ridley Township Municipal Marina, are important assets for bringing people to the riverfront. This area forms a common link among Delaware County municipalities as well as those throughout the region.



From Delaware County Planning Department

In order to help the communities make the best use of this limited asset and plan for the coastal zone's future land use, DCPD formed the DCCZTF. The mission statement of this advisory body is:

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

Membership of the Task Force includes representatives from the CZM municipalities, various branches of Delaware County government, as well as business, industrial, environmental, transportation, and citizen bodies. The group meets five times each year and plays an active role in guiding Delaware riverfront redevelopment activities, such as the beautification of the Industrial Heritage Corridor following Route 291/13, which passes through both Ridley and Eddystone. Collaborating on projects, like achieving Scenic Byway status and implementing the recommendations from the "Industrial Heritage Parkway and Greenway Landscape and Signage Guidelines," creates the opportunity to bring new businesses, economic development, and additional open space to the Plan Area.

Brownfields

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

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

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

The CPTF noted that a number of properties in the Project Area have undergone Act 2 cleanups. The Eddystone Crossings Shopping Center and the Feinberg property warehouses along the River are both converted brownfields. Also in Eddystone, the Boeing Company north site, the Eddystone Industrial Park, and Penn Terminals have successfully participated in the Land Recycling Program. Act 2 efforts in Ridley involved cleanup activities at Boeing’s nearby south property and the Boeing helicopter site at Route 291 and Stewart Avenue. Several smaller cleanups also occurred, particularly on properties along MacDade Boulevard.

It is important for the Municipalities to maintain reasonable expectations as to the future use of a brownfield site, keeping in mind the potential to attract redevelopment. While it may be desirable to plan and zone for land uses requiring the lowest level of cleanup, this is not

always the best option. Despite the negative connotation, brownfield sites remain valuable commodities and each community should maintain a vision for the “highest and best use” of these properties.

Air Quality

Clean air is an important part of creating healthy, livable communities. The impacts of air pollution pose risks to the health of humans, plants, and wildlife. Air quality can have social and economic implications relating to the ability to attract new business and employment, property values, and overall quality of life. Sources of air pollution are widespread and can be classified as point, area, or mobile. Industries or other high intensity uses are the most visible point dischargers. Area sources include dry cleaning operations and gas stations. Mobile sources include automobiles, trucks, aircraft, lawnmowers, etc. Regulating area and mobile pollution is very challenging. Beyond the local, point, and mobile sources located within Ridley and Eddystone, the Municipalities receive pollution from the larger regional area through the transport of prevailing winds.

Air quality monitoring and regulation is carried out at the federal level by the Environmental Protection Agency (EPA) and at the state level by DEP. Obtaining site-specific air quality information for an individual municipality is difficult because air pollution does not follow political boundaries. The regional, state, and federal governments are in the best position to manage air quality issues in southeastern Pennsylvania as a whole due to their mandate to look beyond governmental boundaries and their ability to supply technical expertise to the subject area. However, this situation does not preclude local involvement.

The Municipalities have noted air pollution problems associated with traffic congestion. DVRPC’s Regional Transportation Committee has provided \$100,000 in grant funding to DCPD’s Transportation Section to examine I-95/I-476 interchange. This study would be a preliminary assessment of possible solutions for relieving the congestion at this location. Potential recommendations may include adding lanes in each direction on I-95, adding a lane on the southbound I-476 ramp to southbound I-95, and extending acceleration lanes.

Energy Efficiency

Many municipalities nationwide are exploring means to use energy in a more efficient and sustainable manner. Reasons behind such initiatives include concerns about greenhouse gas emissions and climate change, energy costs, and public pressure to become more “environmentally friendly.” Innovative solutions available for communities seeking to achieve cost savings and reduce their environmental footprints include, but are not limited to, constructing green buildings, adding hybrid vehicles to municipal fleets, installing light-emitting diode (LED) traffic lights and solar panels, and purchasing wind energy credits. Employing better site design techniques and upgrading municipal heating, air-conditioning, and lighting systems can considerably increase energy efficiency.

The construction of Green buildings is an emerging trend as organizations try to maximize how efficiently their buildings use resources while also reducing environmental impacts. The U.S. Green Building Council established the Leadership in Energy and Environmental Design (LEED) standards for environmentally sustainable building and development practices. LEED standards use a scoring system to assign certifications to qualifying buildings, ranging from certified, silver, gold, and platinum. These ratings vary as they apply to new construction, existing buildings, commercial materials, core and shell construction, homes, neighborhood development, schools, and retail projects.

The CPTF identified an example of a green building in the Project Area as the new Ridley High School. Although it did not pursue LEED certification, the school is built extensively with recycled materials and also uses a geothermal heating system. As Delaware County continues to have more green construction, there will be additional opportunities to introduce projects that embrace LEED criteria.

Environmental Advisory Councils

While not a program, a municipal EAC can be an important vehicle for implementing many of the recommendations made in this plan pertaining to air and water quality, stormwater management, and parks and recreation. Typically, the purpose of a council is to advise the local planning commission, park and recreation board, and elected officials on relevant environmental issues. An EAC is also an ideal body to help educate residents about things they can do to improve air and water quality in their communities. Additionally, it may choose to focus on the conservation, management, promotion, and use of natural resources within a municipality's boundaries.

Under Pennsylvania law, an EAC is provided with a framework rather than a list of specific programs to undertake, providing them with the flexibility to serve a number of important functions ranging from developing inventories of valuable natural resources to citizen outreach programs. Ridley currently has an EAC, as does neighboring Ridley Park Borough. Eddystone does not have an EAC or comparable forum for discussing environmental issues.

RECOMMENDATIONS FOR ENVIRONMENTAL PROGRAMS AND INITIATIVES

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

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

Ridley and Eddystone, preferably through an EAC, can also participate in and support regional air quality efforts by participating in stakeholder or advisory groups. Similarly, such groups could serve as a resource for municipal officials, citizens, and others interested in the benefits of energy efficient buildings. An EAC can provide the opportunity for regular information exchange between these parties. As a result, local awareness and understanding of industrial processes and their impact on air quality has increased significantly.

The Township and Borough should:

- 4-9 Implement the recommendations and guidelines of the *Industrial Heritage Parkway: Route 291/13 Beautification and Greenway Plan* (2002), the *Route 291/13 Industrial Heritage Parkway and Greenway Landscape and Signage Guidelines Manual* (2005) and the *East Coast Greenway Trail Feasibility Study: Darby Creek to Flower Street* (2009).

Technical Assistance: DCCZTF
DCCD
DCPD

- 4-10 Participate in the process of achieving Scenic Byway status with adjoining municipalities along the Route 291 corridor.

Technical Assistance: PENNDOT
DCPD

- 4-11 Pursue both economic and institutional opportunities for site assessment and redevelopment of known or potentially contaminated sites within the Municipalities such as the Hake Property in Eddystone Borough at Simpson and 9th Streets.

Funding Program: EPA
CDBG Program

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

- 4-12 Explore opportunities, such as grant programs and tax incentives, to introduce green building projects. Consult LEED guidelines and green building practices for the respective type of development.

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

Technical Assistance: DCCD
PEC

U.S. Green Building Council
DCPD
EPA

Eddystone should:

- 4-13 Reconnect with local and regional CZM partnership activities to promote development goals. Specific action should be taken for the implementation of the various Route 291 and Route 13 plans.

Technical Assistance: DCCZTF
DCPD

- 4-14 Consider forming its own EAC or request participation with the Ridley Township or Ridley Park Borough EAC. Collaboration among these municipalities could provide an effective forum for addressing local environmental issues, particularly in regard to watershed management.

Technical Assistance: PEC

CHAPTER 5

HOUSING

Strong residential neighborhoods are essential to creating and maintaining healthy and stable communities. Ridley Township and Eddystone Borough are fortunate to possess well-defined areas of housing in locations with access to employment opportunities, a range of transportation choices and proximity to retail and commercial services. In the case of both municipalities their older, mature residential neighborhoods have evolved and changed over time but have retained a distinct character and identity that are assets for the Area.

This chapter serves as a framework to organize the efforts of the Township and Borough to preserve and build upon the positive features of their housing stock. The chapter also identifies a number of emerging housing opportunities such as the potential for development of new, mixed-use housing in certain locations, and the identification of potential housing redevelopment and improvement areas. This chapter addresses these opportunities by offering a series of recommendations and strategies for improving and maintaining the housing stock, encouraging homeownership, identifying sites suitable for infill development, and strengthening the overall residential community.

GOAL:	TO MAINTAIN AND SUPPORT THE EXISTING MATURE RESIDENTIAL CHARACTER OF THE TOWNSHIP AND BOROUGH WHILE ENCOURAGING NEW, MORE CONTEMPORARY TYPES AND STYLES OF DEVELOPMENT WHERE FEASIBLE AND APPROPRIATE.
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HOUSEHOLD DATA

This section provides a summary of household data from the U.S. Census and the Philadelphia Inquirer's annual surveys of housing. The data, along with insights and comments from CPTF provide a snapshot of the existing residential communities in Ridley and Eddystone. From these sources a series of recommendations are discussed, to build upon the strengths and to address some of the issues of the housing stock of the Township and Borough.

Types of Housing

Ridley and Eddystone contain all principal types of housing including single-family detached, single-family semi-detached (twin), single-family attached (row and townhouse), two-family detached (duplex), and multi-family dwellings (apartments). Table 5-1 provides a percentage breakdown for each housing category within the plan area.

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

	Housing Type		
	Single-Family Detached	Twins and Rows	Multi-Family
Eddystone	9.5%	70.1%	20.4%
Ridley	49.0%	32.3%	18.7%

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

The table indicates that a majority of housing units in Eddystone (70.1 percent) are twins and rows. The remaining units are either multi-family residential (20.4 percent) or single-family detached (9.5 percent). On the other hand, the dominant housing type in Ridley is the single-family detached home, which accounts for 49 percent of all dwellings in the Township. Whereas the data for Eddystone is slanted largely towards twins and rows, this is not the case for Ridley as there is a more balanced mix of housing types. The remaining housing units in Ridley are broken down as follows: 32.3 percent twins and rows, and 18.7 percent multi-family structures. This blend of housing types sufficiently accommodates a range of household incomes as well as provides the opportunity for consumer choice when individuals and families are looking to purchase a home in the area.

Age of Housing

As discussed in Chapter 3, Historic Preservation and the Historic Background section of Chapter 2, Area Profile each Municipality possesses a rich history and development pattern that is reflected in the existing housing stock. While preserving this history is an important guiding principal of this plan, the overall age of the housing stock does raise some concerns relating to housing conditions and maintenance. These will be evaluated further in later sections of this chapter.

Table 5-2 below provides the age breakdown of the housing stock in Ridley and Eddystone prior to 1960 and in each succeeding decade until 1999. The table clearly illustrates the aging nature of the housing stock, as shown in the percentages of homes built prior to 1960. In Eddystone, these homes account for 83.5 percent of all residences, while in Ridley the figure is also quite high, at 70.3 percent. The implications resulting from the majority of housing structures being at least 50 years old will be largely negative unless steps are taken and recommendations followed in the near future to address homes that are deteriorating through lack of renovation and maintenance or are abandoned and dilapidated.

**TABLE 5-2
AGE OF HOUSING**

	Built Prior to 1960	Built 1960 to 1969	Built 1970 to 1979	Built 1980 to 1989	Built 1990 to 1999
Eddystone	83.5%	7.1%	4.7%	4.2%	0.5%
Ridley	70.3%	13.1%	8.5%	5.0%	3.0%

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

Housing Occupancy

Another key indicator of neighborhood stability and the overall housing market within any municipality is the percentage of owner-occupied homes or owner-versus-renter ratio. The purchase of a home is one of the most important investments an individual and/or family can make in their lifetime and the location one chooses to purchase a home can have ramifications on the future residential community in that municipality. In other words, homeowners tend to have more of a “hometown” attachment to a city or town, take greater stock in their neighborhood, and place a higher priority on maintaining and improving their homes given the fact it is indeed an investment.

While most communities strive for high levels of homeownership, there are individuals and/or families who choose to rent. Whether it is low-wage workers or families, college students, single mothers, or individuals in fear of entering the market as a result of the housing/mortgage crisis, in many instances renting may be the only option. In the early 21st Century particularly, renting may also be the only option for those who would classify themselves as being in the middle-class in years past. Therefore it is also important that municipalities provide a sufficient number of rental units to accommodate these populations.

Table 5-3 below highlights housing occupancy data for both municipalities. In Eddystone Borough, the percentage of owner-occupied housing units has dropped 4.9 percent from 1990 to 2000 or a total of 42 units. Conversely, the percentage of renter-occupied housing units increased 4.3 percent or a total of 50 units. Vacancies have remained consistent over the decade.

In Ridley Township, all percentages have remained fairly consistent over the ten-year period. Owner-occupied housing rose one-tenth of a percent while renter-occupied units have decreased six-tenths of a percent. Vacancies have rose one-half of a percent or a total of 73 units.

TABLE 5-3
HOUSING OCCUPANCY, 1990 - 2000

	1990	Percentage (1990)	2000	Percentage (2000)
EDDYSTONE				
Total	1,071	100.0%	1,035	100.0%
Occupied	993	92.7%	964	93.1%
Owner-occupied	666	67.1%	605	58.5%
Renter-occupied	327	32.9%	359	34.7%
Vacant	78	7.3%	71	6.9%
RIDLEY				
Total	12,225	100.0%	12,544	100.0%
Occupied	11,889	97.3%	12,121	96.7%
Owner-occupied	8,970	75.4%	9,200	75.9%
Renter-occupied	2,919	24.6%	2,921	24.1%
Vacant	336	2.7%	423	3.4%

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

Median Sales Price

Table 5-4 highlights the median sales price of homes in the project area. Delaware County experienced a 54 percent increase in median sales price from 1997-2006 compared to an 83 percent increase in Ridley and a 79 percent increase in Eddystone. As is evident by this comparison, both Municipalities have shown a higher percentage increase in median sales price over the decade when compared to the County as a whole. Homes in Eddystone are still affordable for the first-time homebuyer while newer homes in Ridley have a tendency to require two-income households to purchase a home. This median sales price for Ridley, in combination with the high level of property taxes may be having the effect of pricing certain potential homebuyers out of the market, as expressed by the CPTF at issue gathering meetings. The enactment of meaningful tax reform initiatives would remove the disincentive of high taxes relative to other communities and contribute toward increases in property values. Based on these external factors in combination with the housing/mortgage crisis, it is not unexpected that the most recent 2008 median sales price data for the Township and Borough show a decline from 2006.

TABLE 5-4
MEDIAN SALES PRICE (1997-2006)

	1997	1998	1999	2003	2004	2005	2006
Eddystone	\$63,000	\$59,950	\$62,500	\$74,000	\$77,500	\$80,000	\$112,725
Ridley	\$102,000	\$100,000	\$106,900	\$133,000	\$157,500	\$175,000	\$187,000
Delaware County	\$115,000	\$120,000	\$115,000	\$135,875	\$155,000	\$179,000	\$177,450

Source: The Philadelphia Inquirer/Realist Home Price Guide, April 2000, June 2004, August 2005, June 2006, September 2007.

Section 8 Housing and Absentee Landlords

The Section 8 Program is a federal rental assistance program operated by city and county public housing authorities. In order to be eligible for Section 8 assistance, a household must have an income below 50 percent of the median family income for the Philadelphia metropolitan area. The eligible household pays 30 percent of its adjusted monthly income towards rent/utilities, with the Section 8 Program paying the difference directly to the landlord.

The Municipalities have expressed concern over the high number of absentee landlords who own properties in the project area. These landlords tend to show less concern for the maintenance of their properties and the monitoring and servicing of their tenants than on-site landlords for several reasons including primarily distance but also a “laissez-faire” attitude when it comes to maintenance. As a result, many times zoning, building, and electrical code violations begin to accrue with the local municipalities. Increasing the percentage of owner-occupied properties will assist in reducing the magnitude of problems that stem from absentee ownership.

Table 5-5 shows the total Section 8 units in Ridley and Eddystone in whole numbers, percentages of total occupied rental units, and in comparison to the average Delaware County Section 8 figures. The two Municipalities differ greatly regarding Section 8 Housing Units as a percentage of total occupied rental units. Over 15 percent of Eddystone’s rental units are Section 8 properties as compared to only 3 percent of Ridley’s. Through CPTF discussions, it has become evident to DCPD that Eddystone does not want any additional Section 8 rental units within its municipal limits and would like to decrease the percentage if possible. Ridley identified absentee landlords as one of its most important housing issues.

In attempts to move families and individuals from dependency on the system to home ownership, the City of Philadelphia has made recent revisions to their Section 8 program. The revisions were approved by the United States Department of Housing and Urban Development (HUD) as part of the federal “Moving to Work” Program. The principal change was the establishment of a deadline giving residents of Section 8 units a maximum of seven years to use their vouchers. During this seven-year period, the Philadelphia Housing Authority (PHA) actively informs and educates tenants on how to manage finances and maintain a property. Upon the expiration of the seven year period the Section 8 rent subsidy becomes a form of mortgage assistance for the program participant(s). It is important to note that this seven-year limitation does not apply to elderly and disabled tenants.¹

¹ Homes and Communities: U.S. Department of Housing and Urban Development – Moving to Work – Philadelphia Housing Authority

**TABLE 5-5
SECTION 8 ASSISTED HOUSING UNITS, 2007**

	Total Number of Occupied Rental Units	Number of Section 8 Assisted Units	Section 8 Units as Percentage Occupied Rental Units	Rental Vacancy Rate
Eddystone	359	55	15.3%	7.7%
Ridley	2,925	90	3.1%	6.7%
Delaware County			6.0% *	6.0%

Source: Delaware County Housing Authority, 2007

*Excluding Chester City

Neighborhoods or sections of Ridley and Eddystone possessing greater numbers of rental properties are prime areas to focus on code compliance of residential units (especially unregulated conversions), as well as efforts to transfer ownership from landlords to their tenants through a lease purchase program or direct assistance to enable the renter household to purchase the property.

RECOMMENDATIONS RELATED TO HOUSEHOLD DATA

Apparent in the household data figures are several areas that can serve as opportunities for action and future reinvestment. As a result of the aging housing stock in the Municipalities steps must be taken to address potential rehabilitation needs. Additionally, the presence of a strong number of homeowners as well as a sufficient number of rental units is an important step to accommodate for all income levels of area residents.

Housing affordability has become more of an issue in recent years with the effects of the housing mortgage crisis being felt around the nation, state and county. Therefore, it is essential the Municipalities act on these indicators and preserve the integrity of their residential neighborhoods. With respect to the Section 8 Housing Program and absentee landlords, it has become evident, through both the housing survey and discussion with the CPTF, that rental unit code compliance is an issue that deserves a great deal of attention in both communities. Additionally, able-bodied individuals capable of obtaining full-time employment who rely on the system for continued housing subsidies should be actively seeking full time employment as to not strain the Section 8 benefits for others who are in need.

The Township and Borough should:

- 5-1 Publicize the County's Homeownership First Program, with particular emphasis on targeting existing renters to purchase the properties that they are presently renting. Marketing efforts could include a mailing of the Homeownership First Program brochures to all renters in the project area, accompanied by an invitation to a public meeting where they could have questions answered.

<u>Funding Program:</u>	Homeownership First Program Local funding
<u>Technical Assistance:</u>	OHCD

- 5-2 Develop a closer working relationship with the Delaware County Housing Authority including: notifying the Authority of specific problems and complaints concerning Section 8 Units; arranging regular joint inspections of Section 8 properties by the municipal code officials and Authority inspectors; developing intensive training programs for landlords and tenants of Section 8 properties in coordination with the Authority; and proposing time limits on Section 8 participation that would limit the number of years residents could be eligible for rent subsidies.

HOUSING CONDITIONS

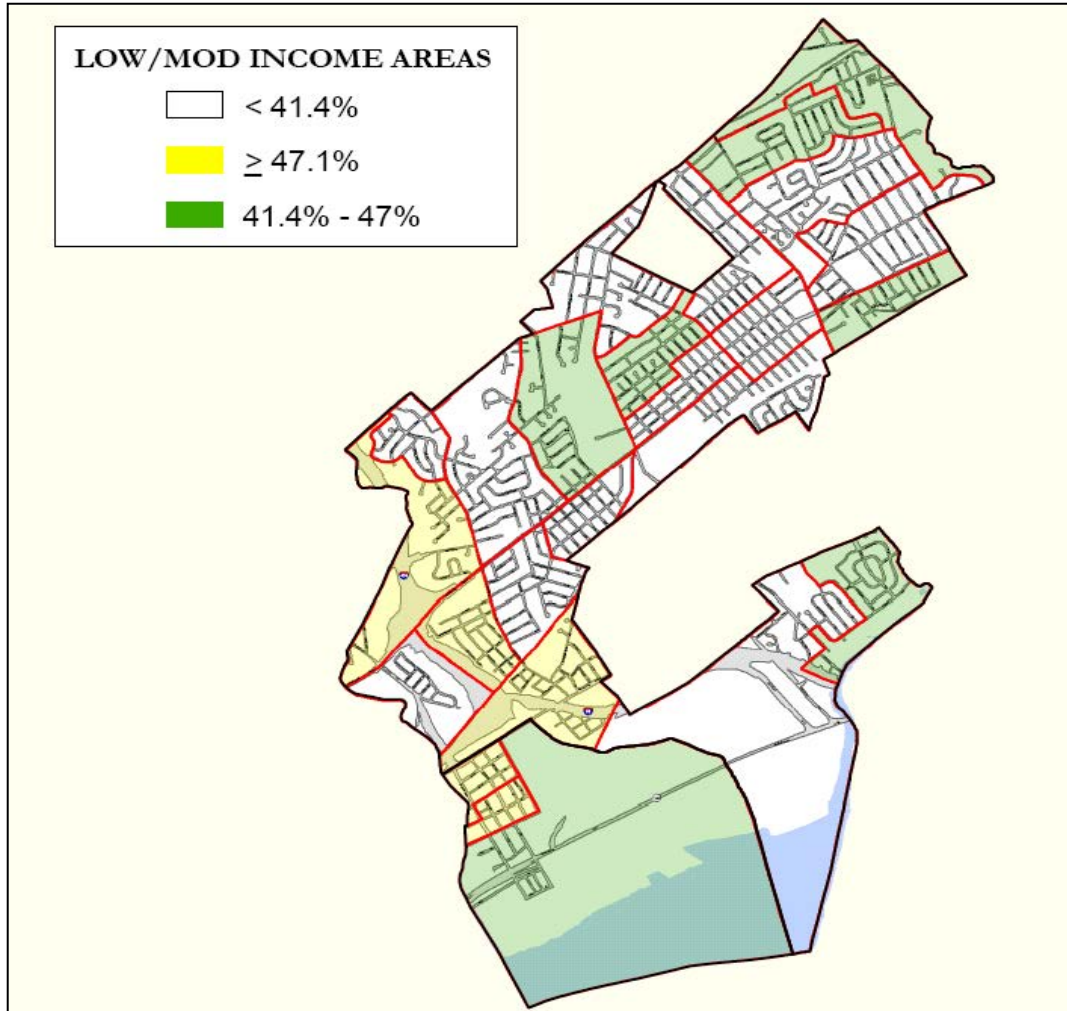
OBJECTIVE 5-1: DESIGNATE AND PRIORITIZE AREAS IN THE TOWNSHIP AND BOROUGH REQUIRING RESIDENTIAL REHABILITATION AND IMPROVED MAINTENANCE.

In the fall of 2007, the Delaware County Office of Housing and Community Development (OHCD) and the Delaware County Planning Department (DCPD) performed a drive-by and limited walking assessment of the housing stock throughout Ridley and Eddystone. The survey evaluated the condition of the housing stock based on five criteria including foundation/structural, exterior, roof, windows, and yards/sidewalks.

Provided the vast land area and large number of homes in the project area, DCPD and OHCD survey analyzed exterior housing conditions by street or block rather than each individual dwelling unit. The overall appearance and condition of each street or block was also noted as were vacant properties.

In preparation for the survey, DCPD contacted municipal officials and requested a listing of several areas to pay particular attention to during the assessment. Census tracts that have greater than 47.1 percent of households qualifying as low-to-moderate income (eligible for CDBG funding) were identified as areas to specifically pay attention to. Additionally, areas that were close to the 47.1 percent threshold were also surveyed by DCPD and OHCD. These areas are depicted on Map 5-1.

MAP 5-1
CONCENTRATIONS OF LOW-TO-MODERATE INCOME HOUSEHOLDS, 2000



Prepared by the Delaware County Planning Department

Housing Survey Analysis

Overall, the majority of housing stock in both the Township and Borough is well maintained and in good exterior condition. However, the housing survey identified a number of blocks in need of additional attention and rehabilitation. It should be noted that these blocks, identified in Tables 5-6 and 5-7 are those with the most evident exterior structural problems as noted in the five criteria above. The survey did not cover interior conditions. These are the areas where programs addressing conservation, rehabilitation, and, in some cases, demolition should be focused.

Eddystone Borough

Table 5-6 on the next page highlights the areas identified by the survey as needing attention. Priority should be given to the Village rowhomes, the rowhomes on the ten hundred block of Toll Street and nine hundred block of Saville Avenue, as well as the homes fronting Chester Pike. With respect to the latter, it was apparent through completing the survey that the homes located on Chester Pike represent an incompatible mix of uses. More information on incompatible land uses can be found in Chapter 6, Land Use. Evident vacancies were noted on the following blocks: ten hundred block of Toll Street, the nine hundred block of Saville Avenue, Chester Pike adjacent to Saville Avenue, and the ten hundred block of Eddystone Avenue. It is important to note that these were the vacancies noticed during the windshield survey. Table 5-6 provides a summary of the areas needing improvement in Eddystone.



(Vacant dwelling in Eddystone Borough)

TABLE 5-6
EDDYSTONE RESIDENTIAL IMPROVEMENT AREAS, 2007

Street	Block or Location
Saville Avenue	900 block
Toll Street	1000 block
Leiper Street	1000 block
11 th Street	Between Eddystone Ave. and Simpson St.
13 th Street	Between Eddystone Ave. and Simpson St.
Chester Pike	Northern municipal border
Concord Avenue	The Village
Lexington Avenue	The Village
4 th Street	The Village
2 nd Street	The Village
Saville Avenue	Between 7 th and 9 th Streets

Source: DCPD/OHCD Housing Conditions Survey, Fall 2007

Ridley Township

Table 5-7 highlights the areas in Ridley that need improvement, as identified by the housing conditions survey. While the table provides all the blocks in need of general attention, priority for rehabilitation should be given to Baldwin Avenue, the Penn Hills Apartment Complex, Fairview Road between MacDade Boulevard and Chester Pike, and Holland/Worrell Streets. Evident vacancies were noted on the following blocks: one hundred block of Randall Avenue, one hundred block of Price Street, the Haverford/Fairview Road vicinity, the 800 block of Quince Lane, and the Worrell and Sherman Avenue vicinities. It is important to note that these were the vacancies noticed during the windshield survey.



(Vacant dwelling in Ridley Township)

**TABLE 5-7
RIDLEY RESIDENTIAL IMPROVEMENT AREAS, 2007**

Street	Block or Location
Woodlyn Circle	Off Valley Road (sidewalks)
Baldwin Avenue	Between Winona and Green Avenues
Holland Street	Penn Hills Apartments
Taylor Avenue	Penn Hills Apartments
Morris Avenue	Penn Hills Apartments
Essex Avenue	Off Fairview Road
Balignac Avenue	Between Jefferson and Essex Avenues
Youngs Avenue	Between Grant and Sherman Avenues
Fairview Road	Between MacDade Blvd and Chester Pike
Emlen/Randall/ Youngs/Walter Streets	South of CSX line
Holland Street	West of Fairview Road
Worrell Street	Between Walter and Holland Streets
Off MacDade Boulevard	Linden Lane Apartment Complex

Source: DCPD/OHCD Housing Conditions Survey, Fall 2007

RECOMMENDATIONS FOR HOUSING CONDITIONS

As a result of the DCPD/OHCD windshield survey, several areas have been targeted as needing improvements. These areas are summarized in Tables 5-6 and 5-7. While it is important to note that this survey and listing is not exhaustive, it provides a baseline for both Municipalities to begin moving forward with rehabilitation, maintenance, and other improvement initiatives. Additional opportunities for those blocks identified with evident vacancies and incompatible uses also exist.

The Township and Borough should:

- 5-3 Prioritize and encourage housing rehabilitation, renovation and repair of units located in improvement areas as noted in Tables 5-6 and 5-7. Some funding sources can be directed and administered by the County and/or Township and Borough and other sources will require individual homeowners and landlords to apply for and utilize funds.

<u>Funding Programs:</u>	Delaware County Owner-occupied Housing Rehabilitation Program
	Delaware County Revitalization Program
	Delaware County Minor Repairs Program
	PA Accessible Housing Program
	Delaware County Weatherization Program
	HUD
	CDBG
	FHA 203 (k) Program
<u>Technical Assistance:</u>	OHCD

- 5-4 Encourage and support any efforts by residents to form neighborhood associations that address issues such as maintenance and beautification of residences and the surrounding neighborhood as a whole.

<u>Funding Program:</u>	Local funds
<u>Technical Assistance:</u>	CCIP

- 5-5 Develop a home improvement educational program for residents.

<u>Funding Program:</u>	Community Revitalization Program
<u>Technical Assistance:</u>	OHCD
	Delaware County Housing Coalition
	Habitat for Humanity – Delaware County

HOUSING OPPORTUNITIES

OBJECTIVE 5-2: UTILIZE A VARIETY OF APPROACHES TO ENCOURAGE AND ENABLE NEW HOUSING DEVELOPMENT AND THE ADDITION OF NEW DWELLING UNITS IN THE TOWNSHIP AND BOROUGH.

Given the built-out nature of Ridley and Eddystone, the actual open space for substantial new housing developments is limited. However, there exists potential for some new “infill” housing development on small, undeveloped lots throughout the Borough and Township and possibly new larger scale residential developments on potential redevelopment sites located within Ridley Township.

Infill Housing

As noted above, the general built-out nature of Ridley and Eddystone present few remaining opportunities for new housing developments on large tracts of vacant land. Therefore, the practice of developing infill housing should be a focal point of future development of new housing. Infill housing is simply the development of new housing in established residential neighborhoods on vacant or otherwise underutilized parcels. Distressed existing dwellings and vacant parcels in residential communities should all be seen as infill possibilities and approached as such. It may be necessary to enact special regulations for infill housing to ensure that the newly constructed residences are consistent with the homes on the same block. At the least, the Municipalities should review their residential zoning regulations to ensure that provisions are adequate to permit the development of new residences on infill sites.

Conversions

Conversions are dwellings that have been transformed from single-family to two-family or multi-family dwellings. There are a significant number of converted dwellings already existing in Ridley and Eddystone. Additionally there are many existing single-family dwellings, particularly in Ridley, that have the potential to be converted in the future. Given this information, it is important to control the unregulated or inadequately regulated proliferation of conversions.

Conversions can be seen as having both positive and negative characteristics that are important to consider before determining their future in a residential community. One benefit attached to conversions is that they provide a source of affordable housing to low and moderate-income families. Owners of a converted structure are provided a source of income that aids them in maintaining it whereas otherwise it may deteriorate without the additional income derived from converting and renting. With respect to historic homes, owners can better afford to preserve the historic features and integrity of the dwelling if it is converted.

Some of the disadvantages of conversions include the potential for aggravated parking problems as a result of creating new households and a general increase in traffic

congestion in the areas near conversions. Other impacts on adjacent neighborhoods may also be felt in the event conversions are not properly controlled in terms of their location, lot size, number of units allowed, or other considerations.

Redevelopment Areas

Ridley and Eddystone both possess strong, historic residential neighborhoods. Both Municipalities are also designated as Philadelphia “first suburbs” - suburbs “that adjoin a central city that was one of the most populous cities in 1950.”² While some people consider the older, sometime historic nature of the housing stock of these communities to be a positive, for many others these older suburban areas are not as desirable as newer suburban communities. There is often a perception that homes in these older communities are not always as well maintained or are deteriorating and that the homes do not offer the amenities of those built more recently. The purpose of this section is to identify such areas in the Township and Borough that have in fact become run-down since their development and to highlight their potential for redevelopment as new, more contemporary residential dwellings and communities.

Blighted Areas

DCPD prepared a series of “Blight Certification Reports” for several properties in Ridley Township in the summer of 2006. Among these areas were two residential developments, the Penn Hills and Linden Lane Apartments complexes. The blight reports were prepared under the 1945 Pennsylvania Urban Redevelopment Law, which is no longer in existence. The 1945 law provided seven enumerated criteria, one of which must be met, in order for an area to be certified as blighted. Additionally, this one criterion need not be evident through the entire redevelopment area. The Urban Redevelopment Law has since been repealed and replaced with the Property Rights Protection Act of 2006, which contains notably more stringent criteria for a determination of blight. The Township wanted to go under the old 1945 law because it was easier to declare a property blighted than it is under the new law.

The Penn Hills apartment complex is situated north of Chester Pike and East of Fairview Road within Ridley and is depicted on Map 5-2. Based on the seven criteria enumerated in the 1945 Urban Redevelopment Law, DCPD’s on-site staff analysis determined that the Penn Hills Apartment Complex possessed “Unsafe, unsanitary, inadequate, or overcrowded conditions.”³ Numerous observed and photographed images depict this determination including but not limited to: rotted/warped wood and shingles, trash and debris scattered throughout the site, and explicit graffiti on building walls, among others. As a result of the existing conditions in Penn Hills, the Ridley Township Planning Commission certified this area as blighted in August of 2006.

² Brookings Institute Metropolitan Policy Symposium: A Comprehensive Guide to America’s First Suburbs 2/15/06.

³ Pennsylvania Urban Redevelopment Law of 1945, P.L. 991, May 24, 1945, as amended.

**MAP 5-2
PENN HILLS REDEVELOPMENT AREA**



Prepared by: the Delaware County Planning Department, 2007

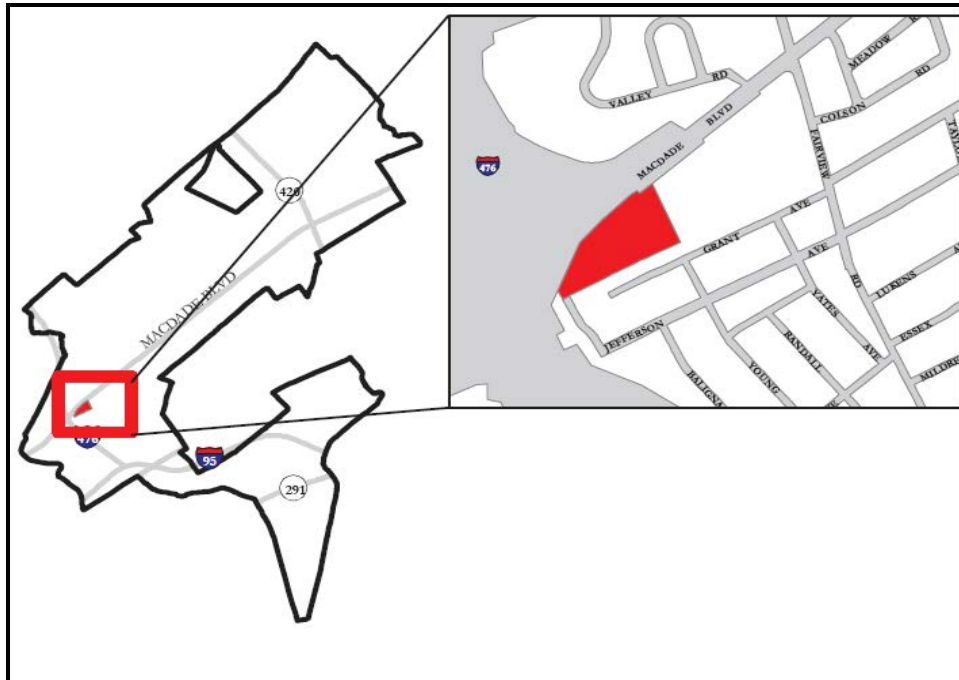
The Linden Lane Apartment Complex, depicted on Map 5-3 was the other residential site surveyed and analyzed by DCPD in preparation of the series of Blight Certification Reports for Ridley. The property is situated directly adjacent to the Blue Route, I-476. Based on the seven criteria enumerated in the 1945 Urban Redevelopment Law, DCPD's on-site staff analysis determined that the Linden Lane Apartment Complex possessed "Unsafe, unsanitary, inadequate, or overcrowded conditions," "Inadequate Planning," and "Faulty Street and Lot Layout."⁴ Numerous observed and photographed images depict this determination including but not limited to: debris piles scattered around the site, severely cracked sidewalks, and exposed wiring outside building units, among others. As a result of the existing conditions in Linden Lane, the Ridley Township Planning Commission certified this area as blighted in August 2006.

As a result of these areas being officially certified as blighted, the Township has the ability to exercise the power of eminent domain for the redevelopment of the sites not only for public use but also as for private use if the proposed projects will further economic development and are based on a well-designed and considered plan. The opportunity for redevelopment is present at the Penn Hills and Linden Lane Apartment complexes but at a minimum Ridley must ensure that code compliance is up to par in the event both complexes remain as is in the future. As a result of declaring both of the aforementioned areas as blighted, the areas are now known as, the "Penn Hills Redevelopment Area," and the "Linden Lane Redevelopment Area."⁵

⁴ Pennsylvania Urban Redevelopment Law of 1945, P.L. 991, May 24, 1945, as amended.

⁵ Ridley Township Planning Commission, August 29, 2006.

**MAP 5-3
LINDEN LANE REDEVELOPMENT AREA**



Prepared by: Delaware County Planning Department, 2007

RECOMMENDATIONS FOR HOUSING OPPORTUNITIES

Given the built-out natures of Ridley and Eddystone, there are few remaining opportunities for new housing development on vacant parcels of land. However opportunities for redevelopment of older, underutilized or deteriorating sites are present, particularly if the Township and Borough were to acquire such lands or enable a private developer to do so. Additionally infill-housing opportunities presently exist in both the Township and Borough that could enable new residential construction. The conversion of single-family units can also be seen as an opportunity to create affordable housing where few opportunities currently exist.

The Township and Borough should:

- 5-6 Investigate the feasibility of establishing a regional Community Development Corporation or working with an existing one that would acquire vacant or blighted properties, rehabilitate them, and then resell them to interested homebuyers.
- 5-7 Consider the use of additional blight certification studies and Redevelopment Area designations for appropriate locations in the Township and Borough, which would potentially provide access to federal funds for rehabilitation and other improvement activities. For any areas designated as such the municipalities should seek assistance through public funding sources or from private development interest in the preparation of redevelopment plans.

<u>Funding Programs:</u>	HUD CDBG DCED Community Revitalization Program Home Ownership Choice Program DCED Housing and Redevelopment Assistance
<u>Technical Assistance:</u>	OHCD DCPD

HOUSING MAINTENANCE AND REPAIR

OBJECTIVE 5-3: TO MAINTAIN AND ENHANCE THE CONDITION OF EXISTING SOUND RESIDENTIAL DWELLINGS UNITS AND TO PREVENT THE CONTINUED DETERIORATION OF HOUSING IN PHYSICALLY DECLINING PORTIONS OF THE TOWNSHIP AND BOROUGH.

The housing survey results above find that, although a notable portion of the housing stock in Ridley and Eddystone is in satisfactory condition, housing along many identified streets and blocks requires substantial repair and rehabilitation (see Tables 5-6 and 5-7). As mentioned previously, the age of the housing developments in both Municipalities plays a large role in maintenance-related issues. It is evident through on-site survey visits and discussion with CPTF members that maintenance of residential structures is an ongoing concern that must be addressed.

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

Ridley and Eddystone also should take a “preventative maintenance” approach throughout the community but particularly in area on the verge of blight. The Municipalities should take steps to ensure that these “borderline” residential areas are identified and maintained in attempts to prevent increased maintenance issues as time progresses. The increased number of elderly households expected in the coming decades, as identified in Chapter 2, also suggests that there will be an increasing number of households that as a result of their limited/fixed incomes are significantly constrained in their ability to afford and physically perform the continued maintenance, rehabilitation, and/or upgrades to their property.

Expansion of Rehabilitation Assistance

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

Many assistance programs are available only to low- and moderate-income families. These requirements exclude assistance to many persons who exceed income limits but do not have sufficient incomes to adequately repair and maintain their property. This exclusion is likely to lead to further deterioration of residential properties and neighborhoods. In order to resolve this situation, the Office of Housing and Community Development should institute a revolving loan program, in conjunction with implementation funding of the County Revitalization Program.

Delaware County Revitalization Program: Planning Area 3 Housing Initiatives

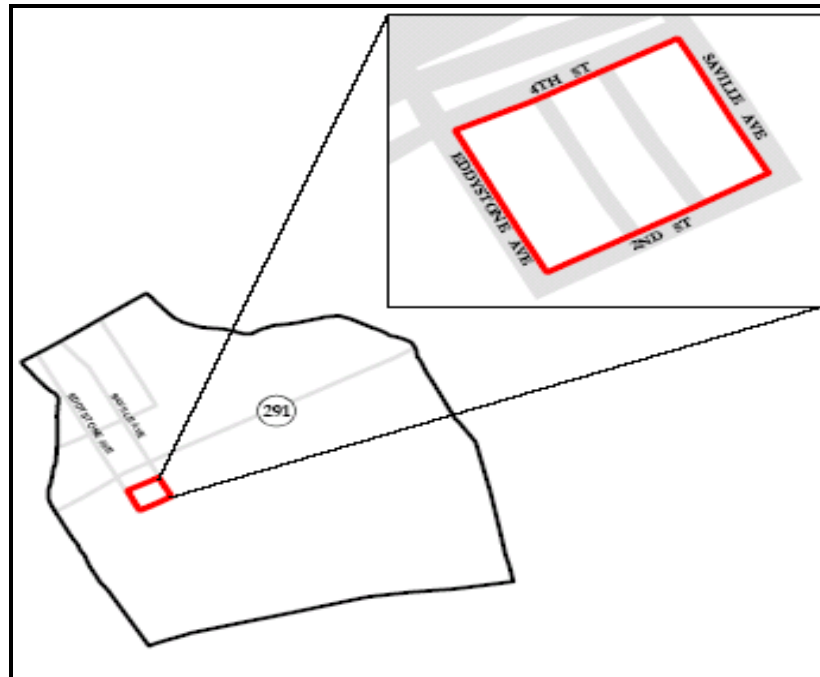
The Delaware County Revitalization Program for Area 3, of which Ridley and Eddystone are part, includes two project recommendations relating to rehabilitation and maintenance in the Township and Borough: the Eddystone Village Project and General Rehabilitation and Maintenance recommendations.

Eddystone Village

As noted in the housing survey analysis at the start of this Chapter, the Eddystone Village is an area in need of attention and should fall under consideration as a potential improvement area. The Village is located in the southwestern portion of the Borough and was first designed and developed as tenement housing for employees of William Simpson's Eddystone Print Works. Map 5-4 shows the exact location of the Village within the Borough. Given the historical significance of these properties and the recommendation for their potential designation as an historic district in Chapter 3, Historic Preservation, Eddystone should examine the options carefully prior to making any determination on the future of the residential properties in the Village.

The Delaware County Renaissance Action Plan for Area 3 identifies this area as a medium priority-level project entitled “Eddystone Village Revitalization.” Included in the recommendations for this project are: a rezoning of the entire Village from light industrial to a Village District; rehabilitation of existing and vacant dwellings, and designing and constructing streetscape improvements. As discussed in Chapter 3, Historic Preservation the preservation of historic resources and the formulation of Historic Districts have been proven to positively affect communities throughout the nation and within Pennsylvania.

**MAP 5-4
EDDYSTONE VILLAGE AREA**



Prepared by: the Delaware County Planning Department, 2007

General Housing Rehabilitation

The Delaware County Renaissance Action Plan for Area 3 also puts forth recommendations concerning an area-wide project entitled “Housing Rehabilitation.” This project is also identified as having a medium priority-level. Included in the recommendations for housing rehabilitation across Ridley and Eddystone are reviews of local ordinances concerning the conversion of structures, increasing code enforcement, and rehabilitating existing dwellings in need of attention. The age of the housing stock in Ridley and Eddystone (as depicted in Table 5-2) highlights the concern over residential properties becoming dilapidated and generally worn-down over time. Based on the housing survey conducted by DCPD, the Municipalities have an initial listing of problem areas from which to work from when identifying areas in need of rehabilitation and improvements. Additionally, it is recommended that each community identify areas not captured within the survey in order to address these areas as well when looking at comprehensive rehabilitation projects.

RECOMMENDATIONS FOR HOUSING MAINTENANCE

The older housing stock of Ridley and Eddystone present problems many newer-age suburbs do not have to face. While having the distinction of being classified as Philadelphia’s first suburbs can be considered a positive to the communities, issues relating to that distinction such as the potential and actual deterioration of existing residential dwellings are the flip side of the coin. As a result, it is essential for Ridley and

Eddystone to take action on redevelopment and improvement projects to address the areas and dwellings in need of assistance.

The Township and Borough should:

- 5-8 In cooperation with local lending institutions, support the establishment of a revolving loan fund designed to assist families whose incomes are above the maximum limits obtain loans to pay for improvement of residential properties (See Recommendation 5-1).

Funding Program: Delaware County Revitalization Program

Technical Assistance: OHCD

- 5-9 Appoint a citizen housing committee made up of homeowners and renters to develop and coordinate programs or initiatives to address the housing needs of residents.

Technical Assistance: OHCD

- 5-10 Conduct periodic clean-up, spruce-up, or fix-up drives in targeted blocks or areas to perform minor repairs and maintenance, as well as the cleaning of vacant lots in order to improve the appearance of residential areas.

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

- 5-11 Institute the vigilant regulation and inspection of rental and non-rental units by strict enforcement of the Uniform Construction Code (UCC) and any applicable local ordinances.

Technical Assistance: International Code Council
PA Department of Labor and Industry
PA State Association of Boroughs

CHAPTER 6

LAND USE

Land use serves as the fundamental element of the Ridley Township and Eddystone Borough Multi-municipal Comprehensive Plan. The Municipalities are fortunate to possess a large variety of land uses ranging from heavy industrial along the Route 291 corridor, to well-defined residential neighborhoods to areas devoted specifically to open space and recreation. While this range of existing land uses is an asset to the Township and Borough, both communities will face certain challenges in their planning for the future. Given the fact that Ridley and Eddystone are fully developed, there are limited possibilities with respect to future development and new planning proposals. However, through innovative thinking, community visioning, and the utilization of up-to-date planning concepts, opportunities can be found.

This chapter considers the existing land uses and distribution within Ridley and Eddystone. As a result of the largely built-out nature of the plan area, the land use analysis emphasizes the preservation of the most desirable land uses. The formulation of a future land use map along with recommendations for “critical parcels” follows. Within these critical parcels and given the limitations on new development, focus is placed largely on revitalization techniques, economic redevelopment, and opportunities for beautification. Relationships between uses in the plan area and adjacent uses in bordering municipalities are then reviewed to analyze the level of compatibility with adjoining municipalities that extends the collaborative effort of this plan between Ridley and Eddystone beyond their municipal boundaries.

EXISTING LAND USE INVENTORY

Existing land uses within Ridley and Eddystone help to paint the picture of the layout of the communities. As noted, the Municipalities possess a variety of uses that cover the large majority of their area. A thorough understanding of the present use distribution and a vision for the future can be used to determine areas particularly worthy of preservation and emulation and those where future redevelopment might be desired.

Plan Area Distribution

The County Planning Department utilized several methods in determining the existing land use distribution within the plan area. First, an overview of 2005 aerial photography and tax assessment parcel data was conducted for a preliminary distribution of land uses.¹ From this preliminary map, copies were distributed to the CPTF for review and comment. Finally, through a survey of areas in question an Existing Land Use Map and the following distribution table were created. Table 6-1 below provides the results of the

¹ Aerials flown by the Delaware Valley Regional Planning Commission at five year intervals at 200 feet, parcel data created by the Delaware Valley Regional Planning Commission

outlined methods and Map 6-1 shows existing land uses of the Township and Borough. It is important to note that given the overall area of Ridley as almost three-and-a-half times that of Eddystone, the total land use category percentages are skewed in favor of Ridley's predominant land uses. A section discussing the individual municipal distributions immediately follows.

**TABLE 6-1
EXISTING LAND USE DISTRIBUTION, 2005**

Land Use	Eddystone		Ridley		Plan Area Totals	
	Total Acreage	Percent	Total Acreage	Percent	Total Acreage	Percent
Single-Family Detached	11	1.1	1,134	33.6	1,146	26.2
Single-Family Semi-Detached	20	2.0	289	8.6	308	7.0
Single-Family Attached	17	1.7	12	0.4	29	0.7
Multi-Family and Apartment	4	0.4	94	2.8	97	2.2
Office and Commercial	52	5.2	205	6.1	257	5.9
Mixed Use	1	0.1	5	0.1	5	0.1
Industrial	373	37.6	287	8.6	661	15.1
Institutional	11	1.1	161	4.7	172	3.9
Cemetery	0	0.0	4	0.1	4	0.1
Open Space and Recreation	8	0.8	180	5.3	189	4.3
Roads	50	5.0	705	20.9	755	17.3
Waterways	344	34.6	111	3.3	455	10.4
Utility/Railroad/Parking	43	4.3	68	2.0	112	2.6
Vacant	61	6.1	120	3.5	181	4.2
TOTAL	995	100.0	3,375	100.0	4,371	100.0

Source: DCPD field surveys, 2005 and the Delaware County Board of Assessment parcel data

Residential: 1,580 acres or 36.1 percent of the combined Ridley and Eddystone land area

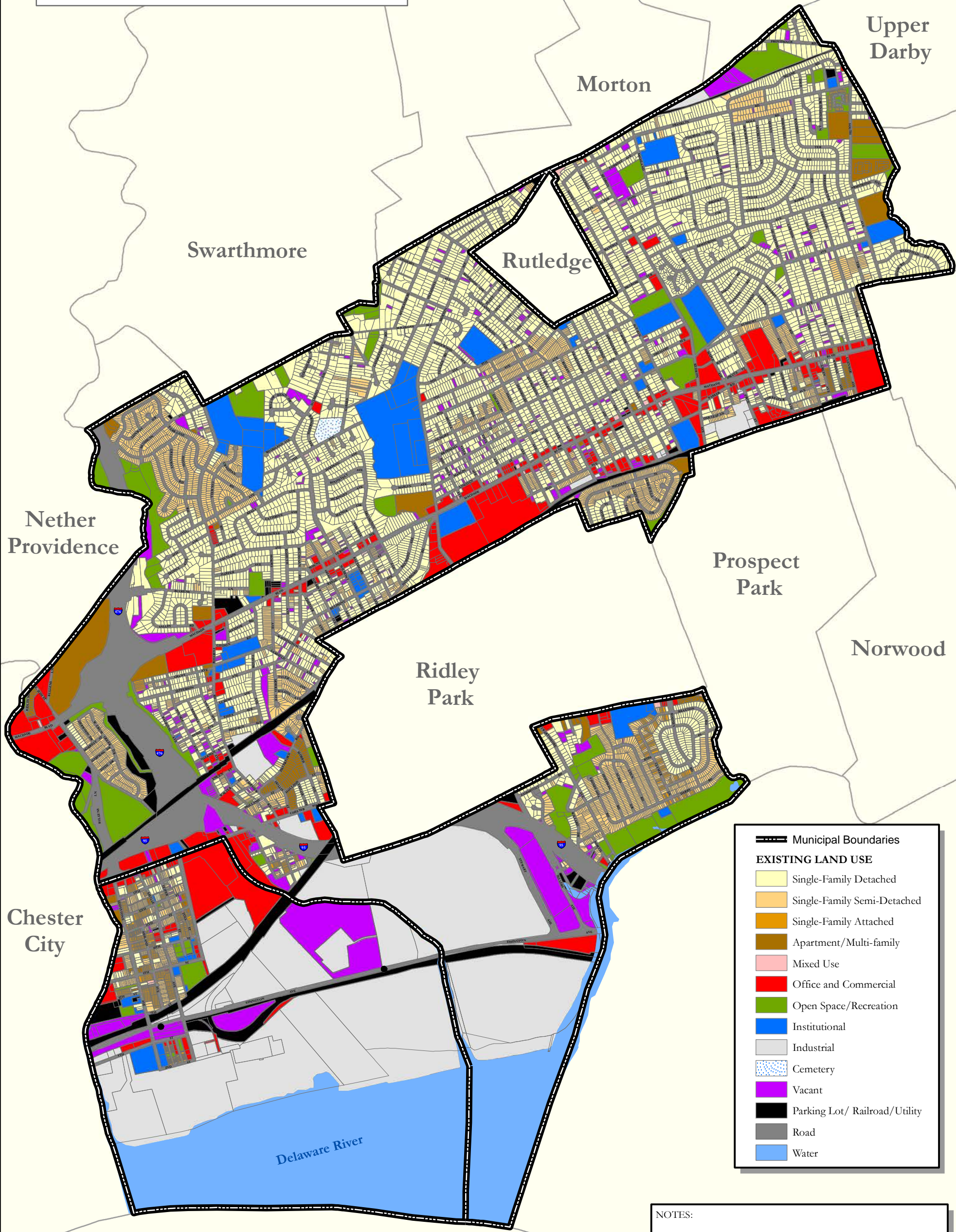
The residential category is the largest land use in the combined Ridley-Eddystone area comprising 36.1 percent of all uses. The classification of residential uses is divided into four categories based on the number of units in each type as listed below:

- a. Single-family detached (Single) - One family per unit/parcel
- b. Single-family semi-detached (Twin)² - One family per unit/parcel; two units per structure
- c. Single-family attached (Row/Townhouse) - One family per unit/parcel; three plus units connected by vertical party walls
- d. Apartment/Multi-family - Apartment: Designed as such with common tenant features and seven units minimum
- Multi-family: One multi-unit structure with six units maximum

As shown in Table 6-1 above, the predominant residential land use within the combined area of the two Municipalities is single-family detached residential, comprising approximately 1,146 acres. Notably single-family detached dwellings comprise the

² This category includes duplexes that contain one family per unit and two units per parcel/structure.

Ridley Township and Eddystone Borough
Multi-Municipal Comprehensive Plan
Existing Land Use



Municipal Boundaries


EXISTING LAND USE

- Single-Family Detached
- Single-Family Semi-Detached
- Single-Family Attached
- Apartment/Multi-family
- Mixed Use
- Office and Commercial
- Open Space/Recreation
- Institutional
- Industrial
- Cemetery
- Vacant
- Parking Lot/ Railroad/Utility
- Road
- Water

NOTES:

- Delaware County Board of Assessments - Parcels
- Delaware County Planning Department - Existing Land Use

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



Prepared by
Delaware County
Planning Department
December 2010

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largest *overall* land use group in the combined area of the Township and Borough at 26.2 percent. Single-family semi-detached (twin) dwellings comprise the second highest percentage of residential uses occupying approximately 308 acres of land. Apartments and multi-family units are the third most common residential use comprising approximately 97 acres. There are very few row and townhouses in the area, comprising approximately 29 acres within the Municipalities.

Roads: 755 acres or 17.3 percent of the total plan area

This is the second-largest overall land use category in the combined municipal area, including all paved roads within Ridley and Eddystone. These roads may be federally, state, or locally owned and pass through any portion of the Municipalities.

Industrial: 661 acres or 15.1 percent of the total plan area

Industrial uses include all freestanding light and heavy-industrial establishments as well as industrial parks and flex facilities. The vast majority of industrial uses within the Township and Borough are located along the Route 291 corridor and are the third-largest land use overall in the combined Township and Borough area. A small amount of additional industrial uses can be found in the eastern part of Ridley bordering the north side of the CSX rail freight tracks.

Waterways 455 acres or 10.4 percent of the total plan area

Waterways include any body of water that passes through the municipal boundaries of Ridley or Eddystone such as the Delaware River, and segments of various creeks and streams that pass through the Township and Borough. They comprise the fourth-largest land use category.

Office and Commercial: 257 acres or 5.9 percent of the total plan area

For the purpose of this plan, office and commercial uses are grouped together. Commercial uses include retail and service commercial establishment. Office uses include professional offices such as those for doctors, lawyers and other recognized professions, and other business, nonprofit or institutional establishments. The majority of existing office and commercial uses are located along the MacDade Boulevard and Chester Pike corridors and they comprise the fifth-largest land use in the municipalities.

Open Space and Recreation: 189 acres or 4.3 percent of the total plan area

The open space and recreation land use designation includes areas of active and passive open space such as parks and fields, playgrounds and tot lots, wooded areas, and trails. Although primarily public areas, some privately owned lands that have been set-aside or preserved as open space are also included. Open Space and Recreation comprises the sixth-largest land use category in the Ridley-Eddystone area.

Vacant: 181 acres or 4.2 percent of the total plan area

The vacant land use category contains lands that are currently undeveloped or contain “vacant” or unoccupied structures. Land that is specifically set aside or planned to be set aside for open space preservation is not considered vacant land. Some of the areas marked as “vacant” on the Existing Land Use map possess environmental constraints that

make them difficult and expensive to develop. A number of large tracts of vacant land are located along or near Route 291 in the vicinity of Boeing and the other industrial enterprises. Many other vacant parcels are located in residential areas of the Township and Borough and provide excellent opportunities for infill development. Vacant land comprises the seventh-largest land use category in the Area.

Institutional: 172 acres or 3.9 percent of the total plan area

Institutional uses consist of all municipally owned properties, fire stations, churches, nonprofit-owned historic/cultural or recreational facilities, both public and private schools and County, state and federal governmental facilities. The institutional uses in the Area are scattered in clusters throughout Ridley and Eddystone. This category of land uses is the eighth-most predominant within the study area.

Utility/Railroad/Parking: 112 acres or 2.6 percent of the total plan area

This designation includes all gas, electrical, water, and sewer transmission lines, pipes, and substations or processing and storage facilities; rail tracks and related facilities; and public or private freestanding surface parking lots. It does not include public or private off-street parking areas or lots that are an accessory use to other principal uses. They comprise the ninth-largest land use category in the plan area.

Mixed-use: 5 acres or 0.1 percent of the total plan area

Mixed-uses generally include a combination of commercial or office along with a residential component, although a mixture of retail, commercial service, office, and public uses without a residential component can also be classified as a mixed-use. Mixed uses are primarily found in some of the two-story buildings along MacDade Boulevard in Ridley and Chester Pike and Saville Avenue in Eddystone. Mixed uses are the second-smallest use in the combined Ridley-Eddystone area.

Cemetery: 4 acres or 0.1 percent of the total plan Area

This land use designation is for freestanding cemeteries as principal uses on a lot. The lone freestanding cemetery is East Lawn Cemetery in Ridley Township. Cemeteries comprise the smallest land use in the plan area.

Municipal Distribution

Since this is a multi-municipal comprehensive plan, it is essential to understand the existing land use distributions from a holistic vantage point that includes both Municipalities. But also keeping in mind the vast difference in land area between Ridley and Eddystone, it is also important to get a picture of the land use distributions for each individual municipality. Given a thorough understanding of the predominant land uses within each municipality, one can better project the most appropriate future uses within their borders.

Eddystone Borough

With an overall area of roughly 1.5 square miles, Eddystone is almost three-and-a-half times smaller than Ridley Township. As depicted in Table 6-1, Eddystone is a heavily industrial community with approximately 37 percent of the land devoted to *Industrial*. Most of these uses are either located along or near the Delaware Riverfront or along Route 291. There exist some opportunities for further development along Route 291 near the River, and the Borough has recently enacted a zoning overlay to allow more modern, high technology and commercial uses along this corridor. Also, as of May 2008 the former Foamex manufacturing and corporate site located between the Delaware River and Route 291 was up for sale and Eddystone has been in discussion with potential buyers relating to obtaining a portion of the site to use as public waterfront recreational and open space area. This desired site is designated as such on the future land use map of this plan.

The second-largest category of use after Industrial is *Waterways* comprising approximately 34 percent of Borough land uses. The presence of a portion of the Delaware River within the Borough's boundaries is the primary reason for the predominance of this use.

Vacant land is the next-largest use category comprising approximately 6 percent of the Borough's land area. Some of the larger vacant parcels particularly along Route 291 could potentially be sites for new commercial development. This is a significant amount of vacant land for a borough of Eddystone's size and age and consideration, and planning should be done to see how the Borough might be able to facilitate, in some way to its eventual development.

The fourth-largest use category is *Roads* comprising approximately 5 percent of the Borough's total land area, with the Route 291 Industrial Highway through the Borough contributing substantially to the total.

Office and Commercial is the fifth-largest use in the Borough comprising approximately 5 percent of the Borough's land area. The largest uses in this category are the Eddystone Crossings shopping center and the Baldwin Towers office building. Some additional Office and Commercial uses are also located to the south of the Amtrak rail line on both sides of Route 291. For a Borough of its size, this is a notable amount of commercial and office uses and is something that should continue to be encouraged moving forward.

Residential uses also account for approximately 5 percent of Borough's land area with twins and row-homes being the two most predominant dwelling types. All residential uses are located in two distinct compact areas: from Simpson Street and Eddystone Avenues between Chester Pike and the Amtrak rail line and between Saville and Eddystone Avenues south of the rail line, commonly known as "the Village."

Utility/Railroad/Parking comprise the seventh largest land use at approximately 4 percent and include the Amtrak and CSX rail lines.

Institutional uses are the eighth-largest category at approximately 1.1 percent.

The next-to-last smallest use category at only 0.8 percent is *Recreation and Open Space*, which suggests a need for some additional parks and other natural spaces and settings in the Borough.

Mixed uses are almost nonexistent in the Borough comprising only 0.1 percent of all uses.

Ridley Township

Ridley contains roughly 5.2 of the total 6.8 square miles within the Plan Area. The land use category with the greatest coverage is *Residential*, which comprises approximately 45 percent of the Township. The predominant dwelling type is single-family detached, accounting for roughly about 33 percent of total land area. Twins are the second most prevalent residential type at approximately 8 percent with apartments and multi-family at a little under 3 percent. There are very few rowhomes or townhouses in the Township.

The second-largest designation of existing land use belongs to *Roads*, which comprise just less than 22 percent of all land within the Township. The predominance of this use is elevated by the presence of Route 476 and its interchanges with I-95 and MacDade Boulevard in the western edge of the Township.

The next-largest land use category is *Industrial* comprising a little over 8 percent of the Township's land area, followed by Office and Commercial with just over 6 percent. The industrial concentration, similar to Eddystone, is located along the Route 291 corridor and is the home of helicopter manufacturing division of the Boeing Company. Office and commercial uses in Ridley are located primarily along MacDade Boulevard, Chester Pike, and Route 420.

The fifth largest land use is *Recreation and Open Space*, accounting for just over 5 percent of the total land use in the Township.

Institutional uses are the next largest use category comprising just under 5 percent of the Township's land area.

The three remaining categories with over a 1.0 percent share are *Vacant* at 3.5 percent, *Waterways* at 3.3 percent and *Utility/Railroad/Parking* at 2.0 percent. As with Eddystone, the amount of land devoted to *Mixed Use* is a very small 0.1 percent, particularly given the size of the Township.

FUTURE LAND USE

The future land use map (FLUM) is the fundamental component of the comprehensive plan and is intended to provide a general framework for the Ridley and Eddystone commissioners and councilors respectively, concerning land use and community

development. It takes into consideration and is constrained by the patterns of existing development.

Recommendations for future land use are the essence of the comprehensive plan. These proposals indicate the type of land use determined to be the most appropriate for the respective parcels of land. These recommendations are based on several factors that include the existing land use patterns, size, shape and slope of parcels, traffic volumes and accessibility, the location relative to floodplains, the condition of existing and nearby structures and other considerations.

The FLUM is not a zoning map. It is a comprehensive planning tool designed to assist the Municipalities in their comprehensive planning and zoning efforts. Because the FLUM is based on studies of various factors, such as adjacent land use, zoning, topography, access, etc. it provides justification for a zoning map that should be generally consistent with the FLUM. Therefore, a zoning map that is based on a well-conceived Future Land Use map has a much stronger legal standing and validity than one not based on a comprehensive study. Map 6-2, Future Land Use shows the proposed distribution of uses for the Township and Borough.

Future Land Use Categories

The following categories are conceptual groupings displayed on the FLUM and should provide the basis for any zoning ordinance updates or amendments enacted after the completion of this plan. Most of these categories are intended to show locations for groupings of uses; specific uses permitted and their locations will be indicated in future revisions to the zoning ordinance and map.

These future use designations refer to a range of appropriate potential uses or activities. For example, the Neighborhood Commercial category allows for smaller, low-impact uses such as personal service shops, small eating establishments and coffee shops, and merchandise retailers such as hardware or home goods stores. Alternately the Shopping Center category allows larger-scale traditional shopping malls and newer town center and lifestyle shopping centers as well as office uses.

The descriptions of the categories on the Future Land Use Map are listed starting on page 6-12:

Residential Uses

1. Low-density residential
These areas are proposed mainly for single-family detached dwellings at a density of up to seven units per acre.

The largest concentrations of this type of housing are found in the northern portion of Ridley Township in the vicinity of Fairview Road and Swarthmore Avenue, generally north of Ridley High School and in the Holmes section of the eastern part of the Township. This housing type is not proposed for Eddystone Borough.

2. Medium-density residential

These areas are proposed for residential development of single-family detached and semi-detached units at a density of between seven and twelve units per acre.

The main areas proposed at this density of housing are in the Folsom section of Ridley between Morton and Kedron Avenues and MacDade Boulevard; in the Holmes section east of Kedron Avenue and west of Armstrong Avenue, and the Woodlyn section south of MacDade Boulevard from Swarthmore Avenue west to the Fairview Road vicinity. This type of housing is also proposed for Eddystone north of 12th Street up to the alley between 13th Street and Chester Pike.

3. High-density residential

Proposed mainly for multi-family housing and apartment complexes and row-homes and twins at a density greater than twelve units per acre.

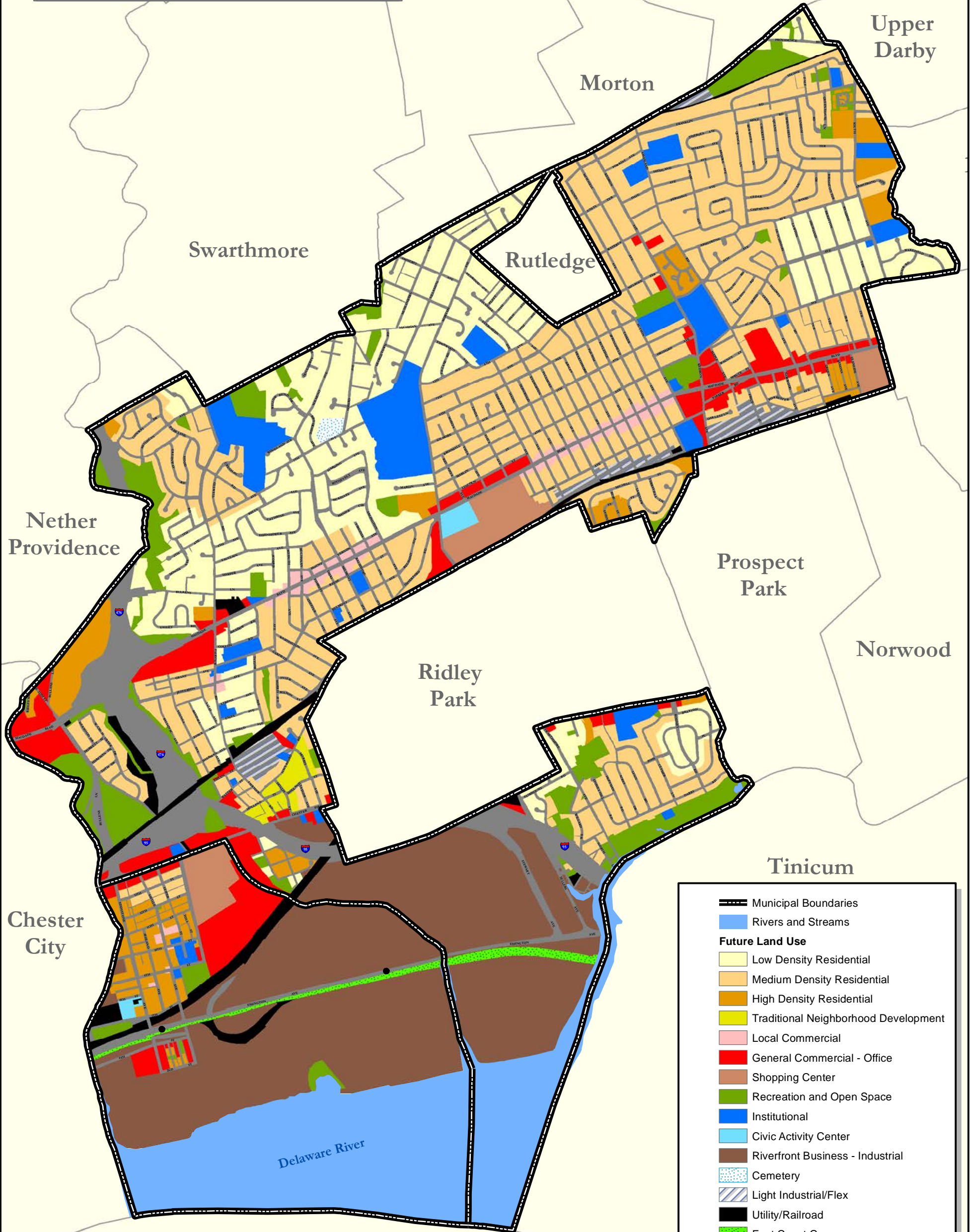
Areas for these types of dwellings are proposed for the eastern end of Ridley along the boundary line with Darby and Upper Darby Townships; in the vicinity of the intersection of Morton Avenue and MacDade Boulevard; at MacDade Boulevard and Route 476; and south of Chester Pike between I-95 and the Eddystone Borough line. High-density housing is also proposed for the center of downtown Eddystone south of 12th Street and in Eddystone Village south of Route 291.

4. Traditional neighborhood development

This category is for a clearly delineated and unified residential developments containing a variety of housing types and densities, a pedestrian orientation, and a central neighborhood gathering space such as small park, town square or open commons, and a mixing of commercial and service uses at the community edges. This type of development is designed to emulate the small-town character of older, established urban and suburban neighborhoods where less reliance on the automobile was possible and commercial and service uses were frequently within walking distance.

This type of development is proposed for the site of the present Penn Hill Development between Chester Pike and Holland and Haverford Avenues and I-95 and Morris Avenue as shown on the FLUM.

Ridley Township and Eddystone Borough
Multi-Municipal Comprehensive Plan
Future Land Use



- Municipal Boundaries
- Rivers and Streams
- Future Land Use**
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Traditional Neighborhood Development
 - Local Commercial
 - General Commercial - Office
 - Shopping Center
 - Recreation and Open Space
 - Institutional
 - Civic Activity Center
 - Riverfront Business - Industrial
 - Cemetery
 - Light Industrial/Flex
 - Utility/Railroad
 - East Coast Greenway
 - Roads

NOTES:
1. USGS - Municipal Boundaries and Rivers & Streams
2. Delaware County Board of Assessments - Parcels
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 source which has not been verified.



Prepared by
Delaware County
Planning Department
December 2010

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Nonresidential Uses

1. Local Commercial

These areas are proposed for smaller-scale neighborhood commercial uses. They are designed to serve immediately surrounding residential areas where patrons can walk to the establishments as well as other parts of the Township and surrounding municipalities where only a short drive is required. While some on-site parking should be provided, uses requiring large lots are not envisioned in these locations. Typical uses would include convenience stores, drug stores, small restaurants and coffee shops, neighborhood groceries, variety stores, and service oriented uses such as barber-shops, dry cleaners and tailors. Professional offices are also included in this category. Apartments or other high-density dwellings may be near or above stores and offices.

The primary areas proposed for these uses are along MacDade Boulevard from Sutton Avenue to Edgewood Avenue and from Arlington Avenue to Morris Avenue in Ridley; in downtown Eddystone along Saville Avenue between 10th and 11th Streets; and along Fairview Avenue in the vicinity of the intersection with Jefferson Avenue.

2. General Commercial - Office

This category is comprised of larger commercial uses that are either freestanding establishments, including office buildings or stores in strip commercial or small shopping centers. They are designed to serve the surrounding neighborhoods but also other parts of the Township, surrounding municipalities and passing auto traffic using the arterial roads upon which they are located and the nearby expressways. They include independent retailers and businesses but also a good number of corporate retail chains and franchise establishments. Some of examples of these uses include home and office goods suppliers, pet supply stores, stand-alone retail pharmacies, video rental outlets and home electronics retailers. Also included are heavier commercial uses such as car dealerships, auto body and repair shops, and equipment rental and leasing establishments. Establishments in this use category will have larger parking requirements and receive more frequent and larger freight deliveries than neighborhood commercial establishments.

The primary areas proposed for these uses in Ridley include: the MacDade Boulevard and Route 420 intersection and surrounding vicinity; the intersection of MacDade Boulevard and Fairview Avenue, and MacDade Boulevard and Bullens Lane; and the north side of Chester Pike across from Eddystone Borough. In Eddystone these uses are proposed for the south side of Chester Pike from the Chester City border to the Ridley border and in the vicinity of Eddystone Avenue and 4th Street south of Route 291.

3. Shopping Center

This classification allows for large-scale shopping centers in the traditional mall configuration or the more modern town center or lifestyle center configuration. This category is designed to allow large scale retail and commercial uses that will attract shoppers from the immediate vicinity and surrounding area as well as residents from other parts of the County and travelers from other parts of the region as well as those heading north or south along I-95.

The areas proposed for these uses include the present sites of the MacDade Mall and the Home Depot Shopping Center in Ridley and the Eddystone Crossings Shopping Center in Eddystone.

4. Business-Industrial

This grouping includes heavy industrial uses such as the traditional industries that at one time dominated the Delaware River waterfront but also allow a greater range of modern business and commercial uses. High tech uses such as computer and data processing offices and infrastructure, financial operations offices and medical equipment and pharmaceutical laboratories, and business parks are some examples. Office buildings, hotels and conference centers, large-scale retail developments, entertainment and amusement uses and waterfront recreation, cultural and historic uses are also part of this category. This designation is designed to help implement the goals of the Route 291 Industrial Corridor Design Study to attract modern high tech industries to the Ridley, Eddystone and Tinicum industrial waterfront.

This category is proposed for the large land parcels located along the north and south sides of Route 291 from I-95 in Ridley to the Chester City boundary line with Eddystone to the west and includes all of the lands running down to the edge of the Delaware River.

5. Civic Activity Center

This designation identifies centrally located groupings that may include civic, institutional, municipal, and recreational uses. Examples of these facilities are municipal buildings or uses, civic centers, libraries, fire and police stations, post offices, parks and recreation areas, plazas and similar community-oriented uses. Nearby schools or churches may also be included in this category.

This use category is proposed for the present site of the Ridley Township Municipal complex and for the proposed smaller-scale municipal use cluster in Eddystone at Eddystone Avenue and 8th Street.

6. Institutional

This category includes individual community facilities such as schools, churches, municipal buildings and libraries that are not located in a Civic Activity Center.

Institutional uses are generally proposed for areas where they are presently located. In Ridley, this includes areas north of MacDade Boulevard, particularly along such north-south arterial roads as Route 420/Kedron Avenue and Morton Avenue. In Eddystone this includes the elementary school and community center located between 10th and 11th Streets east of Saville Avenue.

7. Recreation and Open Space

This classification encompasses active and passive recreational uses such as parks containing athletic fields, tot lots and playgrounds, waterfront parks along the Delaware River, marinas, walking, biking and hiking trails, as well as natural areas for conservation and open space.

The main areas proposed for Recreation and Open Space uses include: the western end of Ridley Township in the vicinity of the Ridley Creek as well as the recreational facilities of Widener University located just across the Chester City municipal

boundary; the right-of-way along the south side of Route 291 where the East Coast Greenway is proposed for; a small portion of the former Foamex property along the Delaware River; the present location of the Ridley Marina and adjoining lands; and the northeastern quadrant of Ridley Township on the site of the former Newlin Farm.

8. Cemetery

This use is proposed only for the present site of the East Lawn Cemetery in Ridley Township.

9. Roads

This category encompasses all of the present roadways within the Township and Borough from local streets, collector and arterial roads and the Route 476 and Interstate 95 expressways. These areas are shown in grey on the FLUM.

10. Waterways

This category encompasses all natural and man-made bodies of water such as streams and creeks to rivers and includes the Ridley and Crum Creeks and their tributaries and the portions of the Delaware River located with the Ridley-Eddystone municipal boundaries.

12. Utilities, Railroads and Parking

This designation includes water, sewer and natural gas facilities, railroad tracks and other rail facilities and surface parking lots or decks. This category is generally proposed for areas where these used presently exist. They are shown on the FLUM in black.

Critical Parcels

Although the future land use map shows the most appropriate future land uses for all properties in the plan area, there are certain parcels whose current status (such as vacant or underutilized), location, size or other characteristics make their future development particularly important to the Township and Borough, and perhaps surrounding areas. In this largely built-up area, it is important to identify these parcels whose development could have a particularly strong impact on the future character of the Municipalities.

The parcels listed in Table 6-2 are those that are considered “critical” to the future development of the Ridley and Eddystone area as determined by the plan task force over a series of several meetings relating to land use, economic development and public facilities.

RECOMMENDATIONS FOR FUTURE LAND USE

The Township and Borough should:

- 6-1 Review the existing zoning designations of each of the critical parcels listed above to ensure they are consistent with the proposed future use of each site. Those sites that are not compatibly zoned with the proposed future use should be rezoned to allow the desired future use.

**TABLE 6-2
RIDLEY AND EDDYSTONE CRITICAL PARCELS, 2008**

Parcel	Location	Acres	Present Use	Proposed Use
<u>RIDLEY</u>				
Boeing redevelopment site	Between Stewart and Sellers Avenues north of Route 291	19	Vacant	Commercial - office-hotel
MacDade Mall	MacDade Boulevard and South Avenue	11	Shopping Mall	Town/lifestyle center
Woodlyn Shopping Center North	Bullens Land and MacDade Boulevard	8	Shopping Center	Commercial-office
Penn Hills residences	Haverford Avenue and Holland Street north of Chester Pike	12	Apartments	Traditional Neighborhood Development
<u>EDDYSTONE</u>				
Foamex property	Delaware River and Essington Avenue	48	Industrial	Business-Industrial
Boeing and Liberty Electric parcels	North side of Route 291	73	Industrial/Vacant	Business-Industrial
John Hughes ball fields	Eddystone Avenue and 7 th Street	1	Recreation/open space	Civic Activity Center
Baldwin Towers	Behind Eddystone Crossings	8	Office	Office/Mixed Use
Matrix Contractor sheds and PECO offices	Simpson Street behind Eddystone Crossings	23	Office-utility	Commercial-office

Source: Comprehensive Plan Task Force and DCPD, 2007

Funding Programs: DCED

CDBG

Technical Assistance: DCPD

- 6-2 Develop and maintain an “official map” as enabled by the state Municipalities Planning Code (MPC) for all or portions of the Township and Borough where there is municipal interest in preserving future public access and use of land.

Funding Programs: DCED

CDBG

Technical Assistance: DCPD

DELAWARE COUNTY REVITALIZATION PROGRAM

OBJECTIVE 6-1: TO COORDINATE AND IMPLEMENT THE RELEVANT PROPOSED PROJECTS FOR RIDLEY AND EDDYSTONE CONTAINED IN THE *DELAWARE COUNTY REVITALIZATION PROGRAM - AREA 3 ACTION PLAN* WITH THE OBJECTIVES AND PROPOSALS OF THIS COMPREHENSIVE PLAN.

In the fall of 2002, Delaware County Council established the Delaware County Renaissance Program, subsequently renamed the Revitalization Program, to revitalize its older urbanized communities by making them more livable, safe, attractive and economically viable. The planning phase of the Program provided funding for the development of Action Plans that addressed economic development and the revitalization needs of targeted County municipalities grouped into five Revitalization areas. Both Ridley Township and Eddystone Borough were part of Planning Area 3 that also included Tinicum Township and Morton, Ridley Park, and Rutledge Boroughs.

The County selected a consultant for each of the five Revitalization Planning Areas to prepare the respective Action Plans. The municipalities in each area selected a task force to guide the consultant in developing the Action Plan. The objective of each Action Plan was to formulate a five-year revitalization strategy by preparing a prioritized list of projects that could realistically be implemented. The Action Plans anticipated project costs, responsible parties, and potential funding sources.

Area 3, of which Ridley and Eddystone are members, has been fortunate in receiving the highest amount of funding for projects from the County of the five Revitalization areas. Projects identified in the Area 3 Action Plan that have been completed so far in Ridley and Eddystone under the program include the following:

- 1 Ridley Marina Master Plan;
- 2 Ridley Marina Property Acquisition Phase I;
- 3 Ridley Marina Expansion Phase II;
- 4 Ridley Marina Dock renovations;
- 5 Eddystone Route 291 Traffic Signal Upgrades; and
- 6 Eddystone Dom Marion Field Improvements

Projects in progress in Ridley include:

- 1 Stormwater Management Improvements at Leedom Estates;
- 2 Rodney Road Drainage Improvements; and
- 3 North Lane Demolition

Projects identified in the plan in Ridley and Eddystone that have not yet been undertaken include:

- 1 Ridley MacDade Boulevard Commercial Revitalization
- 2 I-476 off-ramp relocation and reconstruction
- 3 Eddystone Foamex property open space acquisition
- 4 Eddystone Village Revitalization

- 5 Various proposed area-wide regional projects including some or all Area 3 municipalities including: Public Safety Equipment and Facilities; Historic Preservation and Reuse; Traffic Coordination and Safety; Public Safety Programs; Regional Emergency Preparedness; Sewer System Rehabilitation; and Housing Rehabilitation.

In 2008, Delaware County Council initiated an update to the original Revitalization Plans that were completed back in 2002. The original five task forces for each of the Revitalization Areas were reformed with some new members and these representatives from the respective area municipalities met in the latter half of 2008 and into 2009. At these meetings the priorities for the areas identified in the respective plans were updated and some potential new projects were developed that will be included in plan addendum updates to the original five area plans. These plan addendum updates are scheduled for completion and adoption sometime in 2010 and will offer Ridley and Eddystone a revised revitalization project menu on which to focus their efforts. As noted in Chapter 10, Economic Development the two highest priority projects for all of Area 3 as identified in the task forces meetings were “*MacDade Boulevard Commercial Revitalization*” and “*Route 291 Industrial Development and Redevelopment*.”

RECOMMENDATIONS FOR REVITALIZATION PROGRAM

The Township and Borough should:

- 6-3 Coordinate the recommendations and funding programs cited in this multi-municipal comprehensive plan with the priorities, and recommended projects that come out of the County Revitalization Plan Area 3 Addendum update.

COMMERCIAL CORRIDORS

OBJECTIVE 6-2: IMPROVE THE PHYSICAL CONDITIONS AND APPEARANCE OF THE MACDADE BOULEVARD, CHESTER PIKE AND ROUTE 291 COMMERCIAL CORRIDORS

MacDade Boulevard, Chester Pike and Route 291 are the three major commercial corridors in the plan area. Additionally, Saville Avenue in Eddystone contains a number of small commercial establishments and acts as a small downtown “main street” for the Borough. MacDade is the longest of the three major corridors extending the length of Ridley Township from the boundary with Glenolden Borough to the City of Chester. Route 291, running through both Ridley and Eddystone has the heaviest industrial character of the three roads while Chester Pike is mixture of both retail and service commercial, and heavier general commercial and light industrial uses. All three roads are aging commercial corridors that need improvements in their physical condition and appearance. Saville Avenue as well, although not as large as the other three roads, would benefit from strategic streetscape enhancements. These improvements could be an important component in attracting new businesses and encouraging existing businesses to make improvements to their properties, both critical parts of revitalizing an area.

MacDade Boulevard has been, and continues to be the principal commercial-oriented road in Ridley Township. It is also along with Chester Pike, the only principal arterial road that runs the length of the Township and its interchange with Route 476 makes it an important travel corridor for area drivers looking to reach other parts of the County and region. Most of the roadway in the Township is developed as a commercial strip with a variety of stand-alone commercial uses and small strip shopping centers. In recent years there has been some new, larger scale development in the form of the Home Depot Shopping Plaza behind the Township Municipal Building and some new multi-story office buildings such as the Premiere Rehabilitation/Citi Financial building in Milmont. There also continues to be ongoing new construction of small strip commercial shopping centers and fast-food style eating establishments such as the Chick-fil-a between Edgewood and Linda Vista Avenues.

Chester Pike also runs the length of the Township and Borough, although a major portion of it is located in the part of Ridley Park Borough that bisects the southern end of the Township. The south side of the Pike from Swarthmore Avenue to the Prospect Park municipal line has a relatively established character of office, retail and residential uses, benefiting in part from its location across from Taylor Hospital. The portion of the Pike in the vicinity of I-95 crosses from Ridley into Eddystone and has a particularly important impact on Eddystone as it borders the Borough's main residential district. The south side of this portion of the Pike is in Eddystone and the north side is in Ridley.

The Route 291 Industrial Highway extends through both Ridley and Eddystone paralleling the Delaware River. Other than Eddystone Village the roadway bisects industrial and commercial uses. However, with the completion of the Commodore Barry Bridge 2nd Street Ramp Project, there will be a more direct connection from I-95 to Route 291 via Route 322 that could eventually lead to increased traffic and new commercial development along the Industrial Highway.

In the past and to varying degrees presently, the proliferation of commercial uses along the three roadways appears to have occurred in a haphazard fashion without unified and coordinated planning. Individual uses and their accompanying site design seemed to have been evaluated on an individual basis, not as part of a comprehensive, coordinated approach. For instance on MacDade Boulevard, access driveways often serve only one, two or three businesses at a time, thus creating many such driveways that cause difficult and hazardous traffic conditions. Additionally, these access points are simply wide depressions in the curb and sidewalk area with no marked or distinct driveway for ingress and egress that creates problems for safe and efficient pedestrian movements as well as detracting from the appearance of the corridor.

The lack of a coordinated approach and the absence of strict, but reasonable controls along the roads has also resulted in a proliferation of aesthetically unappealing signs. Along MacDade Boulevard in particular, it appears that there has been little effective control over the location, size, lettering, coloring or illumination of signs, and this has led to signs that are often too large and uncoordinated with others in the area and contribute to a gaudy and unappealing appearance for the corridor. Along Route 291, the issue is

primarily that some businesses do not have any identifying signs or signs are deteriorated and unkempt, which also create a negative impression.

In addition to deficiencies in the design features and regulations governing the roadways, the physical condition of the roads themselves and the surrounding establishments is lacking. Too many portions of the three corridors contain visibly aging and deteriorated roadway sections, sidewalks and curbs and too many buildings and façades that show clear signs of deterioration or a lack of care and needed maintenance. The visibly deteriorated and unkempt conditions of portions of the three roadways can create negative impressions of the corridors and possibly the surrounding areas on the part of residents, visitors and persons traveling through the area as well as prospective businesses considering locating in the area.

A final factor detracting from the character of the three roadways is the scarcity of well-planned and maintained landscaping. The proper location and types of ground covers, trees and other plantings can contribute significantly to the appearance of commercial areas and roadways and can contribute to the success of commercial establishments by making the shopping experience a more pleasant one. Finally, trees also provide shade, muffle road noises and emit oxygen. While some landscaping improvements have been made on the roadways where new development has occurred, most portions of all three corridors would be notably enhanced by planned landscaping program.

RECOMMENDATIONS FOR COMMERCIAL CORRIDORS

The physical design and condition, and the appearance of a roadway and its adjacent uses impact traffic and pedestrian safety in an important way, contributing to the overall livability and impression generated by corridor and its surrounding area. As noted above, deficiencies exist in these areas along the three main commercial roads in Ridley and Eddystone. The following recommendations are designed to improve these conditions.

The Township and Borough should:

- 6-4 Develop streetscape plans for the MacDade Boulevard, Chester Pike and Route 291 Corridors and Saville Avenue to identify the locations and appropriate types of treatments for each roadway to include such possible improvements as new and improved sidewalks and crosswalks, coordinated “street furniture” such as benches, trash receptacles, lighting, and street trees, ground plantings and landscaping.
- 6-5 Work with business operators, property owners, local lending institutions and Delaware County to develop a funding program or mechanism for façade and other building improvements to deteriorating or visually unappealing storefronts and business establishments along MacDade Boulevard, Chester Pike, Route 291 and Saville Avenue.

- 6-6 Review and identify priority recommendations for implementation from the *Industrial Heritage Parkway: Route 291/13 Beautification and Greenway Plan (2002)*, and the *Route 291/13 Industrial Heritage Parkway and Greenway Landscape and Signage Guidelines Manual (2005)* to improve the function and appearance of the Route 291 Industrial Highway through the Township and Borough.
- 6-7 Continue working with East Coast Greenway Alliance and the Delaware County Planning Department to acquire necessary land, rights-of-way and easements for construction of the trails and associated infrastructure of the East Coast Greenway as outlined in the *East Coast Greenway Trail Feasibility Study (2009)* prepared for Ridley, Eddystone and Chester City.

REDEVELOPMENT OPPORTUNITIES

OBJECTIVE 6-3: PLAN FOR THE REDEVELOPMENT OF IDENTIFIED LARGE AND SMALL-SCALE VACANT, UNDERUTILIZED OR BLIGHTED SITES TO ACHIEVE ECONOMIC AND AESTHETIC IMPROVEMENTS TO THE PLANNING AREA

Through the use of aerial photography, county tax assessment parcel data and windshield surveys, the County Planning Department identified existing uses for all parcels in the Ridley and Eddystone plan area. Along with a series of blight certification studies for Ridley that were prepared by the Department in 2006, it is observed that there are a number of vacant and abandoned uses in the Township and Borough that create negative impressions of the sites and the surrounding areas.

Vacant and abandoned properties, or occupied but deteriorated and poorly maintained buildings are problems for a number of reasons. They can often be safety hazards to those living or working in the vicinity of the sites due to the structural unsoundness of abandoned buildings and the presence of debris, broken glass and other sharp, rusting or exposed building or infrastructure components. They can also become sites for illegal dumping of garbage and wastes, some of which can be environmentally harmful and hazardous to human health. Additionally, they can be attractive as sites for illegal activities or unethical and questionable behaviors, particularly if they are secluded or portions of a site are shielded from surrounding views.

These sites can also be considered underutilized assets in that were they to be redeveloped they would generate increased taxes and revenue to the municipalities than were they to continue to sit idle. The longer vacant and abandoned sites remain hazardous and an eyesore the more of a negative factor they can become in inhibiting future development or revitalization of an area.

Map 6-3, “Ridley Township Redevelopment Areas,” shows the sites for which the Delaware County Planning Department conducted blight certification studies on and which the Township subsequently adopted. The four nonresidential sites are the Boeing site at Stewart and Sellers Avenues, the Woodlyn and Columbia Research Shopping

Centers at MacDade Boulevard and Bullens Lane, the MacDade Boulevard and Maple Avenue triangles, and the Lansdowne Steel site in the northeastern corner of the Township at the boundary line with Morton Borough. As of 2009, the southern third of the Stewart and Sellers Avenues site is being developed as a new suites-style hotel and restaurant.

Additional nonresidential sites in the Township for which blight certification studies were not prepared but which might meet the criteria for certification include the Boeing property south of Route 291 and the former Lee's Hoagie House at the corner of MacDade Boulevard and Route 420, the latter being a highly visible site. In addition there are two residential sites in the Township that were studied and certified as blighted: the Penn Hills residences on Chester Pike and the Linden Lane Apartments on MacDade Boulevard. The redevelopment of these sites is addressed in the Housing chapter of this plan.

Along with the Ridley sites, there are a number of parcels in Eddystone that are either vacant and abandoned or underutilized, and would be good candidates for blight certification studies and subsequent redevelopment. These are the Foamex property along the Delaware River, the Boeing lands to the north of Route 291 and the facilities of the general contracting company just south of the Eddystone Crossings Shopping Center.

RECOMMENDATIONS FOR REDEVELOPMENT OPPORTUNITIES

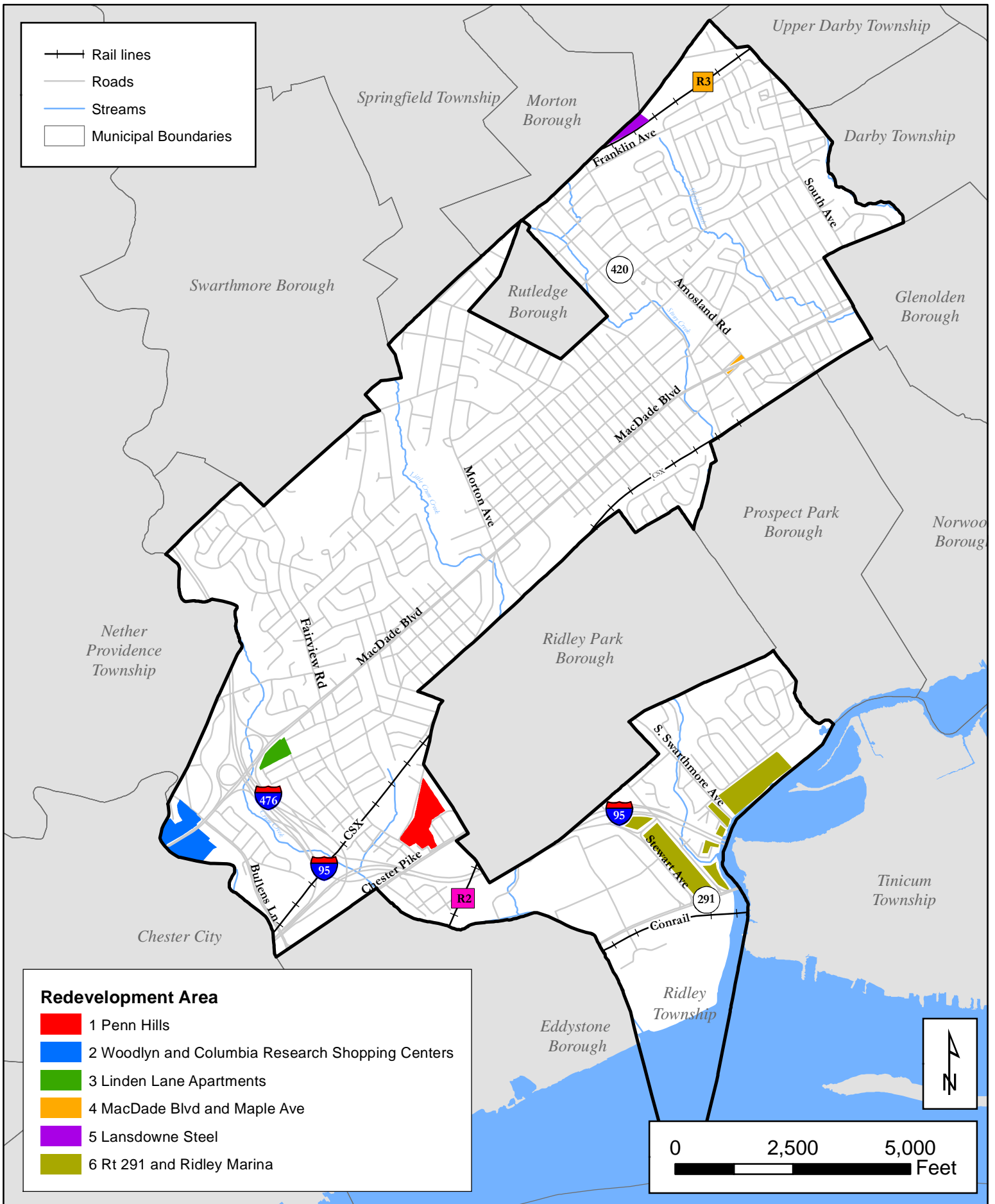
The planning area as a whole, and Ridley and Eddystone individually would all benefit from the planned redevelopment of selected large-scale and additional smaller-scale sites within the Township and Borough. Accordingly, the municipalities should actively plan for their reuse.

Ridley Township should:

- 6-8 Continue facilitating the redevelopment of the Stewart and Sellers Avenue Boeing site into a mixed-use commercial and hotel and conference center site through provision of necessary infrastructure and the timely review of plans and issuance of permits.
- 6-9 Work with the State to obtain financing for the acquisition of properties in the north side of the Woodlyn Shopping Center, the MacDade Boulevard and Maple Avenue traffic triangles, the Lansdowne Steel site and the former Lee's Hoagie Shack site at MacDade Boulevard and Route 420 as a first step in their redevelopment.

Eddystone Borough should:

- 6-10 Continue negotiations with the Foamex Corporation for the subsequent purchaser of the former Foamex site to subdivide and acquire designated land along the Delaware River for use as borough public open space.



- 6-11 Open communications with the Boeing Corporation regarding the feasibility and likelihood of the long-term relocation or removal of the helicopter blade testing facility fronting Route 291 and the subdivision and sale of Boeing lands on the north side of Route 291 in the Borough.

REGIONAL RELATIONSHIPS

Ridley and Eddystone share common boundaries with thirteen municipalities: Chester, City, Darby, Nether Providence, Springfield, Tinicum and Upper Darby Townships, and Glenolden, Morton, Norwood, Prospect Park, Ridley Park, Rutledge, and Swarthmore Boroughs. Below are capsule summaries of the existing and proposed future land uses that are found in the comprehensive plans for each of these contiguous municipalities and a comment on the compatibility of these uses with the adjacent existing and proposed future uses, as indicated in this plan, in Ridley and Eddystone.

Chester City Comprehensive Plan (1994)

The City of Chester borders Eddystone Borough and Ridley Township to the west. The City's 1994 comprehensive plan was amended in 2001 and is currently undergoing an update. Along the boundary with Eddystone in the city is the new Chester Harrah's Casino south of Route 291 along the Delaware River. North of Route 291 in the city is municipal parkland and open space. The parkland and open space in Chester are proposed to continue as they are into the future. There is a small light industrial establishment and a highway commercial-style business in the vicinity just south of the parkland and open space, however they are well-separated from the adjoining uses in the Borough by the Ridley Creek and the trees and vegetation along the stream bank. Medium-to-high density housing and public recreational and open space facilities are the proposed future uses in the Borough opposite the parkland and open space in Chester City.

The existing and proposed future uses in the Borough across from the Harrah's casino are Business-Industrial. If proper screening and buffering are used in conjunction with the separation provided by Ridley Creek, these existing and proposed uses are compatible with that large-scale commercial/entertainment use. In addition to Route 291, there is a small two-lane bridge, which traverses Ridley Creek and connects the casino to the Borough. The casino has expressed an interest in opening this bridge, which is presently barricaded, to provide additional access to the facility and a connection to the Borough. The Borough had indicated a concern about being overwhelmed by traffic. However, the bridge might be opened up to at least allow pedestrian access to the vicinity of the Creek.

Widener University athletic and recreational facilities are the predominant use in the city along the areas where it borders Ridley Township. These uses in the city are proposed to continue as they are compatible with the existing and proposed neighboring uses in Ridley, which are a mix of institutional, open space and commercial-office.

Nether Providence, Rose Valley, Rutledge and Swarthmore Multi-municipal Comprehensive Plan (2004)

Nether Providence borders Ridley Township to the west. The Township recently completed a multi-municipal comprehensive plan with Rose Valley, Rutledge, and Swarthmore Boroughs in 2004.

The existing and proposed uses in the areas bordering Ridley are low-to-medium density residential housing. These uses are compatible with the existing and proposed medium to high density housing generally opposite them in Ridley Township.

Swarthmore Borough borders Ridley Township to the north with a mix of low-to-medium density residential housing. These existing and proposed uses are compatible with the existing and proposed mix of low-density residential, parks and open space and institutional uses in the neighboring portions of Ridley Township.

Rutledge Borough is surrounded by Ridley Township on all four sides in the Township's northeastern quadrant. The existing and proposed uses for the areas immediately adjacent to the Township boundary are medium-density residential. This use is compatible with the existing and proposed low-to-medium density residential uses proposed in the neighboring portions of Ridley.

Springfield-Clifton Heights Comprehensive Plan (2005)

Springfield Township borders Ridley at two separate locations along the northern boundary of the Township. The existing and proposed uses for those areas of Springfield bordering Ridley are low-to-moderate density residential, which are compatible with the same existing and proposed uses in the neighboring portions of Ridley.

Morton Borough Comprehensive Plan (2004)

Morton Borough borders part of the northeastern corner of Ridley Township. The Morton central business district is located near the boundary with Ridley, and the predominant uses in the Borough along the length of this shared area is medium-to-high density residential uses, including some apartments and mixed residential-commercial uses in the downtown district. These uses are proposed to continue in the future and abut existing and proposed medium-density residential uses in Ridley.

A major incompatibility exists with a large steel company and storage yard site, a poorly maintained industrial enterprise that straddles the Morton and Ridley boundary. The company site borders a medium-density residential area in the Township as well as a wooded open space tract known as the Newlin Farm. The residential neighborhood and the Newlin Farm site are proposed to continue as they are, however the Township and Borough are also proposing the Lansdowne Steel site continue as a light industrial/flex use. The houses in the residential area adjacent to the steel company site are rear facing and buffered by a tree line which mitigates the impact somewhat. Additionally, the site has been certified as blighted by the County Planning Department. A different and better maintained, light industrial-flex use would be more compatible with surrounding uses than the existing industrial one.

Upper Darby Comprehensive Plan (2004)

Upper Darby Township borders Ridley along the Township's northeastern corner. The Secane Station on the Media-Elwyn commuter rail line is located in Upper Darby near the boundary between the two townships, and the area contains a mix of medium and high-density residential uses and some commercial uses in addition to the station site. The Upper Darby Comprehensive Plan calls for the future use of this area to evolve in the direction of a transit-oriented development district. This is generally compatible with the existing and proposed uses in the neighboring portion of Ridley, which are a mix of medium and higher-density residential apartments and large private educational and religious institutional uses.

Darby Township Comprehensive Plan (1975)

Darby Township borders Ridley to the east where the existing use is a linear park that runs along the Muckinipates Creek, which separates the two townships. The neighboring uses in Ridley are a mix of institutional, including a private religious school and YMCA, some low-density single-family detached housing and three apartment complexes. The institutional uses both have recreational fields and open-space along the creek while the single-family homes and apartments are nicely buffered by wooded areas along both sides of the creek. The mix of existing uses is proposed to continue in the future in both townships.

Glenolden Comprehensive Plan (1997)

Glenolden Borough borders Ridley Township to the east where the MacDade Mall is located partially in Ridley and partially in Glenolden. North of MacDade Boulevard in the neighboring portions of the Township and Borough border are areas of low- and medium-density housing. The future land uses for these areas call for a continuation of these existing compatible uses. The future land use for the mall site in both municipalities is also proposed to continue as a large commercial development.

Prospect Park Comprehensive Plan (1967)

Prospect Park borders Ridley Township to the south, both to the east and west of Route 420 (Lincoln Avenue) and with the CSX rail freight tracks being the dividing line. To the east of Lincoln Avenue, there is mostly medium-density housing in Prospect Park which is opposite light industrial and heavier commercial establishments in Ridley Township. While not ideally compatible uses, they are separated by the CSX rail freight tracks, which provide additional distance due to setback requirements for railroad tracks. The houses in Prospect Park face to the rear of the tracks and the light industrial/commercial uses in Ridley and there is some good screening in the form of a mature well-developed tree line behind the houses.

To the west of Lincoln Avenue running into both municipalities is Moore's Lake Park, which contains ball fields, tennis courts, and other recreational facilities, open space, and numerous wooded areas through which the Stony Creek runs through.

Norwood Comprehensive Plan (2004)

A small portion of Norwood Borough borders Ridley at the southeastern corner of the Township. The Borough and Township are separated by the CSX rail freight tracks, which run along the municipal boundary. Norwood presently contains a mix of single-family detached and semi-detached housing that back up to the tracks. In Ridley, a portion of the MacDade Mall backs up to the rail freight tracks. Even with the presence of the rail freight tracks, the mall could use a greater rear setback, however it is buffered and screened by a planted tree line. The remaining areas in Ridley along the municipal boundary are woods with a few single-family detached and semi-detached homes throughout. The existing uses in both municipalities are proposed to continue in the future with possibly some new medium density housing added on the Ridley side of the boundary.

Ridley Park (1998)

Ridley Park is surrounded by Ridley Township to the north, south and west. Along all three bordering areas there are large compatible areas of low-to-medium density housing. Three potentially conflicting areas of uses are where the Home Depot Shopping Center borders Ridley Park to the north, the light industrial and heavy commercial establishments along the municipalities' shared southern and western boundaries and the location of Taylor Hospital along Chester Pike in Ridley Park on the Borough's southern boundary.

The shopping center and some stand-alone light industrial establishments in the Township back up to low- and medium-density housing in Ridley Park. These are not ideal neighboring uses, however they are separated by the CSX rail freight tracks whose required setbacks add some additional space between the two areas. The industrial establishments in Ridley Park border other similar industrial and heavy commercial uses in Ridley, so these common areas are compatible. Taylor Hospital is surrounded by additional institutional uses and a mix of commercial establishments and apartments. The neighboring uses on the other side of Chester Pike in Ridley are also of a similar character and generally compatible in this area. Future land use for both areas is projected to continue with the institutional, office and commercial and medium and high-density residential.

Tinicum Township (1981)

Tinicum Township borders Ridley to the east where the two municipalities are separated by the Darby Creek. The Township has prepared a new zoning ordinance which should be adopted in early 2010 and would serve as better indicator of future land use intentions than the outdated 1981 comprehensive plan.

To the south of Route 291, which connects both townships, the proposed zoning is for a continuation of existing industrial uses which are compatible with the large helicopter manufacturing facility in Ridley on the other side of the creek. To the north of Route 291, the proposed zoning is for commercial with focus on hotels, motels and eating establishments to serve patrons of the nearby airport and travelers on Interstate 95. This is

compatible with the proposed uses north of Route 291 in Ridley, which call for hotel, restaurant and retail development.

LAND USE MAP AND ZONING RELATIONSHIP

Frequently, discussions of planning and zoning reveal confusion between a future land use map and a zoning map. Therefore, it is important to emphasize that the future land use map is not a zoning map; it is a generalized statement of reasonable and appropriate future uses. For example, while the future land use map may propose one general use for a given area, commercial for example, the zoning map may divide this same area into several different commercial districts that allow very different types of commercial establishments with different dimensional requirements. Zoning maps are very specific; land use maps are more general. The zoning map is part of the zoning code and is not part of this plan.

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

CHAPTER 7

TRANSPORTATION

Transportation is critical to a well-functioning community. Transportation facilities are needed so that employees can get to their jobs, customers can visit businesses, goods can be delivered from production sites to stores, students can get to classes, individuals can receive medical treatment, and social and recreational activities can occur.

An important factor to consider in planning a transportation system for the next generation is its impact on the environment. For decades, the federal government has regulated air pollutants from cars and trucks. More recently, carbon exhausts from motor vehicles have been recognized as probable and significant contributors to global warming.

A sustainable transportation system should be an overall goal of Ridley Township and Eddystone Borough's Comprehensive Plan. The system should be environmentally friendlier and provide for alternative modes of travel during this time of high gasoline prices. Toward this end, strategies that reduce the demand for more highway and parking facilities should be aggressively pursued. These strategies would encourage the use of public transit, walking, car-pooling, bicycling, and telecommuting, and reduce excessive parking requirements. Streets designed for all users are starting to be called complete streets, which would include access for bicyclists, pedestrians, motorists, transit users, and those who are disabled.¹ Critical to the success of these strategies are supportive land use and zoning policies.

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

OBJECTIVE 7-1: TO ENCOURAGE MOBILITY THAT IS SAFE AND APPROPRIATE FOR THE CHARACTER OF THE COMMUNITY.

This section looks at the street system in the study area. Though streets are thought of as primarily serving for automobile traffic, they are also important to the community in other ways. The principal traffic routes in the area include Interstates 95 and 476, Chester Pike, MacDade Boulevard, and Routes 291 and 420. These and other streets provide the

¹ Complete Streets Coalition [<http://www.completethestreets.org>].

first impression that visitors get of the communities and they are also an important way that most residents interact with their community.

Streets, Highways, and Bridges – Physical Conditions

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

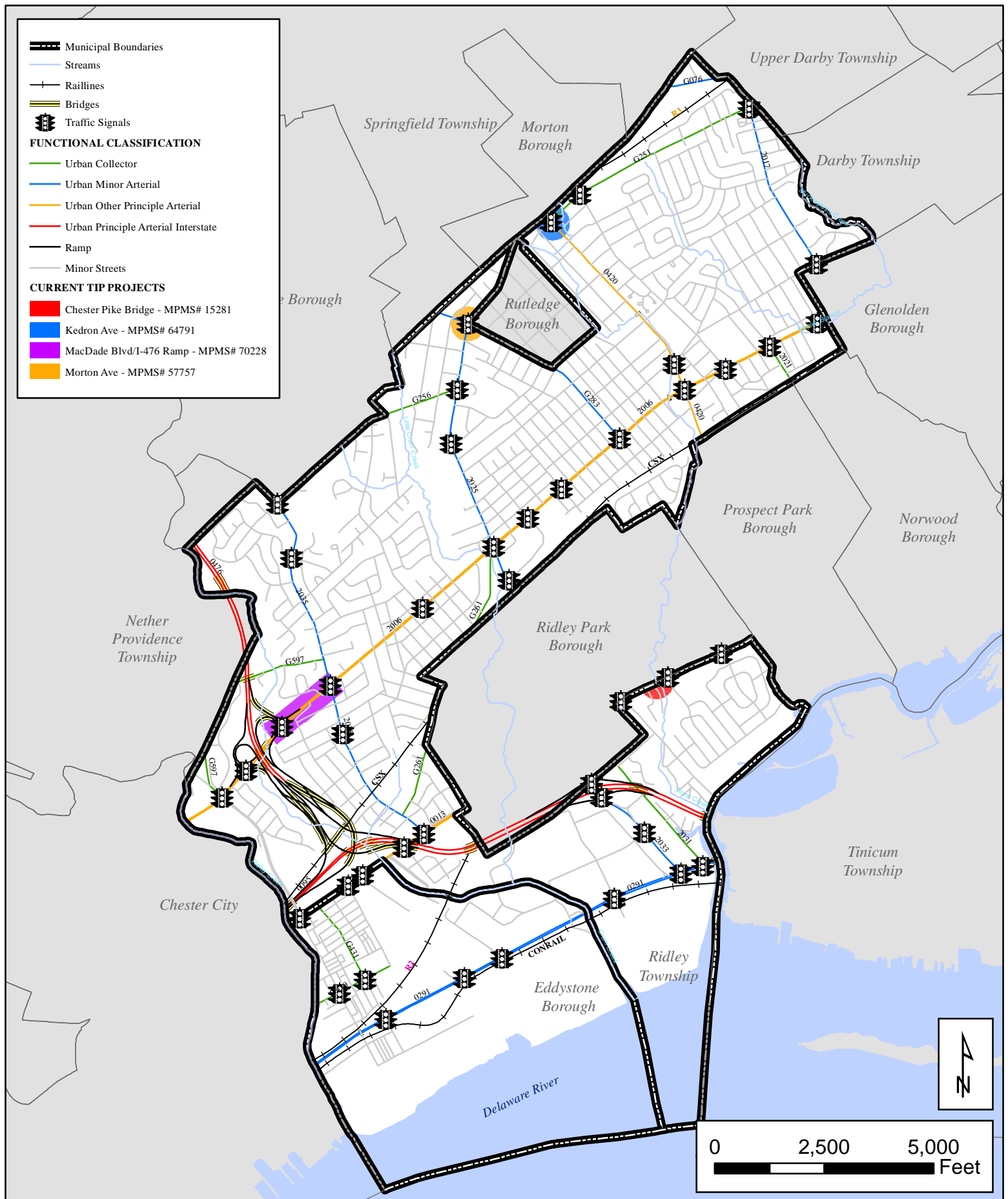
The street system in Ridley Township and Eddystone Borough consists of a total 72.9 miles - 68.7 miles in Ridley and 4.2 miles in Eddystone. Ridley contains 28.8 miles of state-owned roads (43 percent of the Township's total) and Eddystone contains 3.7 miles (89 percent of the Boroughs total).

The main roads in the study area are functionally classified to aid in prioritizing improvements and funding. Collector roads collect traffic from the residential areas and deliver it to the arterials. Minor arterials are meant to carry heavier volumes of traffic at slightly higher speeds, usually serving commercial uses, with an emphasis on easy access to land uses. Principal arterials are larger roads that feature higher speeds, some access control, and are intended to serve longer-distance traffic. Principal arterials usually serve major employment and shopping centers, and feed into the freeway system. Normally, roads of a higher classification are expected to carry more traffic than those of a lower classification. Map 7-1 shows the location and functional classification of the road network in the Ridley-Eddystone Area as well as current regional transportation improvement projects in the Area that have received or are scheduled to receive project funding.

Fully understanding the classification and ownership system is important, because it relates to the funding sources available for repair and maintenance for the roads. The Pennsylvania Department of Transportation (PennDOT) typically owns roads of higher classifications, as they are regionally important, but this is not always the case with changing traffic patterns and other points of interest. There are several state-owned roads and one municipally owned road in Ridley and Eddystone that are part of the federal-aid highway system. These roads are eligible for increased federal-aid highway funding, because they carry a significant amount of regional traffic. These roads are shown in Table 7-1.

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

At the other end of the spectrum, there are some residential streets in Ridley Township that are actually private roads. Private roads can often fall into disrepair because the residents don't have the experience or realize the need to hire professionals to repair the roads.



**TABLE 7- 1
FUNCTIONAL ROAD CLASSIFICATION**

Classification	Street Name	State Route Number	Ownership	Section	On NHS
interstate arterial	Vietnam Veterans Memorial Highway	95	State	Ridley Township	Yes
interstate arterial	Blue Route	476	State	Ridley Township	Yes
principal arterial	Chester Pike	13	State	Entire Route	Yes
principal arterial	Kedron Avenue	420	State	Ridley Township	Yes
principal arterial	Lincoln Avenue	420	State	Ridley Township	Yes
principal arterial	MacDade Boulevard	2006	State	Ridley Township	
minor arterial	Industrial Highway	291	State	Eddystone Borough	Partially
minor arterial	South Avenue	2017	State	Ridley Township	
minor arterial	Morton Avenue	2025	State	Ridley Township	
minor arterial	Swarthmore Avenue	2025	State	South of MacDade Boulevard	
minor arterial	Stewart Avenue	2033	State	Eddystone Borough	Yes
minor arterial	Fairview Road	2035	State	Ridley Township	
minor arterial	Providence Road	G076	Municipal	Ridley Township	
minor arterial	N. Swarthmore Avenue	G283	Municipal	North of MacDade Boulevard	
collector	Sellers Avenue	2031	State	Ridley Township	
collector	Amosland Road	2021	State	South of MacDade Boulevard	
collector	Michigan Avenue	G256	Municipal	Ridley Township	
collector	Franklin Avenue	G251	Municipal	Ridley Township	
collector	Haverford Avenue	G261	Municipal	Ridley Township	
collector	9th Street	G430	Municipal	West of Seville Road	
collector	Saville Road	G431	Municipal	North of 9th Street	
collector	Park Avenue	G568	Municipal	North of Michigan Avenue	
collector	Bullens Lane	G597	Municipal	Ridley Township	

Source: Pennsylvania Department of Transportation, 2008.

Traffic Congestion and Calming

Once the ownership and physical conditions of a road network are understood, the next step is to see if the volumes and speeds are appropriate. Where they are not appropriate, this plan highlights several strategies to improve the conditions and sources to pursue for more detailed planning to solve the issue. Appendix B of this plan lists the most recent traffic volumes by Average Annual Daily Traffic Count (AADT) for road segments on which the Delaware Valley Regional Planning Commission conducts counts.

Traffic congestion is an issue throughout the region. The road system was built before the introduction of interstate highways, so the roads feeding I-95 and I-476 were designed for other purposes, typically as retail corridors, and need to continue to serve that purpose as well as providing access. In order to deal with congestion, operational and minor improvements to the existing system are important, as there are few opportunities for large-scale expansion of the road network to satisfy increased travel.

One strategy for improving flow on congested roads involves *optimizing traffic signals*. This can be done by retiming the current system, or upgrading the traffic signal system to a closed loop system which allows for a variety of timing plans that can be controlled from a remote location. PennDOT is currently installing a closed loop system on Route 13, including Chester Pike in Ridley Township and Eddystone Borough. PennDOT is working with Collingdale and Glenolden Boroughs to optimize traffic signals on MacDade Boulevard within those Boroughs; Ridley Township's section of MacDade could be added onto this system in the future.

A second way to improve traffic flow in already developed areas is by improving selected *problem intersections*. Intersection improvements can often make a large difference to traffic flow, as intersections are often the cause of congestion due to turning movements. It can be difficult to find room for adding turn lanes, but such improvements can often pay major dividends in traffic flow. Route 291 and Saville Avenue was an intersection mentioned specifically as requiring intersection improvements by several parties.

A third longer-term way to improve flow on corridors without widening the road involves access management strategies. Access management strategies include consolidating driveways to have fewer conflicts on the through route and the designation of parallel routes so that local traffic can avoid the congested through route. These strategies can only be implemented over the long term as redevelopment occurs. There is also the chance to use public funding if the need for access management is more immediate, such as the case with the MacDade Boulevard exit of I-476 that is programmed for redesign to address access management issues. PennDOT publishes a handbook on model access management ordinance provisions, which could prove useful to the Township and Borough in attempting to use this approach.

Though the study area is largely built out, there are areas where new circulation systems may be constructed. One of these sites is the area in Ridley Township between Route 291 and I-95. Efforts should be made to provide access to the Ridley Municipal Marina from 291 so traffic doesn't have to cut through the residential neighborhoods of Leedom Estates. Another large redevelopment site is the former Foamex property in Eddystone Borough. Efforts should be made to include a public link to the riverfront with redevelopment of that site, while taking into account the needs of the Penn Terminals port.

There are three *railroad-highway at-grade crossings* in or adjacent to Ridley Township where the CSX freight railroad line crosses Fairview Road, Swarthmore Avenue, and Amosland Road. This railroad line carries 30 trains every day, with trains averaging one mile in length. This line is the "I-95 of freight railroads," serving the East Coast from New York to Florida. In past years, trains have blocked the road crossings for significant periods of time, causing traffic congestion and motorist inconvenience as well as affecting emergency vehicle access. In 2002, almost 18,000 vehicles crossed the tracks daily at the Swarthmore Avenue crossing, while more than 12,000 vehicles crossed at the Amosland Road crossing, and more than 8,000 vehicles crossed at the Fairview Road crossing. To develop long-term solutions to this problem, the Delaware Valley Regional

Planning Commission (DVRPC) undertook a feasibility study for grade separations of the railroad-highway grade crossings along the CSX line throughout Delaware County, titled *Delaware County Highway-Railroad Grade Crossing Study*. There are also issues with industrial rail crossings along Route 291 in Ridley where the south entrance to the Boeing Corporation facilities are sometimes blocked by Conrail freight trains and in Eddystone when the PECO power plant receives coal deliveries. There are also several SEPTA road crossings just outside of Ridley Township which can produce backups into the Township, particularly the crossing at the Morton train station.

Methods of slowing or limiting through traffic on streets are generally referred to as *traffic calming*. Traffic calming can be of particular interest on residential streets that drivers are using as cut-throughs to avoid traffic on congested arterial streets. The Institute of Traffic Engineers defines traffic calming as, "...the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users."² These can vary from expensive street reconstruction to the fairly inexpensive installation of signage. Appendix A lists the various traffic calming techniques and the relative advantages and estimated costs of implementing them.

On a more regional perspective, I-476 and I-95 near the interchange of I-476 have experienced chronic congestion since I-476 opened through Delaware County in 1991. While much of the northern part of I-476 is six lanes, the southern nine miles, including the Ridley Township section, are four lanes. In addition, the southbound I-476 ramp onto southbound I-95 narrows from two lanes to one lane before merging with I-95. Southbound I-95 narrows from four to two lanes as it goes through the I-476 interchange. These constraints have led to daily rush hour congestion as well as frequent midday congestion.

The Federal Highway Administration will not consider adding lanes to the four-lane section of I-476 until PennDOT's ramp meters are fully functional and the two entities can analyze the impact of the meters. The meters will not be fully functional and connected with each other and with PennDOT's traffic control center until at least 2010. Meantime, DVRPC, at the request of the Delaware County Planning Department, has begun a preliminary investigation of potential improvement concepts for the I-476/I-95 interchange to better understand the physical and environmental factors that may limit what can be done to improve traffic flow.

Streetscapes

After consideration street conditions and flow, an important additional element to consider is how streets represent a community. The street is often the first impression that visitors, travelers and residents get of the community, and the impression is reinforced with each continued trip down the street. A streetscape that does not represent the desired vision of the community is working to stop that vision from coming to fruition.

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

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

Trees also play an important role in creating an appealing streetscape to most communities, but it is important to select trees that are right for their location. In addition to the environmental benefits of trees, they are also visually appealing and can provide visual cues to drivers that they should slow down. Efforts should be made to select trees that are columnar in tight commercial streetscapes so that they don't impede on the sidewalk, roadway, or overhead wires. In parking lots and residential areas without overhead utilities, shade trees are more appropriate to mitigate the effects of increased impervious surface.

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

RECOMMENDATIONS FOR TRAFFIC ISSUES

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

The Township and Borough should:

- 7-1 Ensure that functional classification of Township and Borough roads stay consistent with the changing characteristics of their use.

<u>Funding Program:</u>	Municipal Staff
<u>Technical Assistance:</u>	DCPD
	DVRPC
	PennDOT

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

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

PennDOT
Delaware County EMS
Pennsylvania State Police

- 7-3 Look to systematically improve and upgrade traffic signals, particularly along MacDade Boulevard and Route 291.

Funding Program: Surface Transportation Program,
Congestion Mitigation and Air Quality
Improvement Program (CMAQ)
DVRPC Special Studies

Technical Assistance: DCPD
DVRPC
PennDOT
Renaissance Action Plan for Planning Area 3-
Project 5 – Traffic Coordination and Safety

- 7-4 Systematically study and review data on key intersections where safety and traffic volumes are an issue and program improvements to address identified problems.

Funding Program: State liquid Fuels Tax reimbursement
Federal and state highway funds for Federal aid
Streets
CDBG (where eligible)
Property owners
Municipal funds

Technical Assistance: DCPD
DVRPC
PennDOT

- 7-5 Work to implement access management strategies, particularly along MacDade Boulevard.

Funding Program: DVRPC Special Studies

Technical Assistance: DCPD
DVRPC
PennDOT
Business Associations
Renaissance Action Plan for Planning Area 3-
Project 17 – Transportation Facilities

- 7-6 Systematically study and work to improve road rail crossings where issues exist.

Funding Program: State liquid Fuels Tax reimbursement
Railroad operator funding
PennDOT

- Technical Assistance: Federal Railroad Administration
DCPD
DVRPC
CSX
PennDOT
SEPTA
Delaware County Highway-Railroad Grade Crossing Study, DVRPC
FRA
- 7-7 Study locations with issues of speeding and pass-through traffic and institute traffic calming measures where appropriate.
- Funding Program: State liquid fuels tax reimbursement
Surface Transportation Program
Transportation Enhancements program (TE)
Hometown Streets Program
CDBG (where eligible)
- Technical Assistance: DCPD
DVRPC
PennDOT
Pennsylvania's Traffic Calming Handbook,
Pennsylvania Department of Transportation, 2001
Traffic Calming, State of the Practice, Institute of
Traffic Engineers, 1999.
Renaissance Action Plan for Planning Area 3-
Project 5 – Traffic Coordination and Safety
- 7-8 Work with business and residential groups to institute unified road signage programs, particularly for commercial corridors.
- Funding Program: TE program
Surface Transportation Program
State Liquid fuels tax reimbursement
Home Town Streets Program
CDBG (where eligible)
National Trust for Historic Preservation Main Street
Program
Municipal Funds
- Technical Assistance: DCPD
Municipal Engineer
PennDOT
Pennsylvania Downtown Center
Delaware County Industrial Heritage Parkway:
Route 291/13 Beautification and Greenway Plan
Delaware County Industrial Heritage Parkway

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

- 7-9 Work with business and residential groups to institute a street tree program to install and care for appropriate trees. Update zoning to require appropriate tree plantings with redevelopment.

Funding Program:

Treevitalize Program (PECO)
DCNR Programs
Home Town Streets Program
TE program
CDBG (where eligible)
National Trust for Historic Preservation Main Street Program
Utility companies
Private developers
Municipal funds

Technical Assistance:

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

- 7-10 Create design standards for desired vision of corridors and institute zoning changes that reflect the desired vision.

Funding Program:

TE
CDBG (where eligible)
Land Use Planning and Assistance Program (LUPTAP)
Developer or property owner funding
Borough funds
Home Town Streets Program
National Trust for Historic Preservation Main Street Program

Technical Assistance:

DCPD
DVRPC

PennDOT
Pennsylvania Downtown Center
*Delaware County Industrial Heritage Parkway:
Route 291/13 Beautification and Greenway Plan
Renaissance Action Plan for Planning Area 3-
Project 2 - Industrial Corridor Development and
Redevelopment*

PARKING

OBJECTIVE 7-2: RESOLVE PARKING SHORTAGE AND ACCESS MANAGEMENT ISSUES FOR SMALL TO MEDIUM SIZE BUSINESSES ALONG MACDADE BOULEVARD AND IN OTHER OLDER COMMERCIAL AREAS.

Parking facilities are needed to accommodate vehicles at businesses and employment sites. Off-street parking for motor vehicles is needed where on-street parking cannot accommodate a large business or may lead to spillover parking into residential areas.

Many older Ridley Township businesses, because they are located on small properties and may be situated close to a major road do not have enough parking spaces. Loading and delivery areas are squeezed into tight spaces as well. There are many business properties along MacDade Boulevard where customers must pull into a space in the front yard and back out onto the road. This parking situation may not only be harmful to business, but creates a safety problem if motorists have to back out into high-speed traffic where sight distances are inadequate.

Eddystone Borough's main residential area is composed of two-vehicle households in a relatively high-density neighborhood with very little off-street parking. As a result, a parking space shortage exists in this area. Task Force members have mentioned the possibility of acquiring properties in the 1200 block of Saville Avenue in order to construct a parking facility.

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

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

A simple solution to this problem is changing zoning ordinance parking space requirements from “minimum” to “maximum.” The parking space numbers in the ordinance can remain the same. For example, Ridley Township’s zoning ordinance states “The minimum number of off-street parking spaces by type of use shall be determined in accordance with the following schedule.” A table follows of all zones with minimum parking numbers (P. 32578). Eddystone’s parking requirements are similar and can be found on page 29533 of its ordinance. The only item that needs to be changed to effect maximum parking space requirements is to change the word “minimum” to “maximum.”

Maximum requirements would permit the developer, property owner, or business to provide the number of spaces that is currently required as a minimum, but not more than that, eliminating the possibility of an extremely high number of spaces. However, a maximum requirement would permit him to provide fewer spaces if it made business sense, which would also make environmental sense. A business owner will likely not provide fewer spaces than are needed to support the business. A maximum requirement would permit the owner to seek ways to reduce the number of spaces provided without hurting their business. For example, more than one business might try to share spaces if peak parking use time for the businesses occurs at different times. The owner could also take into account the amount of transit service to the property, if people can walk or bicycle to the site from nearby residential areas, or if employees can telecommute. An alternative to requiring a parking maximum is provide an allowable range of spaces, in which case the developer has more flexibility in providing the number of spaces they feel will be needed.

RECOMMENDATIONS FOR PARKING

The Township and Borough should:

- 7-11 Establish task forces to resolve the parking shortage issues. These task forces, one in Ridley Township and one in Eddystone Borough should include elected officials, planning commission and zoning board members, and businesses and property owners.
- 7-12 Change the wording “minimum” parking requirements to “maximum” parking requirements in the Parking chapters of the Township and Borough zoning ordinances in order to: encourage shared parking arrangements to more efficiently utilize existing spaces and to promote public and alternative modes of transportation; and to reduce the amount of money required to be spent to meet parking and stormwater facility minimum. An alternative to providing a parking maximum would be to specify a range of spaces allowed for particular uses.

Funding Program:

Municipal funds

Technical Assistance:

DCPD

DVRPC

PUBLIC TRANSPORTATION

OBJECTIVE 7-3: IMPROVE PUBLIC TRANSIT SERVICE AND FACILITIES TO INCREASE USAGE BY RESIDENTS AND EMPLOYEES WORKING IN THE AREA

Public transit provides an economical and environmentally friendly way to travel to work, shopping, school, medical appointments, and social and recreational destinations. The Southeastern Pennsylvania Transportation Authority (SEPTA), a five-county regional system with some service to Mercer County, New Jersey and New Castle County, Delaware serves Ridley Township and Eddystone Borough. Map 7-2 shows the location and extent of commuter rail and bus services in the Township and Borough. This section describes SEPTA service in the plan area (as of March 2008) and makes recommendations for improvements.

SEPTA Service

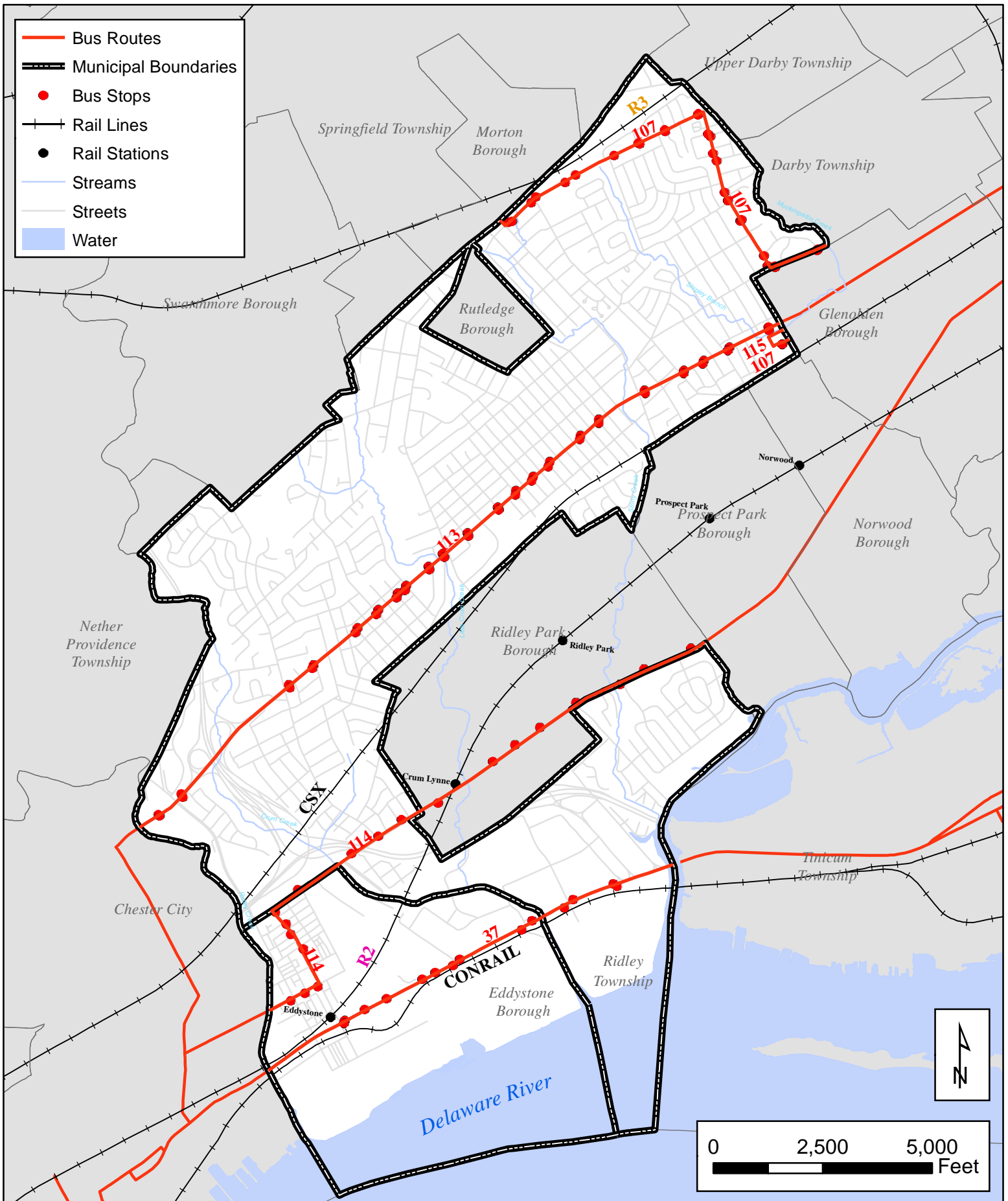
Train Service and Facilities

The Wilmington-Newark Regional Rail line runs from Newark, Delaware to Center City Philadelphia. The Eddystone station is the only station in the plan area, but Crum Lynne, Norwood, Prospect Park, and Ridley Park stations are within walking distance of Ridley Township.

As of December 2007, weekday rail service includes 27 inbound (toward Center City) and 27 outbound (toward Newark) trains. Six inbound and five outbound trains do not stop at Eddystone. All outbound trains go to Marcus Hook, with eight of them terminating in Wilmington and nine terminating in Newark. Rush hour headways (the time between successive trains) are 31 minutes inbound in the morning and 24 minutes outbound in the afternoon. Midday and late-evening headways are approximately one hour.

Weekend Wilmington-Newark service includes 17 inbound and 17 outbound trains on Saturdays and 14 inbound and 14 outbound trains on Sundays; weekend headways are one hour. Seven inbound and seven outbound Saturday trains do not stop at Eddystone; six inbound and six outbound Sunday trains do not stop at Eddystone. There is no service to Newark on weekends, with limited Wilmington service on Saturdays. The Media-Elwyn Regional Rail line runs from Elwyn (in Middletown Township, Delaware County) to Center City Philadelphia. The Morton and Secane stations are within walking distance of Ridley Township.

As of December 2007, weekday rail service includes 27 inbound and 27 outbound (toward Elwyn) trains. Rush hour headways are 19 minutes inbound in the morning and 19 minutes outbound in the afternoon. Midday and late-evening headways are approximately one hour. Weekend Media-Elwyn service includes 17 inbound and 17 outbound trains on both Saturdays and Sundays.



The Eddystone station is underutilized. An average of only 48 riders board trains here on weekdays, which ranks last among all Delaware County stations. SEPTA's minimum acceptable standard for boardings is 75. As a result, SEPTA has attempted to permanently close the station in recent years, but was forced to back down due to local opposition. This is Eddystone's only train station and also serves several employers, including Walmart, a number of waterfront industrial enterprises, Community Transit of Delaware County, and the Delaware County Office of Services for the Aging.

The station facilities and passenger amenities are minimal, consistent with the low ridership. Both the inbound and outbound platforms have basic shelters with train schedules posted. The station does not have signs on the platforms indicating which direction is inbound toward Philadelphia and which is outbound toward Newark. There is a stairway between the outbound platform and 7th Street and one between the inbound platform and the parking lot. A stairway between the inbound platform and Saville Avenue fell into disrepair and was removed in 2007. The parking lot is small, narrow, not striped, and not well shaped to accommodate many cars. A handful of commuters park their cars here on weekdays.

As part of the construction of I-476, PennDOT and SEPTA proposed reopening the Baldwin train station, constructing a park and ride lot there, and closing the Eddystone station. However, that proposal became involved in litigation related to the required high-level platforms for wheelchair access and their impact on freight train traffic. For now, the Baldwin station will not be reopened and SEPTA has recently committed to upgrades and improvements to the existing Wilmington-Newark Eddystone station.

Bus Service

Six SEPTA bus routes serve Ridley Township and Eddystone: the 37, 107, 109, 113, 114, and 115 (see Map 7-2). These routes go to various parts of the County, including Chester, Philadelphia International Airport, Marcus Hook, South Philadelphia, 69th Street Terminal, Lawrence Park, Darby, Granite Run Mall, Brookline, and points in between. Service ranges from 17 weekday trips on the 115 (hourly headways) to approximately 60 weekday trips with 24-hour service (with 15 minute rush hour headways) on the 109. All of these routes operate on Saturdays; all except the 107 and 115 operate on Sundays.

Most of these bus routes travel in a generally east-west direction, directed toward Philadelphia, 69th Street Terminal, or Darby Terminal. There is a lack of north-south bus service in the Plan area and Delaware County in general. If residents wish to take transit to northern destinations such as Media, Radnor, or King of Prussia, they must take at least two SEPTA routes to get there.

There are usually bus stops every block or two on a route. Bus stops are identified only with a sign with the route number on a utility pole or post. Stops have no further information (such as schedule, map, or fares); most stops have no amenities (such as bench or shelter). Stops with a shelter have advertising installed by an advertising company; the advertising revenue is split between the company and the municipality.

Paratransit

Paratransit is more specialized transit than fixed-route SEPTA service. It generally provides door-to-door service for senior citizens and individuals with disabilities. Community Transit of Delaware County (CTDC), whose offices are in Eddystone, is a private, nonprofit transportation company certified by the Pennsylvania Public Utility Commission to provide demand responsive service to the general public in Delaware County. It provides over 2,000 trips every weekday to Delaware County residents for any trip purpose on an advance reservation, first come, first served basis. Trips are within Delaware County or to neighboring Counties. Service is provided Monday through Saturdays with almost 100 wheelchair-accessible vans and minibuses.

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

RECOMMENDATIONS FOR PUBLIC TRANSPORTATION

The Township and Borough should:

- 7-13 Create a task force composed of the two municipalities, SEPTA, the Delaware County Planning Department, the Delaware County Transportation Management Association, and major stakeholders (businesses, developers) to devise a strategy to improve SEPTA service, facilities, and passenger amenities and promote SEPTA service. This work should involve creation of north-south bus routes.

<u>Funding Program:</u>	SEPTA Capital and Operating Budgets
	employers
	developers
	private funds

- 7-14 Request SEPTA to make the following improvements:

- Install bus stops on eastbound MacDade Boulevard at the Home Depot entrance, on the Industrial Highway between Saville and Sellers Avenues (where stops are located on one side of the road and not the other), on the eastbound 114 bus route at the TransUnion Company, and on westbound Franklin Avenue at Quince Lane.
- Improve bus stops by installing schedules, route maps, and fare information at all stops. (See Pedestrian section for bus stop related pedestrian improvements.)

- Install signs on the platforms of the Eddystone train station indicating the direction of the trains (“Inbound to Philadelphia” and “Outbound to Newark”)
- Extend the Eddystone train station platforms farther west and construct ramps down to Eddystone Avenue to permit more direct and safer access (under Industrial Highway) to work sites such as Community Transit of Delaware County and the Delaware County Office of Services for the Aging.
- Install a new stairway from the Eddystone train station inbound platform to Saville Avenue to replace the one SEPTA removed in 2007.
- Stripe parking spaces in the Eddystone train station parking lot and explore expanding the parking lot to accommodate more riders.
- Consider rerouting the 114 bus past the intersection of 4th Street and Eddystone Avenue to better service employers (Delaware County Office of Services for the Aging and Community Transit of Delaware County) in that section of Eddystone.

Funding Program: SEPTA Capital and Operating Budgets

- 7-15 Work with advertising/shelter companies and SEPTA to install passenger shelters at well-used bus stops.

Funding Program: Advertising companies

- 7-16 Promote paratransit service provided by the Community Transit of Delaware County so that residents are aware of it and can use the service when necessary.

Funding Program: Municipal funds
CTDC

BICYCLING

OBJECTIVE 7-4: ENCOURAGE SAFE AND EFFECTIVE BICYCLE TRANSPORTATION AS AN ALTERNATIVE TO AUTOMOBILE USAGE

With gas prices, air pollution, global warming, and health issues becoming greater concerns with each passing day, a greater emphasis than ever is being put on forms of transportation beyond the automobile. The participating communities have the opportunity to build on and expand bicycling amenities such as their compact network of streets and proximity to key destinations such as the East Coast Greenway, Heinz Wildlife Refuge at Tinicum, and numerous transit stations. By expanding on these

existing assets, the Municipalities gain a competitive advantage over communities without these assets.

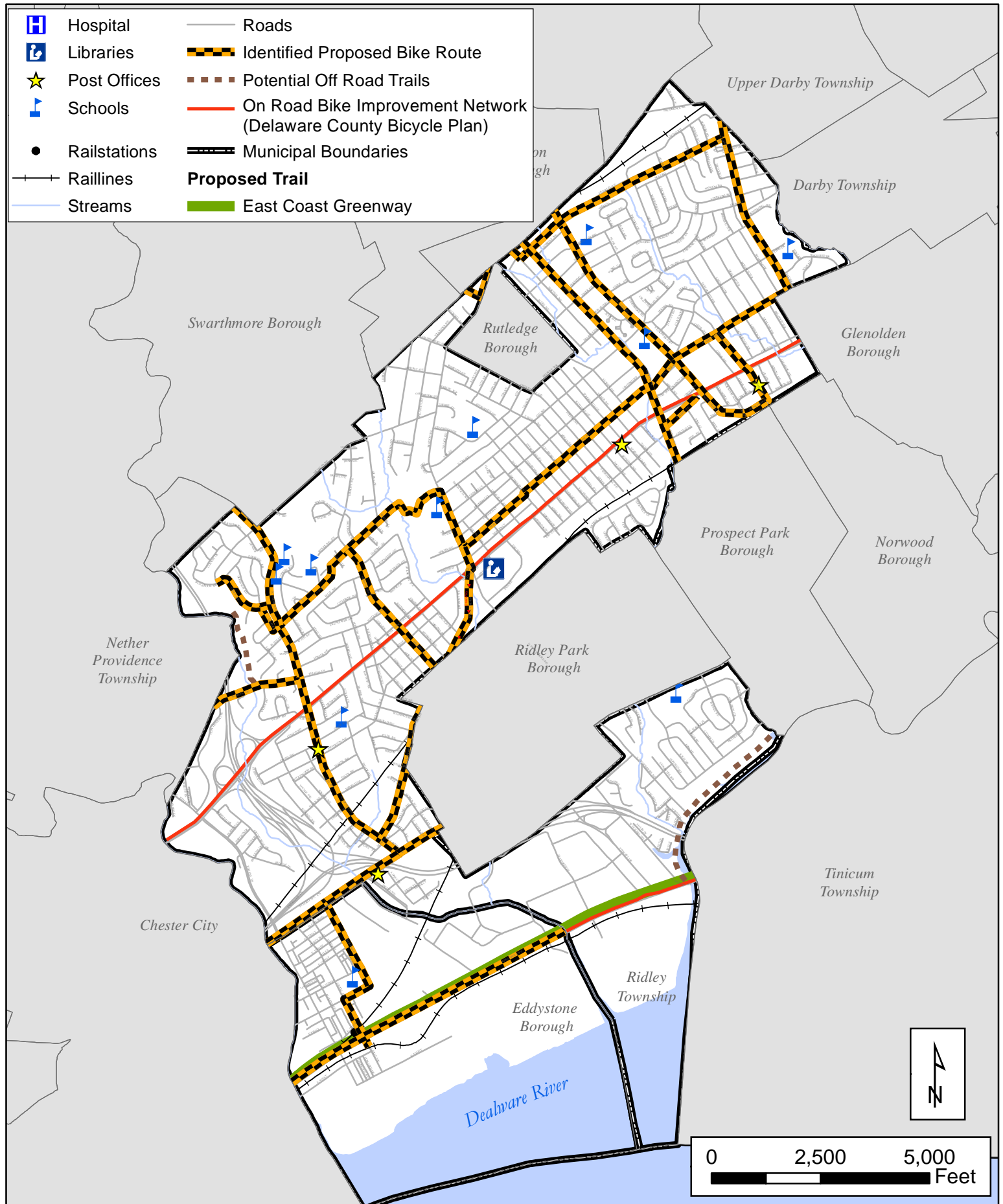
Currently, the streets of the study area serve as the facilities for bicycling. On low-traffic, low-speed residential streets, bicycle and automobile traffic can share the road quite effectively. On the major streets, however, high traffic speeds and volumes may warrant the creation of bicycle facilities.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

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

On-Road Bicycle Facilities

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

The nature of built-out communities makes it difficult to obtain ideal conditions for bicyclists in the short term. Many of the major through routes are heavily traveled with little room for bicyclists. Working with task force members, bicycle routes were identified that could currently accommodate bicyclists more comfortably than roads such as MacDade Boulevard, where improved design for bicyclists is a longer-term goal. Map 7-3 shows these identified routes as well potential bike routes and proposed multi-use trails that could accommodate bikers that are identified in the adopted Delaware County Bicycle Plan.



Ridley Township & Eddystone Borough

Map 7 - 3
Existing & Potential Bicycle Facilities

Notes:
1. SEPTA - Transit Lines

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

Prepared by
Delaware County
Planning Department
May 2010

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

Off-Road Bicycle Facilities

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

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

Several studies have been conducted in the area to identify a route through the study area for the East Coast Greenway. A feasibility study is being conducted for the purpose of choosing the final route for the ECG through Eddystone Borough and Ridley Township. This study will also include recommendations for financing, maintenance, and other items. This study will look at pedestrian and bicycle access to the Ridley Marina. If open space is made available through the Foamex redevelopment, there should also be efforts made to link the Delaware Riverfront with the East Coast Greenway.

During the construction of I-476, there was a proposed bicycle route to be built parallel to the route. The only portion that was actually constructed was the Leiper Smedley Trail, which ends in Nether Providence Township very near to Ridley Township. Land is also being acquired in Ridley Township to extend Black Rock Park to Bullens Lane. This has a chance to provide a connection between Bullens Lane and the on road routes previously identified up to Smedley Park, if an off-road trail proves feasible.

RECOMMENDATIONS FOR BICYCLING

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

The Township and Borough should:

- 7-17 Formalize the potential bicycle routes identified in this plan utilizing the techniques discussed above that are considered the most appropriate and feasible for the Township and Borough.

Funding Program: State liquid fuels tax reimbursement
 Surface Transportation Program
 Safe Routes to School Program
 TE program
 CMAQ Program
 CDBG (for eligible portions of the Boroughs)
 Private developers
 Municipal funds

Technical Assistance: PennDOT
 DCPD
 DCTMA
 DVRPC
 Delaware Valley Bicycle Club
 Bicycle Coalition of Greater Philadelphia
Guide for the Development of Bicycle Facilities
 (1999) AASTHO

- 7-18 Encourage destination facilities for bicyclists, such as parking facilities with bike racks and vending machines through zoning regulations and other means.

Funding Program: William Penn Foundation
 Municipal funds
 Property owners
 CDBG (where eligible)
 Land Use Planning and Assistance Program
 (LUPTAP)

Technical Assistance: DCPD
 DVRPC
 PennDOT
 BCGP
 DCTMA
 DVBC
Parking Standards, American Planning Association,
 2002

- 7-19 Create bicycle related promotional, educational and enforcement programs.

Funding Program: Safe Routes to School Program
 CDBG (where eligible)
 School District Funds

- Technical Assistance: Municipal funds
DCPD
DVRPC
PennDOT
BCGP
- 7-20 Consider the development of off-road trails that could link residential neighborhoods with commercial areas, schools and other institutional facilities, public transit facilities and neighboring municipalities.

Funding Program: Safe Routes to School Program
TE program
CMAQ Program
CDBG (for eligible portions of the Boroughs)
National Trust for Historic Preservation Main Street Program
Private developers & businesses
Municipal funds

Technical Assistance: DCPD
DVRPC
PennDOT
BCGP
DCTMA
DVBC

- 7-21 Implement East Coast Greenway recommendations from various plans and feasibility studies either completed or in progress.

Funding Program: To be identified in Feasibility Study

Technical Assistance: DCPD
DVRPC
PennDOT
BCGP
East Coast Greenway Alliance
East Coast Greenway Feasibility Study

PEDESTRIAN TRAVEL

OBJECTIVE 7-5: INCREASE THE AMOUNT OF PEDESTRIAN ACTIVITY IN THE TOWNSHIP AND BOROUGH THROUGH IMPROVEMENTS TO PEDESTRIAN FACILITIES AND INFRASTRUCTURE

A good portion of the Township and Borough contain some form of pedestrian facilities. Most children can walk to six elementary schools and the high school in the Ridley

School District and commercial areas along MacDade Boulevard and Chester Pike are also generally accessible using sidewalks.

However, there are several areas where pedestrian facilities could be installed to encourage walking and improve safety. DCPD staff examined areas around schools, commercial areas, transit stops and stations, municipal buildings and libraries, and employment sites, destinations to which residents should be able to walk. Based on this examination, a list of locations where sidewalks should be installed is in Table 7-2.

Task Force members believe that the MacDade Boulevard pedestrian bridge at the Blue Route (I-476) is dangerous. This long walkway is totally enclosed by fences and may pose a problem if someone is attacked, since they would not be able to easily escape.

Task Force members also stated that additional sidewalks should be installed along the Industrial Highway at PECO's electric generating station, pedestrian access to the Delaware River is needed, the wooden walkway on the south side of the Chester Pike bridge over Stony Creek should be repaired or replaced, and a continuous sidewalk should be installed along Morton Avenue north of Ridley High School. Federal funding is in place to address the Chester Pike Bridge and the Morton Avenue sidewalk.

The Delaware County Planning Department (DCPD) is undertaking a feasibility study for a section of the East Coast Greenway (ECG) between Flower Street in Chester and Darby Creek, including areas in Eddystone and Ridley Township. The ECG is a multi-use trail linking cities and towns from Maine to Florida. In the Plan area, it would likely be located in the Route 291 corridor. The study will determine, among other things, the feasibility of specific locations of the trail. One possible location in Eddystone Borough and Ridley Township would be alongside the Industrial Highway in an inactive railroad right-of-way that includes unused bridges over Ridley and Crum Creeks. A spur of the ECG to the Ridley Township Marina is being examined as part of the study. The ECG would be a major facility for walking along Route 291, serving to connect residential areas with businesses and employment sites, bus stops and train stations, and other destinations.

DCPD staff observed several specific problem areas related to pedestrian travel:

- Utility poles are placed in the middle of narrow sidewalks along MacDade Boulevard (especially between Virginia and Arlington Avenues) and Fairview Road (especially between MacDade Boulevard and Chester Pike). It is difficult for pedestrians and impossible for wheelchair users and people with strollers to make it around some of the utility poles.
- Along both sides of MacDade Boulevard between the Pathmark and Holmes Road, there are several short stretches that lack sidewalks. Also, the pedestrian path is poorly defined along MacDade where there is pavement for parking. Motorists may not be aware that they may be blocking the pedestrian path.

TABLE 7-2
PRIORITY LOCATION FOR SIDEWALK INSTALLATIONS

Street Name	From	To
EDDYSTONE		
4th Street	Eddystone Avenue	Ridley Creek
Industrial Highway – north side	At Boeing wind tunnel	
Industrial Highway – north side	Stewart Avenue bus stop	Boeing buildings and intersection
Industrial Highway – south side	Bus stops	Businesses & crosswalks
RIDLEY		
Chester Pike - south side	Crum Creek	Baldwin Towers entrance
Baldwin Towers entrance road	Chester Pike	Baldwin Towers
Adams Street	Maddock Street	End of Adams Street
Stewart Avenue	Chester Pike	Industrial Highway
Sellers Avenue	Ridley Park boundary	Industrial Highway
Chester Pike - south side	Swarthmore Avenue	Princeton Avenue
Swarthmore Avenue	Vicinity of Stony Creek	
Swarthmore Avenue	Entrance to Ridley Township Marina	
Colson Road	Fairview Road	Woodcrest Road
Garfield Avenue	Jefferson Avenue	Grant Avenue
Fairview Road (east side)	MacDade Boulevard	Colson Road
Fairview Road	South of Kendall Road	
7th Avenue	Entrance to Grace Park Elementary School	
Michigan Avenue	Near Milmont Avenue	
Springfield Avenue	5th Avenue	4th Avenue
Amosland Road	Pine Avenue	Norwood Avenue
Morton Avenue	Ridley High School	Swarthmore Avenue
Stanbridge Road	Locust Road	Holmes Road
Kedron Avenue	At 2 bridges over Stony Creek	

- A number of streets that lead (and are perpendicular) to MacDade Boulevard do not have sidewalks or are missing sections of sidewalk. It is important that residents can safely walk to MacDade, since it is a major commercial destination for the adjacent neighborhoods, as well as the location of the Township building and library, a post office, and numerous bus stops.
- The adjacent Pathmark and Home Depot properties do not have a direct pedestrian connection between them. A wall has been disassembled and a chain link fence has been vandalized to allow people to step up and down and walk between these two properties. When the Home Depot land development plan was reviewed by Ridley Township, the Township did not require pedestrian connections to surrounding properties or neighborhoods.

RECOMMENDATIONS FOR PEDESTRIAN TRAVEL

The Township and Borough should:

- 7-22 Install sidewalks at the locations listed in Table 7-2.

<u>Funding Program:</u>	Municipal funds property owners CDBG Transportation Enhancements Safe Routes to School Hometown Streets TIP (Morton Avenue sidewalk)
<u>Technical Assistance:</u>	DCPD PennDOT

- 7-23 Determine if the pedestrian bridge along MacDade Boulevard at the Blue Route (I-476) interchange can be modified for safety or if an alternate facility is warranted.

<u>Funding Program:</u>	PennDOT Transportation Enhancements Safe Routes to School CDBG
<u>Technical Assistance:</u>	DCPD PennDOT

- 7-24 Participate in the East Coast Greenway feasibility study to ensure pedestrian facilities along Industrial Highway and to the Ridley Township marina will be installed.

- 7-25 Widen sidewalks around utility poles on MacDade Boulevard between Virginia and Arlington Avenues and on Fairview Road between MacDade Boulevard and Chester Pike to permit pedestrians, especially wheelchair users and those with strollers, to use the sidewalks.

<u>Funding Program:</u>	Municipal funds property owners CDBG Transportation Enhancements Safe Routes to School Hometown Streets
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- 7-26 Construct sidewalks to complete missing links along MacDade Boulevard between the Pathmark and Holmes Road and along MacDade's perpendicular streets.

Funding Program: Municipal funds
property owners
CDBG
Transportation Enhancements
Safe Routes to School
Hometown Streets
DVRPC TIP

Technical Assistance: DCPD
PennDOT

- 7-27 Require developers to provide pedestrian facilities to connect land developments with surrounding properties and neighborhoods when the Township reviews land development applications. Urge Pathmark and Home Depot to construct a pedestrian connection between the two properties.

Funding Program: Developers
property owners
businesses
Pathmark
Home Depot

TRAVEL DEMAND MANAGEMENT

OBJECTIVE 7-6: MORE FULLY PROMOTE AND UTILIZE EXISTING PROGRAMS AND INCENTIVES TO IMPACT TRAVEL DEMAND

Despite deficiencies in the transportation system, expanding the supply of roads is not usually 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 workweeks (four days instead of five or nine days instead of ten in a two-week period). Boeing officials told DCPD staff that they would like to reduce the number of vehicles arriving at their site.

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

RECOMMENDATIONS FOR TRAVEL DEMAND MANAGEMENT

The Township and Borough should:

- 7-28 Meet with employers and TMA staff to discuss ridesharing and TransitChek® programs so as to make ridesharing and transit use more attractive and make work sites more accessible to existing and potential employees who do not have access to cars.

<u>Funding Program:</u>	Employers
<u>Technical Assistance:</u>	DCPD
	DVRPC
	TMA

FREIGHT

OBJECTIVE 7-7: MONITOR FREIGHT TRAFFIC AND IMPROVE AND OPTIMIZE MOVEMENTS AS NEEDED.

Ridley Township and Eddystone Borough have a number of businesses that ship freight, via rail or truck. The major properties are Boeing Helicopters, the PECO generating station, and Penn Terminals. Conrail's Chester Industrial Track serves all three of these properties and other industries along the south side of the Industrial Highway. Traffic back-ups from grade crossings is discussed in the Traffic section. Trucks are able to access these sites from I-95 via Stewart Avenue and the Industrial Highway.

Besides the Conrail track, CSX's mainline track traverses Ridley Township with three at-grade road crossings either in or adjacent to the Township. These are discussed in the Traffic section.

Eddystone Borough officials on the Task Force discussed the concept of a tax on traffic going in or out of Penn Terminals. This tax could help to pay for road improvements that are needed to accommodate trucks, such as more frequent resurfacing, turn lanes, signal improvements, signing, etc.

Penn Terminals officials explained to DCPD staff that the vertical clearance under the Conrail Bridge on Saville Avenue does not permit taller than normal trucks to access their site. This fact limits truck business at the terminal. They also were concerned that redevelopment of the Foamex property could impact them in two ways: (1) it could dramatically increase traffic on Saville Avenue, thus make truck deliveries more difficult and (2) it could result in longer freight trains serving that site, which could lead to trains blocking truck access to Penn Terminals when trains need to pull forward across the Penn Terminal entrance and then back up into the Foamex property. Finally, they believe that an area outside of their property for truckers to fill out paperwork before they enter the property is needed.

Boeing officials told DCPD staff that truckers often park on Stewart Avenue's shoulders to sleep overnight. This may pose safety and security problems to residents, employees, and employers such as Boeing. There are no truck stops along I-95 in Pennsylvania that provide sleeping accommodations.

RECOMMENDATIONS FOR FREIGHT

The Township and Borough should:

- 7-29 Establish a Freight Task Force that would discuss freight problems and solutions. Members should include the two Municipalities, PennDOT, Conrail, and businesses that ship freight. The task force should discuss increasing the clearance of the Conrail bridge over Saville Avenue, the need for an I-95 truck stop that accommodates trucker sleeping needs and a location for truckers to fill out Penn Terminals paperwork, and a tax to help pay for freight system improvements.

<u>Funding Program:</u>	Conrail PennDOT businesses freight tax
<u>Technical Assistance:</u>	Conrail DVRPC PennDOT

TRANSPORTATION NOISE

OBJECTIVE 7-8: WORK TO REDUCE TRANSPORTATION NOISE IMPACTING THE TOWNSHIP AND BOROUGH FROM THE PHILADELPHIA INTERNATIONAL AIRPORT AND I-95 AND ROUTE 476

There are three sources of major transportation noise in the Plan area: Philadelphia International Airport, Interstates 95 and 476, and freight train noise.

Philadelphia International Airport Noise

Prior to 2007, westbound aircraft taking off from Philadelphia International Airport stayed above the Delaware River until they reached an altitude of 3,000 feet, at which point the pilots would be permitted to turn over Pennsylvania. In 2007, the Federal Aviation Administration (FAA) decided to permit pilots to turn immediately after takeoff and fly at low altitudes over central Delaware County, impacting both Ridley Township and Eddystone Borough. This action is one element of the airspace redesign for the New York City and Philadelphia metropolitan areas, whose purpose is to reduce flight delays. Portions of Ridley Township were predicted to hear increases in noise vibrational energy of up to 224% and portions of Eddystone Borough up to 113%. Other concerns about the

FAA's action include increased air pollution, decreased learning capacity for school children, and the potential for an airplane crash in a populated area.

As a result of the FAA's actions, the County of Delaware filed a lawsuit to stop the FAA's action. The Government Accountability Office is also investigating whether the FAA thoroughly studied all environmental impacts.

Interstate Highway Noise

Traffic noise from Interstates 95 and 476 impact residential areas of both Ridley Township and Eddystone Borough. Noise barriers are currently in place along some stretches of both highways. In 2009, PennDOT will install noise walls along I-95 in Ridley Township from Stewart Avenue to Darby Creek.

A section of I-476 in Ridley Township from MacDade Boulevard to north of Bullens Lane on the east side of the highway does not have noise walls. Residents of two condominium developments in Nether Providence just north of this area have been requesting noise walls since the 1980s, and PennDOT has recently begun engineering studies and noise modeling for this area.

Freight Train Noise

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

RECOMMENDATIONS FOR TRANSPORTATION NOISE

The Township and Borough should:

- 7-30 Work with the County of Delaware and elected representatives to ensure that the FAA's airspace redesign project does not negatively impact the municipalities.
- 7-31 Work with elected representatives, Nether Providence Township, the County, and PennDOT to construct noise walls along I-95 and I-476 where needed.

Funding Program:

PennDOT
State legislature

Ridley should:

- 7-32 Consider requesting the Federal Railroad Administration to establish quiet zones at the four road crossings of the CSX rail line in or adjacent to Ridley Township.

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

CHAPTER 8

COMMUNITY FACILITIES AND SERVICES

This chapter discusses and analyzes the existing conditions of municipal facilities and services in Ridley Township and Eddystone Borough and makes recommendations for their improvement. Community facilities and services can be either physical or programmatic and be provided by public, semi-public, or private institutions. The facilities and services discussed within this chapter include administrative, police and fire protection, emergency medical, educational, and library services, and utilities that include sanitary sewer, water, solid waste, and recycling services.

The complexity of the services provided is evident in their number and variety. Each of these facilities and services should be understood in the context of the others, so that they work together effectively and efficiently. Their development and provision should also reinforce the goals and objectives of this chapter and the vision and guiding principles established for the entire comprehensive plan, in Chapter 1, Introduction.

The various public facilities and services provided by Ridley and Eddystone can have a significant impact on the lives of their residents. They represent local efforts to improve the quality of life and are an important part of creating an environment that attracts investment from the private sector. Municipalities whose residents support these services are more attractive to private investors and prospective residents than ones that do not. Map 8-1 shows the major community facilities in the Township and Borough.

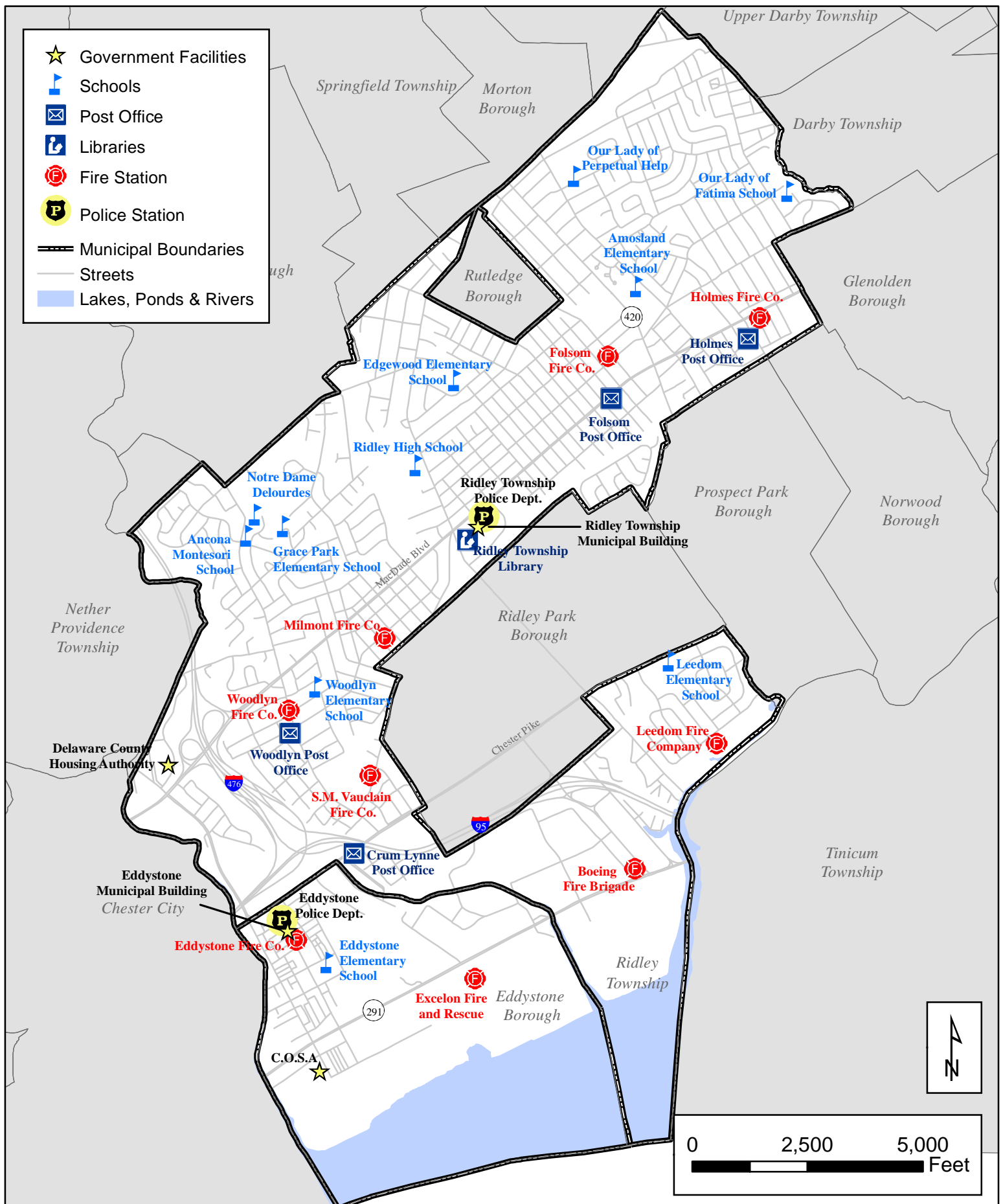
GOAL 8-1: TO PROVIDE HIGH QUALITY COMMUNITY FACILITIES AND SERVICES TO ALL RESIDENTS OF RIDLEY AND EDDYSTONE IN THE MOST EFFICIENT AND COST EFFECTIVE MANNER

MUNICIPAL ADMINISTRATION AND FACILITIES

OBJECTIVE 8-1: TO PROVIDE RELIABLE AND COST EFFECTIVE ADMINISTRATIVE SERVICES AND FACILITIES THAT MEET THE NEEDS AND DESIRES OF LOCAL RESIDENTS AND BUSINESSES.

The Pennsylvania Constitution grants local units of government the right to adopt home rule charters and exercise home rule powers. Home rule governing can be understood as “Shifting the responsibility for local governance from the state legislature to the local community.”¹ As such, municipalities possess the power to levy taxes, authorize expenditures, borrow money, hold direct administration of their governments by their appointees, and make policy decisions.

¹ The Community Environmental Legal Defense Fund



Ridley Township Administration

Ridley is governed by a Board of Commissioners consisting of nine members each representing a “ward” of the Township. The Board meets on a monthly basis and these meetings are aired on the Comcast and RCN cable networks. The Township Manager has oversight of the Township’s day-to-day proceedings and governmental action items. The Township administration communicates events and notices to its residents by utilizing the public access channel, Township website, and the posting of notices on a bulletin board located in the Municipal Building. A quarterly newsletter is mailed to all residents to inform them of new happenings in the Township. The Township Manager indicated that the Municipal Government is fully staffed including a Controller, Treasurer/Tax Collector, Solicitor, Engineer, Public Works Director, Health Officer, Zoning and Code Officials and Inspectors, a Director of Rental Units and the Township Secretary.

Ridley is an active member of the Delaware County Consortium of Governments (DCCOG), a Council of Government (COG) organization that is made up of 19 municipalities in the County and meets on a monthly basis. This voluntary organization was created to foster cooperative joint efforts and solutions to common municipal problems. Some of the typical issues that the DCCOG addresses are stormwater management, facilities and infrastructure maintenance, emergency management collaboration, and increased governmental operating efficiencies and cost sharing. Through the participation in the DCCOG, municipalities have the ability to share information and resources, and collaborate on initiatives that would benefit all or part of a larger area and assist participants in pursuing their respective goals. Additionally, Ridley also participates in an Environmental Advisory Council (EAC). More information on the EAC can be found in Chapter 4, Environment.

Eddystone Borough Administration

Eddystone’s home rule government consists of a Borough Council and Mayor. In addition to the seven-member Council, Eddystone employs a Borough Manager, Solicitor, Engineer, Tax Collector, and a Treasurer. The Borough Manager oversees the day-to-day activities in the Borough and the Council meets on a monthly basis at its caucus and regularly scheduled meetings. Eddystone has a certified part-time Building Code Official (BCO) and depending on future mandates of code enforcement by the Pennsylvania Department of Labor and Industry the position may need to become full-time. Additional part-time inspectors and administrative staff also support the BCO. Eddystone Council members also serve on a number of various committees including Finance, Emergency Management, Recreation, and Zoning, among others. One body that is lacking within the Borough is a Planning Commission. While this is not a requirement in Pennsylvania, the Borough should give serious consideration to the establishment of one in order to better guide future development and redevelopment.

Unfortunately, Eddystone does not participate in either a COG or an EAC. While the Borough is open to multi-municipal collaboration and cooperation, the available resources have not been fully utilized. As a result, Eddystone may not have the

opportunity to take part in cooperative agreements that could potentially benefit the Borough. It is recommended that the Borough designate an individual to participate in the organizations and collaborative efforts that could provide a direct benefit to Eddystone and its residents. At a minimum the Borough should consider participating in an EAC due to geographic and industrial issues that impact it.

The Borough communicates with its residents through the recently updated public access channel, the Borough website, and a bulletin board outside of Borough Hall. One shortcoming that was noted is that the Comcast cable network is the sole provider of the public access channel. As a result, not all residents have the opportunity to view the events in Eddystone. The Borough website is lacking in both content and technological advancement and should be upgraded. The Eddystone Fire Company and Police Department are collocated with the Borough administrative offices in the Municipal Building. Flyers within Borough Hall inform residents of recreational activities, trash removal services, and other community services. Eddystone would like to establish a newsletter mailing and a form of electronic communication as part of its information dissemination. Overall the Borough provides a relatively extensive array of services for a municipality of its size.

Ridley Municipal Facilities and Properties



(Ridley Township Municipal Building and Library)

The Ridley Township Municipal building is located at 100 E. MacDade Boulevard, in the Folsom section of the Township. The building was constructed in 1962 and is a two-story, multi-purpose, fully handicapped-accessible facility. It is located on an eight-acre parcel and has a floor area of 27,335 square feet. The main meeting facility within the municipal building is Garling Hall where the Board of Commissioners' meetings are held in addition to meetings that are facilitated by the library and other community and public meetings.

The police station, which is also located within the municipal building, includes several rooms for interviewing, radio dispatch, roll call, detective work and records. The station also has five holding cells and a separate juvenile holding cell. Additional information on the police department is located in the Emergency Services section of this chapter. The Township library, which is part of the Delaware County Library System, is also located in the municipal building and is discussed in the Library section below.

Significant improvements since the construction of the municipal building in 1962 include an addition to the police department, a garage in the rear for motorcycle patrol and accident investigation storage, and a telecommunications tower. Oktoberfest is held annually on municipal building property, and spaces are rented to vendors for civic engagements and activities. Several identified needs regarding the municipal building

include the need for additional meeting, library, and administrative space as well as continued modernization of office equipment. The Township is currently employing a consultant to conduct a feasibility study for the development of a new Township community center to be located adjacent to the municipal building at the 100 E. MacDade Boulevard site.

Ridley Township also owns the Leedom Community Hall and a building adjacent to the Township Municipal Marina, which can be rented out for various social events and occasions. The Ridley Township Municipal Marina is a vital recreational and economic development facility that the Township owns. More information on the Marina is located in Chapter 6, Land Use, Chapter 9, Parks and Recreation, and Chapter 10, Economic Development.

The Township is also fortunate to own a large number of Parks and Recreational areas, as well as a number of vacant lots and buildings which could be used to supplement existing facilities. A discussion of Township-owned and operated parks and recreational amenities appears in Chapter 9.

Eddystone Municipal Facilities and Properties

The Eddystone Borough Hall, which is located at 1300 East 12th Street, was built in 1954 and has an area of 10,000 square feet. The building was remodeled in 2005-2006 to meet ADA requirements for handicapped accessibility by the installation of a ramp in the front of the building and an elevator inside. The building's upstairs chambers are used for council meetings, zoning hearings, and all other committee and board meetings. The dense development surrounding Borough Hall prohibits future expansion and additions.



(Borough of Eddystone Building)

Through interviews with municipal officials and first-hand observation of the building, the dire need for additional space is quite evident. Additionally, it was noted in interviews that there is a need for modernization of existing office technology. One municipal parking lot is located on the 1000 block of Saville Avenue.

The Eddystone Police Department is also located in Eddystone Borough Hall. The facility only has two rooms and two cells. Notably, the two cells are not used for vital police activities but only for storage. There are no interrogation or roll call rooms, lockers, or bathrooms. The chief's office is temporarily housed in a room in the mayor's office. Currently, there is no handicapped access at the main entrance of the police station. More information on the police department is located in the next section of this chapter.



(Lighthouse Hall, Eddystone Borough)

The Eddystone Fire Company was organized in 1900 and is also located at 1201 Saville Avenue in a wing of the Borough Hall. Similar to other uses contained within the building, the company is looking to expand due to the lack of space at their present location. As of April 2007, the Borough had officially acquired land at 7th Street and Eddystone Avenue for the development of a new firehouse and possibly a community center/banquet facility. Additional information on the Eddystone Fire Company is located in the

Emergency Services section of this chapter.

In addition to the municipal building, Eddystone also owns the Lighthouse Hall, which is utilized as a community recreation center. On Memorial Day, there is an annual celebration, which includes numerous activities such as pony rides and fireworks. The hall is available for the use by all Eddystone High School alumni and other groups, and an open gym is available for children each Sunday. Unfortunately, the building has no full-time employees. The Borough should consider allocating funds so that the building can be fully staffed and open for the use of children and teens at times in the late afternoon and evening during the week nights and Saturdays.

The Borough also owns and operates maintenance garages for the municipal highway department on Eddystone Avenue as well as storage for athletic equipment on Saville Avenue. The highway department performs routine maintenance and improvements on local roads, in addition to snow removal and trash collection. The Borough also has numerous storage facilities at various locations in town.

RECOMMENDATIONS FOR MUNICIPAL ADMINISTRATION AND FACILITIES

While the provision of services in Ridley and Eddystone has generally been provided at a high level and is expected to continue so in the future, the limited space, where these services are rendered impinges upon the levels and quality of service provided. Based on the information above, it is evident that this is one of the more pressing issue for Eddystone. As both Municipalities continue to grow and expand, steps should be taken to ensure that the facilities and services provided are responsive to residents' needs.

The Township and Borough should:

- 8-1 Investigate state and local funding programs that might finance new facilities or improve existing ones, including in Ridley the renovation and possible expansion of the municipal building and in Eddystone the relocation and construction of a new firehouse, public works garage and depot and community banquet hall.

- Funding Programs: CDBG
DCED Local Government Capital Projects Loan (LGCPL)
PHMC Keystone Grant
Delaware County Revitalization Program
DCED Community Revitalization Program (CRP)
Wachovia Regional Foundation Neighborhood Planning and Development Grants
- 8-2 Investigate the feasibility of developing a joint geographic information system (GIS) that can be accessed and used by municipal staff.

Funding Programs: DEP GIS Grants
DCED Local Government Capital Projects Loan Program

Technical Assistance: DEP
ESRI

Eddystone should:

- 8-3 Enhance Borough operations through the upgrade of technological systems including new computer hardware and software that manages the broadcasting of information for the local public access channel.

Funding Programs: DCED Urban Development Program

- 8-4 Improve the existing municipal website and evaluate which services to offer residents based on which would be most efficient.

Funding Programs: Pennsylvania State Association of Boroughs (PSAB) Website Design Program

- 8-5 Designate an individual or committee members to participate with other municipalities in cooperative municipal efforts and groups such as the County COG, an EAC, and other collaborative inter-municipal groups.
- 8-6 Allocate municipal funds if available to become fully staffed administratively and create necessary governmental advisory committees or bodies that are presently lacking, such as creation of a Planning Commission.
- 8-7 Seek to obtain land near the Municipal Building to support additional parking.

EMERGENCY SERVICES

OBJECTIVE 8-2: TO MAINTAIN AND ENHANCE THE LEVEL AND QUALITY OF SERVICES BEING OFFERED BY THE MUNICIPAL POLICE, FIRE DEPARTMENTS AND EMERGENCY MEDICAL SERVICES

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

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

Ridley Township Police Department

Ridley's police station is located within the Township Municipal Building. The department has a staff of 34 full-time officers consisting of one captain, one detective sergeant, four sergeants, four corporals, one lieutenant, and one patrol lieutenant, with the remainder patrol officers. The administration staff consists of two secretaries and one uniformed records officer. In addition to the full-time officers, the police department employs 18 part-time turnkey employees. There are currently 20 officers on patrol, which equates to five per shift. The captain indicated the need to increase that figure to seven. Although the department is currently fully staffed, the additional officers would provide greater flexibility of scheduling and create the ability to utilize specialty units and directed patrols without the need for overtime. In the event funding becomes available, the captain would like to implement extra patrols including bicycle and undercover teams.



(Ridley Township Police Department Vehicle Fleet)

There are currently 11 vehicles in the fleet for uniformed patrol officers. All vehicles are equipped with a laptop computer and mobile data terminals (MDTs). Additionally, patrol officers have the ability to print reports directly from their vehicles, which allows for more efficient handling of cases and additional hours to be spent on patrol routes. The police department recently upgraded portable radios in all cars, which are both digital and analog. The captain also informed DCPD that he would like to see cameras installed in all the patrol vehicles, but funding is an issue. One in-house piece of equipment that is lacking is the console in the radio room, which is outdated. Beyond the need for in-car cameras and radio room console, the remainder of the police equipment has been updated recently to employ technology of the 21st century.

All Ridley's officers are expected to complete the required State Act 120 training and certification as well as annual in-service training as required by Act 180. The Township also requires its officers to complete a "run and shoot" program and taser training that is administered by range instructors and in-house staff. The police department also utilizes the Ridley High School Community Center for training and other police-related activities. In addition to regular police duties, four officers participate in the Drug Abuse Resistance Education program (DARE) at local schools.

In 2005 there were a total of 84 violent crimes committed (2 rape, 15 robberies, and 67 aggravated assaults) and 481 property crimes (77 burglaries, 356 larceny thefts, and 48 vehicle thefts) in the Township.² In 2009, the number of violent crimes decreased substantially from 2005, down to 54 although there was one murder for the year³. The number of property crimes on the other hand increased from 2005 jumping from 481 to 566. Although these figures are not the highest in the County, the crime statistics reveal that violent crimes and property crime do occur within Ridley's boundaries and additional resources need to be devoted to address them.

During interviews conducted by DCPD staff, the police captain expressed an interest in consolidation and sharing of resources with other departments, but noted that the political environment may prevent such partnerships from occurring. Specifically, he noted that Ridley already assists other municipalities through the "Live-scan" program, which can be used to fingerprint and process criminals as well as the "C-PIN" system, which is utilized for photographs. In addition, the department currently holds arrested individuals from Eddystone and an agreement is in progress for a similar arrangement with Tinicum Township. Based on the actions being taken by Ridley's police force, it is evident that cooperative municipal police efforts exist and should continue to be built upon in future years.

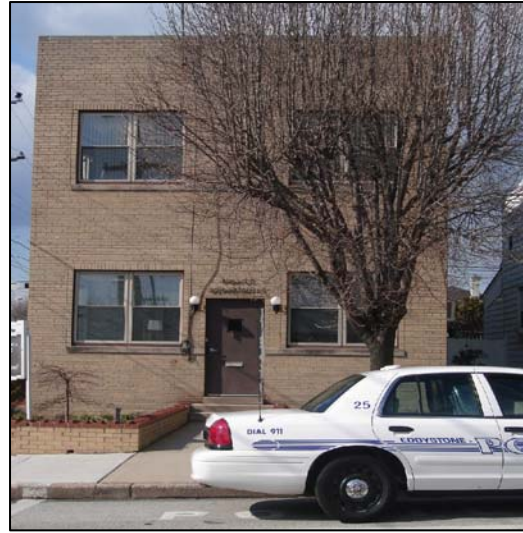
Eddystone Borough Police Department

The Eddystone Borough Police Department's (EPD) station is located in the Borough Hall. The department employs 9 full-time officers including one chief, one lieutenant, with the remainder being patrol officers. In addition, the EPD employs ten part-time

² 2005 Pennsylvania Uniform Crime Report (UCR)

³ 2009 Pennsylvania UCR

officers and one secretary. The officers typically work 12-hour shifts and each officer has patrol responsibilities. Although the department is considered fully staffed, the average of 35 arrests per month and limited number of officers on patrol at any given time has the tendency to create difficulties for the EPD. To address this staffing shortage, the chief stated the force would be better served with additional officers. As stated above, the existing Municipal Building is severely strained with respect to space to accommodate all Borough activities located in it. Should other services relocate, this will provide additional space for the expansion of the EPD. With respect to the EPD, there are no bathrooms, roll call, interrogation, or locker rooms. The chief's office is currently being housed in a room in the mayor's office. The EPD currently has seven total vehicles, all of which are equipped with MDT's and portable radios.



(Eddystone Borough Police Department)

Similar to the Ridley Police Department, all EPD officers are required to remain Pennsylvania Act 120 certified and meet all other state requirements, including Act 180 in-service training. Officers are required to renew First Aid and CPR certifications every two years. The Ridley High School and Delaware County Community College also offer training courses including interrogation techniques, patrol rifles, and domestic dispute resolution, among others, that officers have participated in. Continuing education and training courses in law enforcement are mandated and should be a vital component for any police force. Both Municipalities should explore means to ensure that their officers have the most up-to-date training available.

EPD officers have the added task of serving the public in a municipality that is 75 percent industrial versus 25 percent residential.⁴ This largely industrial makeup provides additional challenges as well as opportunities for the EPD. The chief informed DCPD that his force utilizes the Penn Terminals, located along the Delaware River, in coordination with the Delaware County Emergency Response Team, to practice hostage scenarios and barricaded subject drills, the latter of which were recently conducted at Ridley High School. These scenarios provide the officers with an on-site, hands-on training experience on how to understand the layout of a given area and to respond quickly and effectively in emergency situations. This specialized training is an important aspect of the EPD, one that separates them from many other municipal police departments. Because of the presence of the Penn Terminals and Exelon electricity generation facility on the river, both of which receive international as well as domestic shipping materials, the EPD should also look into performing homeland security activities and drills.

⁴ Eddystone Borough website: <http://www.eddystoneboro.com>



Layout of Penn Terminals, Eddystone Borough (Image Courtesy of Penn Terminals)

According to the most recent full year of crime statistics for the Borough in 2009 there were no violent crimes such as rape or murder reported. There were 3 robberies, 20 cases of aggravated assault and 260 property crimes.⁵ Specifically, the Eddystone Crossings Shopping Center requires police support as a result of an abundance of retail theft. Although the Borough is much smaller than Ridley and there is less need for the same level of police presence the need for a

balanced and effective department is still important.

The chief acknowledged that there are currently informal partnerships with Ridley Township and Tinicum Township. In situations that would call for additional assistance and backup, either or both municipalities would assist one another. It was added that while most municipal departments enjoy having their own power and discretion, cooperative agreements are something that if other departments were willing to engage in then the EPD would also be for.

Ridley Fire Department And Emergency Medical Services

Six companies provide fire protection for Ridley Township: the Folsom Fire Company, the Holmes Fire Company, the Leedom Fire Company, the Milmont Fire Company, the Vauclain Fire Company, and the Woodlyn Fire Company. Each individual fire station has an operational element consisting of the Fire Chief and staff. The company's administration is handled by a President, Vice President, and Board of Directors.

All staff is required to have Basic Firefighting I certification, complete the "Identification Level" of HAZMAT training, and be CPR certified. The County of Delaware conducts all training for municipal firefighters and officers are required to attend mandatory classes in order to become certified. Each individual station may have additional training for advancement.

The Ridley Township Fire Marshal indicated that each station has adequate equipment and personal computers but most companies have difficulty remaining fully staffed with volunteers. The few areas where improvements are needed are for additional equipment for HAZMAT incidents and funding for specialized training courses. Each individual fire company has the responsibility of applying for grants as needed. Mutual aid agreements for fire protection exist between Ridley and other communities including Ridley Park Borough and Chester Township. All fire, EMS, and marine calls for Eddystone Borough are called into the state of the art Ridley Dispatch and then routed to the proper Eddystone department.

⁵ 2009 Pennsylvania UCR

Basic Life Support (BLS) emergency medical services in the Township are provided by five of the six fire companies while the “Ridley 7” provides Advanced Life Support (ALS) emergency medical services. Mutual aid agreements exist for ambulatory services with Eddystone. Ridley 7 is a private organization owned by the five Fire Companies in the Township that operate ambulance services. Needs identified in an interview with the Fire Chief include a uniformity of responses across the Township for BLS calls and a more centralized location for Ridley 7 ALS services.



Medic Ridley 7 and Ridley 7-A
(Courtesy of Milmont Fire Company)

Eddystone Fire Department and Emergency Medical Services

The Eddystone Borough Fire Department (EFD) was organized in 1900 and is currently located adjacent to Borough Hall on 12th Street and Saville Avenue. The company is comprised of seven tactical officers, three foreman and nine part-time firefighters, eight of which are also EMTs. The nine part-time employees are available for daytime responses while evening and overnight hours staffed with volunteers. These volunteers are financially compensated for EMS-related services during these times by the EFD. Unfortunately the EFD has no support staff to assist with HAZMAT permits, which is a particular drain on the EFD staff given the large industrial presence within the Borough as well as other in-house administrative matters. The fire marshal for the Borough indicated that a part-time EFD secretary would alleviate a great deal of the strain.

As noted above, since the EFD occupies the same building as the Borough administrative offices, there is a severe shortage of space for both departments. Due to this lack of space, all equipment that belongs to the company cannot presently be stored at the firehouse. Some of the equipment, such as the special operations trailer, is being stored at the Highway Department maintenance garages. In addition to not having enough space, there is equipment that needs to be updated and/or replaced. The Borough recently purchased land in the 7th street vicinity at the Hughes Little League site. Initial plans are for the development of a new fire station at this location.



(Eddystone Fire Company)

As is the case with Ridley’s fire companies, EMT’s and firefighters in Eddystone must acquire Basic Firefighter I, CPR, and HAZMAT certifications through the County. Eddystone is a First Responder in HAZMAT situations. The fire marshal also stated that

there are constantly funding issues with respect to training and continuing education for staff members. The Borough budgets a sum of money each fiscal year to the EFD which goes to support operations, maintenance, housing costs, employee compensation, utilities, and other related expenses. The end dollar amount provided by the Borough is substantially more than the figure contained within the budget. In order to obtain additional funds, the EFD submits various grant applications, holds annual ambulance drives and lady auxiliary events, holds car washes, bake sales, and flower sales to defray some of the expenses. In the past, the department used to hold an annual community carnival and there hopes are that it can be started up again.

With the exception of the department's EMS ambulance and Quick Response Unit Ford Explorer, all apparatuses have been purchased and owned by the Borough. There were no major concerns raised with respect to the condition of the Eddystone emergency vehicles, although ongoing maintenance continues to strain the budget, particularly as the EFD Marine Division also utilizes funds from this allotment. The company currently has six vehicles and one trailer for use between the fire department and EMS units.

Eddystone Fire Department Marine Division

As a result of Eddystone's location along the Delaware River, the EFD has the added responsibility of carrying out marine duties and maintaining the related vessels. While this places an additional strain on the already limited EFD budget, firefighters have the opportunity to receive specialized training and certifications that members of other fire companies do not receive. The EFD Marine Division also is an excellent asset to the community not just along Eddystone's portion of waterfront, but also bordering municipalities and parts of southern New Jersey and northern Delaware coastal areas.



(Eddystone Marine Division Hovercraft)

Specialized training includes Pennsylvania State Water Rescue, Navigation, Rules of the Road, Boat Handling, Towing, Damage Control, Salvage, and Search and Recovery, non-contact and contact water rescue, along with rapid and white water rescue. Pennsylvania as well as the U.S. Coast Guard conducts the training programs. There are a total of six boats ranging in length from 14 to 46 feet. In addition to the boats, Eddystone is the only municipality in the area to own a hovercraft. The 20-foot amphibious vessel is ideally suited for shallow water, sand bars, and mud flats but is also utilized for "positive pressure ventilation," to assist with factory/warehouse fires and removing the associated smoke to allow emergency crew entry. The marine division responds to approximately 75 calls annually, ranging from vessels out of fuel to seriously injured boaters.



(Eddystone Marine Division Fire Rescue Boat)

The area of coverage includes the Delaware River and its many tributaries from Philadelphia to Wilmington, Delaware, which is roughly 25 miles of water. Eddystone provides assistance to other local marine units and vice-versa. While Eddystone offers this service at no cost to these municipalities in other jurisdictions, the cost borne by the Borough with regard to maintenance, training, and actual response to emergencies has a definite impact on the budget. The fire marshal indicated that a financial contribution

by bordering municipalities and other states within the Marine Division service area is needed to maintain the level of services currently provided. The boats are stationed at the PECO Energy Eddystone generating plant at the confluence of Crum Creek and the Delaware River. PECO supplies dockage and electric service as the 46-foot boat is in service 365 days a year. The Borough should seek options for constructing a permanent dock and an emergency substation capable of housing Marine Unit apparatus and equipment.

Delaware County Revitalization Program: Planning Area 3 Initiatives

The Delaware County Revitalization Program for Planning Area 3 recommends two projects related to municipal facilities and services in Ridley and Eddystone that are summarized below.

Project 3: Public Safety Equipment and Facilities

The Public Safety Equipment and Facilities project contains four main phases, two of which are applicable to the municipal facilities and services in Ridley and Eddystone. The Action Plan for Planning Area 3 gives this a “High” priority on its ranking.

Phase 3-1: Police and Fire Department Equipment Upgrades

The first phase of the Public Safety Equipment and Facilities project in the Planning Area 3 Action Plan states that, “This phase will upgrade the technology and equipment of the Police and Fire Departments”⁶ in Ridley and Eddystone. Specifically, the upgrades mentioned within the plan include upgrades to gear, communications equipment, computer equipment, and other equipment. A series of recommendations for COG involvement and identification sources appear for Phase 1. As noted in DCPD’s interviews with the local police and fire chiefs/captains/marshals, much of the above mentioned equipment was noted as still needing updates.

Phase 3-2: Police and Fire Department Facilities

The second phase of the Public Safety Equipment and Facilities project in the Planning Area 3 Action Plan highlights the upgrades needed by the Eddystone Police and Fire facilities. As noted throughout this chapter, the lack of space in the Eddystone Borough Hall for housing combined administrative, fire, and police facilities is clear. The Revitalization Plan also echoes this shortage and contains recommendations and funding sources for the Borough to consider when seeking relocation of either or both of the Borough Emergency Service departments.

⁶ Delaware County Renaissance Program: Action Plan Planning Area 3, PP&MG, March 2003.

Project 8: Public Safety Programs

The purpose of Project 8 in the Revitalization Plan’s Action Plan for Area 3 is to “enhance existing public safety programs and create new programs to meet new public safety needs within the communities.”⁷ Included in the project are recommendations concerning the establishment of community policing, police bicycle patrols, youth firefighter programs, town watch programs, and the creation of new youth programs and community centers. Many of these same recommendations were highlighted as needs through DCPD’s interviews with municipal officials. The Revitalization Plan gives this a “Medium” priority ranking and lists the COG as a conduit for moving forward.

RECOMMENDATIONS FOR POLICE, FIRE AND EMERGENCY SERVICES

The local provision of emergency services is a very important aspect of municipal government. It can be one determining factor of residents in making the decision of whether to remain in a given area or move to another. Additionally, it can affect potential residents who are seeking safe, low-crime areas with a proactive police force and quick responding fire department. All departmental shortcomings noted in DCPD interviews are addressed in the recommendations below. The Municipalities are designated as Planning Area 3 Revitalization Communities in Delaware County and as such, funding from the County in addition to more traditional sources is potentially available. The Plan Area communities should take steps in obtaining additional funding to ensure that the provision of emergency services to residents remains at a high level.

The Township and Borough should:

- 8-8 Create and/or build on current educational programs related to the local provision of emergency services, highlighting the professional and personal benefits of becoming a police officer, firefighter, or EMS worker.

Funding Programs:

Delaware County Revitalization Program
Wachovia Foundation
DCED Emergency Responders Resources and Training Program (ERRTP)
U.S. Department of Justice (DOJ) Justice Assistance Grant (JAG) Program
U.S. Federal Emergency Management Agency (FEMA) Fire Prevention and Safety Grants

Technical Assistance:

DCED
Delaware County Department of Intergovernmental Affairs (IGA)

- 8-9 Consider the implementation of additional police patrols including bicycle, undercover, and school-related policing with the potential hiring of additional officers. Examine how this might be accomplished on an inter-municipal basis.

⁷ Delaware County Renaissance Program: Action Plan Planning Area 3, PP&MG, March 2003.

<u>Funding Programs:</u>	DCED ERRTP U.S. DOJ COPS in Schools Grant Program U.S. DOJ JAG Program DCED CRP CDBG
<u>Technical Assistance:</u>	DCED Delaware County IGA

- 8-10 Seek funding for all forms of emergency services to address needs in continuing education, training, and staffing and equipment. Determine the relevancy of Projects 3 and 8 of Delaware County Revitalization Program Action Plan for Area 3 as discussed above and which funding sources might be pursued for implementation.

<u>Funding Programs:</u>	FEMA Assistance to Firefighters Grant Program (AFG) FEMA Staffing for Adequate Fire and Emergency Response Grants (SAFER) U.S. DOJ JAG Program U.S. Department of Homeland Security Grants
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- 8-11 Consider the use of regional approaches to the provision of fire protection services to increase efficiencies and offset rising operating costs.

<u>Funding Programs:</u>	DCED Regional Police Assistance Program DCED Shared Municipal Services Program
<u>Technical Assistance:</u>	DCED

Eddystone should:

- 8-12 Pursue funding for the relocation of the police and/or fire departments.

<u>Funding Programs:</u>	Delaware County Revitalization Program Delaware County Demolition Fund (OHCD) CDBG DCED LGCPL DCED CRP DCED ERRTP PHMC Keystone Grant Wachovia Regional Foundation Neighborhood Planning Grants Wachovia Regional Foundation Neighborhood Development Grants
<u>Technical Assistance:</u>	Delaware County IGA

- 8-13 Seek funding to replace the outdated 46-foot Marine Rescue Boat, and provide a permanent Marine Unit boat dock and an emergency substation capable of housing marine apparatus and equipment on the Delaware River. Request a financial contribution from all municipalities and bordering states within the EFD Marine Division Service Area or consider forming a multi-municipal agreement for the provision of marine services.

Funding Program: U.S. DHS: Coast Guard
Wachovia Foundation General Grants
DCED Shared Municipal Services Program
Bordering municipalities

Ridley should:

- 8-13 Study and determine the feasibility of relocating the Ridley 7 Advanced Life Support team to a more centralized location within the Township.

EDUCATION

OBJECTIVE 8-3: TO ENSURE THE RESIDENTS OF THE TOWNSHIP AND BOROUGH RECEIVE THE BEST POSSIBLE EDUCATIONAL FACILITIES AND SERVICES THROUGH THE RIDLEY SCHOOL DISTRICT AND PAROCHIAL SCHOOLS.

Public schools in the Township and Borough are part of the Ridley School District. The district provides educational services to the residents of Ridley Township, Ridley Park Borough, and Eddystone Borough. Additionally, Ridley Township has a total of three parochial schools and one private school for parents who choose to send their children through private schooling.

Ridley School District

The Ridley School District (RSD) is a K-12 district, which is located in the southeastern portion of Delaware County. The district was formed in 1967 when various districts merged to form the Ridley School District. The District has been commended by the state for its Strategic Plan, whose four areas of emphasis address Academics, Technology, Extracurricular Activities, and Community Related Activities.

The annual budget for the district for the 2006-2007 fiscal year was \$72,473,328, which was approximately a 6 percent increase from the '05-'06 fiscal year. Approximately 73 percent of the budget funding comes from local sources, 67 percent of which comes from the property tax alone. The budget for the 2007-2008 fiscal year at the time of the preparation of this plan was proposed at \$76,982,900, an increase of over 6 percent from

the '06-'07 fiscal year.⁸ The annual budget has continued to increase since then exceeding \$80,000,000 in the 2008-'09 fiscal year. Due to increases in the budget over the past few years district taxes have been increasing, however options have been examined to reduce the cost to tax payers, such as more energy efficient heating and cooling of district buildings in addition to other cost-saving measures.

Enrollment in the district's seven elementary schools, one middle school and one high school has been steady over the past decade with figures ranging from 5,624 in the 1997-1998 school years to an estimated 5,866 in the 2007-2008 school years.⁹ The district currently has the capacity of servicing 7,375 students, which means that many of the schools, specifically the elementary schools are not filled to capacity. Technology is fully integrated into the programs at the RSD, represented by a total of more than 2,500 computers in district-wide schools, extensive use of multimedia capabilities such as video conferencing and the use of white board technologies for more interactive learning than more traditional methods.

According to the RSD 2006-2007 No Child Left Behind, District Score Card from the Pennsylvania Department of Education the District exceeded the state graduation target of 80 percent and the actual state graduation rate of 88 percent with a 94 percent graduation rate. Almost all of the teachers in the district meet the No Child Left Behind standards to be considered "Highly Qualified." The three areas that make a teacher highly qualified are: 1) holding a bachelor's degree, 2) possessing a valid teaching certificate, and 3) demonstration of subject matter competency. With respect to academics, 73 percent of students assessed were "proficient or above" in mathematics, compared to the state target of 45 percent. In the subject area of reading, 66 percent of the assessed students were proficient or above compared to the state target of 54 percent.¹⁰ The quality of the students is evident in these numbers and a reflection of the district's staff highlighted below.

There are a total of 455 professional staff members in the district. Of these, 303 or 67 percent possess a master's degree and 227 have over 10 years experience working for the district. These are excellent attributes that not all school districts possess. It shows a dedication by the staff to the RSD and a determination to provide excellent schooling for the local students. Additionally, the district employs over 650 individuals dedicated to the area's youth including CDL licensed school bus operators, state recognized food service staff, various aides, secretarial staff, maintenance/custodial staff and others.¹¹

RSD offers extensive staff development opportunities and has implemented a program entitled, "Ridley Professional Institute" (RPI), which provides teachers with supplemental courses geared to encourage continuous academic improvement, and highly effective professional and thoroughly trained support staff. This service is provided to the teachers free of charge. The credits from these courses can be applied toward salary

⁸ Ridley School District Budget, Office of the Superintendent.

⁹ Ridley School District Officials

¹⁰ Pennsylvania Department of Education, Academic Achievement Report 2006-2007

¹¹ Ridley School District website, <http://www.ridleysd.k12.pa.us/Admn/profile.html>

advancement or towards ACT 48 credit. The RSD also offers tuition reimbursement for staff members interested in taking additional collegiate coursework and/or obtaining advanced degrees.

DCPD held an interview with the RSD Superintendent Dr. Nicholas Ignatuk, who has since retired, for additional information on facilities, equipment, and training. Dr. Ignatuk indicated that the RSD is doing ongoing structural, electrical, energy, or other maintenance and/or upgrades to the existing schools in the District. Within recent years, all elementary schools have been retrofitted with energy-efficient lighting and three million dollars was spent on a roofing project. He noted that in the future, the RSD would like to address the overall cosmetics of the older buildings. The district has 80 school buses, ten-pick up trucks with snowplows, and a back end loader. Dr. Ignatuk also noted that the District is always facing the continual need of upgrading its technological systems.

It was also noted during the interview that at the present time the district has no immediate plans for expansion as the high school was completed in 2001 and 12 new classrooms were added back in 1999 in addition to the '01 renovation project. Dr. Ignatuk noted that the elementary schools are short of capacity and enrollment statistics show that this will remain stable in the near future. While this is true in the short-term, the elementary schools (Woodlyn and Amosland in particular) do possess notable unused lands that could be used for expansion or even the placement of a new elementary and/or middle school.

The old Ridley High School is currently utilized as a Community Center by Ridley Township. It was noted that there is no collaborative effort with the school district in respect to the administration and maintenance of the building. There is also no full-time staff and oversight over the building is not clear. A Recreation Management Director or similar position for the Center should be established and the Township should work in conjunction with the RSD to ensure that the children utilizing the center after school hours are adequately supervised.

Elementary Schools

There are seven elementary schools in the district. These are, Amosland, Eddystone, Edgewood, Grace Park, Lake View, Leedom, and Woodlyn elementary schools. All schools serve grades K-5 and enjoy a significant capacity in excess of actual enrollment. In most cases, the schools have sufficient capacity to accommodate an increase in enrollment of more than 25 percent. Five of the seven schools have been renovated since 2002. Eddystone Elementary needs to revisit all pre-existing nonconforming conditions that do not meet the requirements of the Uniform Construction Code.

Ridley Middle School

Ridley Middle School located at 400 Free Street in Ridley Park, was originally built in 1968 and renovated in 2001. The school serves grades 6-8 and offers a full complement

of academic and extracurricular activities. The school owns approximately 475 computers for student use, of which approximately 375 have internet access. The school's library carries 12,600 titles and over 150 CD-ROM titles for student use. Academically the school provides a variety of courses ranging from basic to advanced placement. In addition to the standard core courses there are offerings in foreign languages, industrial and technical arts, and consumer and family education classes. Art and music, and physical education classes are mandatory for all students. All elementary students from the district matriculate to this one middle school. In the 2006-2007 school year the enrollment of the middle school was 1,371, which was 71 students in excess of the 1,300 student capacity.

Ridley High School

Ridley High School, located at 901 Morton Avenue in Folsom, was built in 2001 and serves grades 9-12. Over the years, Ridley High School has been known for winning numerous awards both in sports and academics. Academically, Ridley has several



(Ridley High School, Ridley School District)

diploma options including basic and accelerated degrees and advanced placement classes. The school has a career exploration center, offers independent study courses, school to work activities, and distance learning. The graduation rate for the school is generally over 90 percent with the vast majority of graduates going on to pursue post-secondary education at degree-granting institutions. Other graduates go into the work force, military, or non-degree-granting institutions.

The school has close to 500 internet-accessible computers for student use. The library carries close to 15,000 titles, has 11 online references databases and 145 CD-ROM titles for student use. Overall, Ridley High School offers a rich array of academics and activities, in addition to having a faculty that contributes to the success of its students. Similar to the Middle School, this is the only High School in the District. In the 2006-2007 school year, there were 2,135 students enrolled, while the facility had a capacity of 2,300; the school had an attendance rate of 92.5 percent.

Parochial Schools/Non-parochial Private Schools in the District

There are three parochial schools run by local churches and one non-parochial private school in Ridley Township, which provide an option for parents who do not want to send their children to public school and prefer a faith-based education. Table 8-1 below lists these schools and their addresses. Recently there had been four parochial schools but the Our Lady of Peace School in Milmont section recently closed its doors.

**TABLE 8-1
PAROCHIAL AND PRIVATE SCHOOLS**

School	Address	City, State, Zip
Our Lady of Fatima	1 Fatima Drive	Secane, PA 19018
Notre Dame de Lourdes	990 Fairview Road	Swarthmore, PA 19081
Our Lady of Perpetual Help	948 Amosland Road	Morton, PA 19070
Montessori School	Bullens Lane	Ridley, PA 19094

RECOMMENDATIONS FOR EDUCATION

The RSD is well known for its excellent academic and extracurricular programs in Delaware County, particularly the eastern portion. Fully integrated technology, above average graduation rates, highly qualified staff and extensive student and staff development offerings are all reasons that families choose to reside in the RSD geographic area. Maintaining this high level of academic and professional standards is crucial for the future educational success of the RSD and the municipalities that comprise it.

Although the RSD is above average in almost all rankings, there are several areas that could use improvement. Included in these areas are exterior work on some of the districts older buildings, continual upgrading of technology, and collaborative efforts with the municipalities that comprise the district. The latter was expressed by the Plan task force as a particular area of emphasis in relation to the utilization of each other's facilities. As noted above, in the 2006-2007 year, middle school enrollment was 71 students in excess of capacity and that year high school enrollment was approaching capacity. These conditions existed while the elementary schools reported significant remaining capacity, in most cases, more than 25 percent.

It will be important to monitor elementary school enrollments in the upcoming years, particularly as parochial and private schools may experience declining enrollments and increasing financial pressures. Although most of the district's elementary schools are presently under capacity, one or more additional closures of private or parochial schools in the district – similar to Our Lady of Peace – would lead to increased enrollment pressures on them as well as the district's middle school and eventually the high school.

The Township and Borough should encourage the School District to:

- 8-14 Monitor enrollment in the elementary schools, particularly in light of potential closing of additional private and parochial schools, and in the event it is growing, provide appropriate building additions or similar measures to increase capacity of the middle school and possibly the high school.
- 8-15 Program renovations and improvements to District elementary schools, particularly Eddystone Elementary, which does not presently fully comply with

the 2006 Pennsylvania Department of Labor and Industry's Uniform Construction Code for Educational Facilities

Funding Source: PA Department of Education

- 8-16 Work more closely with Ridley Township concerning the administration, oversight, and cost of the Community Center so that the facility is adequately monitored, programmed and maintained. Seek agreements with Eddystone Borough relating to use of Lighthouse Hall and Eddystone Elementary facilities.

Ridley should:

- 8-19 To the extent feasible, monitor enrollment levels in the remaining parochial schools within the Township. Proactively plan for the future use of these facilities and land should additional schools close.

Eddystone should:

- 8-20 Eliminate the use of temporary trailers and build a permanent addition to the elementary school. Provide an air conditioning system for all classrooms within the school.

Funding Sources: PA Department of Education
Municipal funds

LIBRARY SERVICES

OBJECTIVE 8-4: TO ENHANCE EXISTING LIBRARY SERVICES AND FACILITIES BY IMPLEMENTING UP TO DATE TECHNOLOGY AND PROVIDING ADDITIONAL LIBRARY SPACE TO ENHANCE CAPACITY AND PROVIDE MORE ROOM FOR ACTIVITIES.

All public libraries in Delaware County are apart of the Delaware County Library System (DCLS). The DCLS is a federated system comprised of 26 libraries throughout the County. It maintains an online catalog of over 1.2 million books and other materials and has rotating collections of DVDs, videocassettes, and books on CD. The DCLS also offers programs for toddlers, children and young adults and outreach services for older adults. Through the DCLS, patrons can take advantage of the inter-library loan program with a linked card catalogue system. This makes the entire County collection accessible to residents, usually within 48 hours. Another benefit of the inter-library loan program is that it eliminates the need for extensive storage areas to house a complete literary collection. There is presently one library located in Ridley Township; there are no library facilities in Eddystone Borough.

Ridley Township Public Library

The Women's Club of Ridley Township founded the library in 1957 and from 1957-1960 it operated out of Woodlyn School. In 1962, it reopened in a small room of the new municipal building. In 1968, ground was broken for a new building that would adjoin the municipal building. The facility opened in September of 1971 and was dedicated on December 21, 1971.

This 7,200 square foot building, which spans 2 floors, is part of the Delaware County Library System (DCLS) and is currently located in the Township Municipal Building. There are currently 9 full-time staff members and 16 part time staff. The facility is opened 66.5 hours a week, including Sundays, except in the summer when the hours are reduced. The facility currently has 7 computers that are equipped for internet usage and 6 computers that are for the sole purpose of word processing. The library is currently implementing fiber optic cables to improve service through enhanced technology. Some of the programs the library offers include, but are not limited to book discussions for children and adults, SAT prep programs, guest speakers, PC training and other classes, and community entertainment such as children's magic shows, and a Christmas tree lighting. The library wants to implement more programs but is unable to do so due to limited space and lack of funding.

The library covers two levels in the building but as identified through an interview with the Director, space is still an issue. Specifically, the Director noted that additional space is needed for a meeting room, an expanded selection of books, and a space for teens and youth who are interested in what the library has to offer. In addition, the library would benefit from additional computers for public use as only seven currently have internet access. Other shortcomings of note as identified through the DCPD interview include the need for a part time librarian and a direct staircase from the lower to upper-level circulation desks.

As mentioned above, Eddystone Borough does not have an existing library. However the Borough does have a history room that was part of the old Eddystone High School and which could potentially be relocated. In the event this occurs, the Borough should explore the option for allowing the existing space to become a combination community education center and historical hall. The community education center could provide for an electronic library system utilizing personal computers and a sitting area supporting service for residents. The historical hall could maintain Borough historical documents and memorabilia. Additionally, as mentioned in the Emergency Services section above, should the EPD and/or EFD be relocated, vacant space within the Municipal Building could potentially be utilized.

RECOMMENDATIONS FOR LIBRARY SERVICES

Ridley should:

- 8-21 Evaluate the feasibility of expanding their current Municipal Building to provide additional space for identified needs of the public library.

Funding Sources: PA Department of Education: Office of
Commonwealth Libraries – Division of Subsidies
and Grants (four programs)

- 8-22 Install a staircase that leads from the lower level to the upper level circulation desks.

- 8-23 Obtain additional public-use computers with internet access.

- 8-24 Seek funding for a part-time librarian.

Eddystone should:

- 8-25 Consider the feasibility of future expansion and relocation of the old Eddystone High School History Room, which could serve as a community education center and historical hall.

Funding Sources: PA Department of Education: Office of
Commonwealth Libraries – Division of
Subsidies and Grants (four programs)

- 8-26 Consider utilizing vacant space for library services within the Municipal Building in the event the EFD and/or EPD are relocated.

UTILITIES

OBJECTIVE 8-5: TO ENSURE CONTINUED AVAILABILITY OF NECESSARY PUBLIC FACILITIES AND SERVICES INCLUDING SEWAGE TREATMENT, WATER SUPPLY AND SOLID WASTE DISPOSAL.

Sanitary Sewers – Act 537 Planning

Ridley Township and Eddystone Borough both have complete sewer networks with no on-lot systems. Ridley's system is approximately 10-70 years old with the majority of the system being approximately 40 years old. However, portions of the sanitary collection system in Ridley Township date back more than 60 years. This system was historically constructed of terracotta and concrete, but has been replaced with more modern materials as repairs have been made. Problems characteristic of aging conveyance systems such as blockages caused by roots, pipe failures and overloads caused by inflow and infiltration

have arisen in the Township. Eddystone Borough's sewage infrastructure is much older than Ridley's with much of the piping in Eddystone being 80 years or older. The pipes are comprised of terracotta and have significant inflow and infiltration problems due to their age, especially at connections. Infrastructure repairs and upgrades in both Municipalities will be required.

Three sewage conveyance authorities serve Ridley Township: the Central Delaware County Authority (CDCA), the Muckinipates Authority, and the Delaware County Regional Water Quality Control Authority (DELCORA). Flows from CDCA and DELCORA go directly to a DELCORA interceptor that conveys the flow to the DELCORA Western Regional Treatment Plant (WRTP) in Chester. In times of excess runoff, the CDCA flow can be partially diverted to the City of Philadelphia's Southwest Water Pollution Control Plant (PSWPCP). The Muckinipates Authority, which conveys its flows to the PSWPCP via a DELCORA interceptor, serves the portion of the Township east of the Borough of Rutledge. Eddystone Borough is a member of the DELCORA Western Service Area/Western Regional Drainage District, directing its flows to the DELCORA WRTP in the City of Chester.

Ridley and Eddystone currently recognize the County's *Act 537 Sewage Facilities Plan: Eastern Plan of Study (2002)* as their official municipal Act 537 plan. The document offers recommendations to the municipalities (i.e., Ridley and Eddystone) whose sewage flows to DELCORA facilities regarding the repair and maintenance of each of the collection systems. Through adoption of the sewage facilities plan, the municipalities are committed to undertaking the actions required to maintain the system in good working order, including implementing five-year corrective action plans as necessary.

Residential customers in Ridley Township are charged an amount set forth by the Annual Budget Ordinance adopted by the Township. A residential customer is defined as a dwelling or structure that does not have more than six units. All other customers are charged a sewer rental fee and water usage fees. Eddystone's residential sewer bills are included as a flat fee with their annual real estate tax bills. Nonresidential sewage bills are determined by water usage.

Water and Fire Hydrant Service

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

Aqua PA provides water for fire hydrant service to the municipalities. Ridley Township and Eddystone Borough pay a rental fee charged by Aqua PA of \$75.75 quarterly per hydrant. Hydrant flows are not metered and there is no limit to their usage for fire protection demands. Table 8-2 highlights the high cost of providing this essential fire protection tool.

**TABLE 8-2
FIRE HYDRANT ASSOCIATED COSTS**

	Ridley Township	Eddystone Borough
Total Hydrants	316	43
Quarterly Rental Fee/Hydrant	\$75.75	\$75.75
Annual Rental Fee/Hydrant	\$303.00	\$303.00
Quarterly Expense	\$23,937.00	\$3,257.25
Annual Expense	\$95,748.00	\$13,029.00

Source: Ridley Township and Eddystone Borough

Solid Waste Management and Recycling

The Ridley Township and Eddystone Borough public works departments provide curbside collection of residential solid waste. Residential bulk waste is collected on specified dates while commercial waste collection must be privately contracted. All residential and commercial waste is taken to a County transfer station for subsequent transport to the Covanta “energy from waste” plant in the City of Chester, where it is used to produce electricity. The residual ash from the plant is subsequently transported to the County-owned landfill in Berks County.

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

PA Act 101 (Municipal Waste Planning, Recycling, and Waste Reduction Act of 1988) requires municipalities with a population of over 5,000 to implement a source separation and collection program. As such, Ridley Township (pop. 30,971) has a curbside collection program. The Township collects aluminum, green and clear glass, and newspaper curbside on a weekly basis, utilizing municipal employees for pick-up. Eddystone Borough does not have a curbside recycling program and is not required to provide it due to its population being under 5,000. Both municipalities have a program in place for periodic curbside collection of yard waste (leaves and grass clippings). Yard waste picked up by public works crews in Ridley is delivered to the County transfer station in Chester Township for composting while in Eddystone, municipal crews collect yard waste where it is then composted in the municipality and then made available free of charge to residents. Both Ridley and Eddystone also participate in the County Igloo Recycling Program, which places igloos in the community for residents to drop off their recyclables. The locations and items collected in these igloos can be found in Table 8-3:

**TABLE 8-3
RECYCLING IGLOO LOCATIONS**

Municipality	Igloo Location		Items Collected
Ridley Township	Milmont Fire Company	Belmont & Forest Avenue	Brown Glass
Eddystone Borough	Eddystone Pump Station	8th & Eddystone Avenue	Brown, Clear, Green Glass

Source: Delaware County Solid Waste Authority, 2006.

DCSWA reports that for 2006, the municipalities collectively delivered 20,322.24 tons of solid waste to the County's transfer station and recycled 6,104.48 tons. Table 8-4 below highlights the 2006 solid waste and recycling tonnages as well as recycling rate for the two municipalities.

**TABLE 8-4
SOLID WASTE AND RECYCLING, 2006**

	Ridley Township	Eddystone Borough
Total Municipal Solid Waste (trash)	19,024.24	1,298.00
Total Recycling*	3,387.98	2,716.50
Total MSW + Recycling	22,412.22	4,014.50
Recycling Rate	15 percent	68 percent
*Includes residential, commercial, and industrial		

Source: U.S. Census Bureau, DCSWA, Ridley Township and Eddystone Borough

RECOMMENDATIONS

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

The Township and Borough should:

- 8-27 Continue to conduct Infiltration and Inflow (I&I) studies to identify deficiencies in the municipal sewage collection system, and implement corrective action to ensure measures are undertaken to keep the system in good order.

Funding Source: CDBG
PENNVEST
Technical Assistance: PA DEP
DELCORA

- 8-28 Work with the County Recycling Coordinator to ensure that ample opportunities for recycling are available to the public. Each municipality should consider the possibility of creating new igloo drop-off locations and/or study the feasibility of expanding curbside programs for the collection of a wider range of products.

Technical Assistance: Delaware County Solid Waste Authority

Eddystone should:

- 8-29 Discuss with DELCORA options for routing Eddystone effluent from its pump station located on Eddystone Avenue to the Forced Main which transverses Route 291 as opposed to utilizing the aging Chester intercept connection.
- 8-30 Perform a study in order to develop a program identifying which portions of the aging sanitary sewer system require repairs such as aging pipe liners, manhole improvements, and complete pipe replacement, etc. These modifications would also support the system by preventing ground and stormwater infiltration issues.

Funding Source: CDBG
PENNVEST
Technical Assistance: PA DEP
DELCORA

- 8-31 Consider imposing a trash collection fee to landlords of rental units to assist with the rising costs of refuse collection and disposal.

CHAPTER 9

PARKS, RECREATION, AND OPEN SPACE

Open space can take many forms ranging from a public recreation area to a golf course, cemetery, or even a private natural area. It provides psychological, social, economic, and ecological benefits that relate directly to quality of life in a community. It is important that the participants in this study, Ridley Township and Eddystone Borough maximize the effective use of existing recreational land in order to preserve and enhance the livability of the Area. Making these areas accessible to pedestrians using the sidewalk network or greenway trails is essential. It would be useful for the Township and Borough to consider alternative methods for parkland acquisition besides purchasing property such as conservation or access easements.

GOAL:	TO PROVIDE QUALITY PARKS AND RECREATIONAL FACILITIES WHICH MEET THE NEEDS OF ALL RIDLEY AND EDDYSTONE RESIDENTS TO PRESERVE THE REMAINING NATURAL OPEN SPACE AREAS OF THE TOWNSHIP AND BOROUGH.
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PARKS, RECREATION AND OPEN SPACE FACILITIES

OBJECTIVE 9-1: TO PROVIDE WELL MAINTAINED MUNICIPAL RECREATIONAL FACILITIES IN THE FORM OF SMALLER NEIGHBORHOOD AND LARGER-SCALE COMMUNITY PARKS AND OTHER RECREATIONAL AND OPEN SPACE AMENITIES AS DEEMED APPROPRIATE

Being largely built-out suburban communities, Ridley Township and Eddystone Borough are fortunate to have a good supply of athletic fields, playgrounds, and school parks. Several limited natural areas such as stream valley parks are also present. Except for a few limited locations in Ridley Township, most neighborhoods have a park within a ten-minute walk when using the sidewalk network. Much of the undeveloped land area that could be used for future parks and open space uses is held in private, institutional, or industrial ownership.

Parkland Acreage and Numerical Standards

Measuring current parkland acreage against numerical regional standards is one cursory way of determining whether recreational needs are being met. The Delaware Valley Regional Planning Commission (DVRPC) method borrows from past National Recreation and Park Association (NRPA) guidelines that specify acreage standards based on population. NRPA's current approach does not stipulate numerical standards, but rather advocates a more systematic approach that takes into account unique needs, demographics, desires, and resources in a community.

Using DVRPC's method, Ridley falls into the population density category of 5,000-9,999 persons per square mile. The local standard for this category is 6.0 acres of parkland or recreational open space per 1,000 of population. Eddystone is in the 500-4,999 persons per square mile category where the standard is 8.0 acres per 1000 population. Based on this approach Ridley Township-owned parks and open space acreage falls below the standard; however, the Township has long-term leases for two County parks - Leedom Estates Park and Ridley Township Municipal Park - bringing its acreage above required minimum (see Table 9-1). Eddystone Borough falls below the DVRPC standard by 12.2 acres. However, the main parks in Eddystone are within walking distance of all residences in the Borough and the planned acquisition of riverfront open space and the development of a park at the mouth of the Ridley Creek could bring Eddystone into compliance with the DVRPC acreage standards.

The DVRPC numerical standard provides only a rough indication of the conditions in the Municipalities and does not reflect additional usable open land and recreation areas belonging to school districts, swim clubs, YMCAs, or other private owners that might be available at certain times to the public.

**TABLE 9-1
REGIONAL NUMERICAL STANDARDS FOR PARKS AND
RECREATION AREAS, 2007**

	Ridley	Eddystone
Area in Square Miles	5.3	1.5
2000 Population	30,791	2,442
2000 Density (pop/sq. mi.)	5,842.7	1,628.0
DVRPC Local (Municipal) Standards (acres)*	184.8	19.5
Municipal Parks acreages	106.4	7.3
DVRPC Local Deficit/Surplus	-78.3	-12.2
Additional County Parks Acreages	7.0	0.0
School District "park" Acreages	80.0	0.8

Source: DCPD
DVRPC

* Includes County parkland formally leased to the Township

Existing Parks and Open Space Facilities

Ridley and Eddystone each own and maintain a number of passive and active parks and tracts of open space. There are a variety of open space types within the Area including athletic fields, playgrounds, natural areas such linear stream valley parks, and combinations thereof. While most of these facilities are municipally owned open space, park, and recreation, needs are also being met through the use of school district owned playgrounds, and ballfields and basketball courts. As mentioned above, there are a number of privately owned open space and recreation facilities within each Municipality.

Map 9-1 and Tables 9-2, and 9-3 show public parks and recreational areas within the plan area. Below is a brief discussion of the larger municipally owned parks and open space facilities in the Township and Borough.

Ridley Township Parks

Ridley Township presently has a total of approximately 193.5 acres of municipal and school district owned parks and open space. Approximately 83 acres are owned by the Township, approximately 23 acres are leased to the Township from the County, 80 acres are owned by the Ridley School District, and seven acres are owned by Delaware County.

TABLE 9-2
RIDLEY TOWNSHIP
PUBLIC OPEN SPACE AND OUTDOOR RECREATION FACILITIES, 2007

Owner	Name	Location	Acres	Facilities
Ridley Township	6th Avenue Playground	6th Avenue	1.4	Playground, stream
	Balignac Park	Balignac Avenue	0.4	Small playground
	Bissinger Park	Behind Ridley Brook Apartments	3.3	Baseball/softball field
	Black Rock Park	Michigan Avenue and Black Rock Road	17.4	Softball fields, playground, basketball nets, concession building, wooded area, unmarked hiking path, stream
	Bullens Lane Open Space Tract	Bullens Lane and Old Bullens Lane	1.2	Wooded open space, unmarked hiking paths
	Clark Avenue Park	Sixth, Edgewood, & Gilmore Avenues	0.5	Shade Trees, benches
	Father Nall Field	MacDade Boulevard and N. Morris Avenue	3.3	Baseball field, small playground
	Franklin Field & Maplewood Park	Whitney Road, between Secane and Franklin Roads	1.6	Baseball field, playground
	Hutchinson Park	Southwest corner of Grand Avenue and Hutchinson Terrace	0.8	Wooded playground, stream
	Georgetown Park	Behind homes on Georgetown Road and Michigan Avenue	1.7	Undeveloped wooded open space, inaccessible from street
	Mann Park	Fourth and Sutton Avenues	7.3	Soccer field, baseball field, equipment garage, stream, picnic table
	Moore's Lake Park	Lakeview Drive	14.3	Soccer fields, pavilion, basketball court, stream, playground

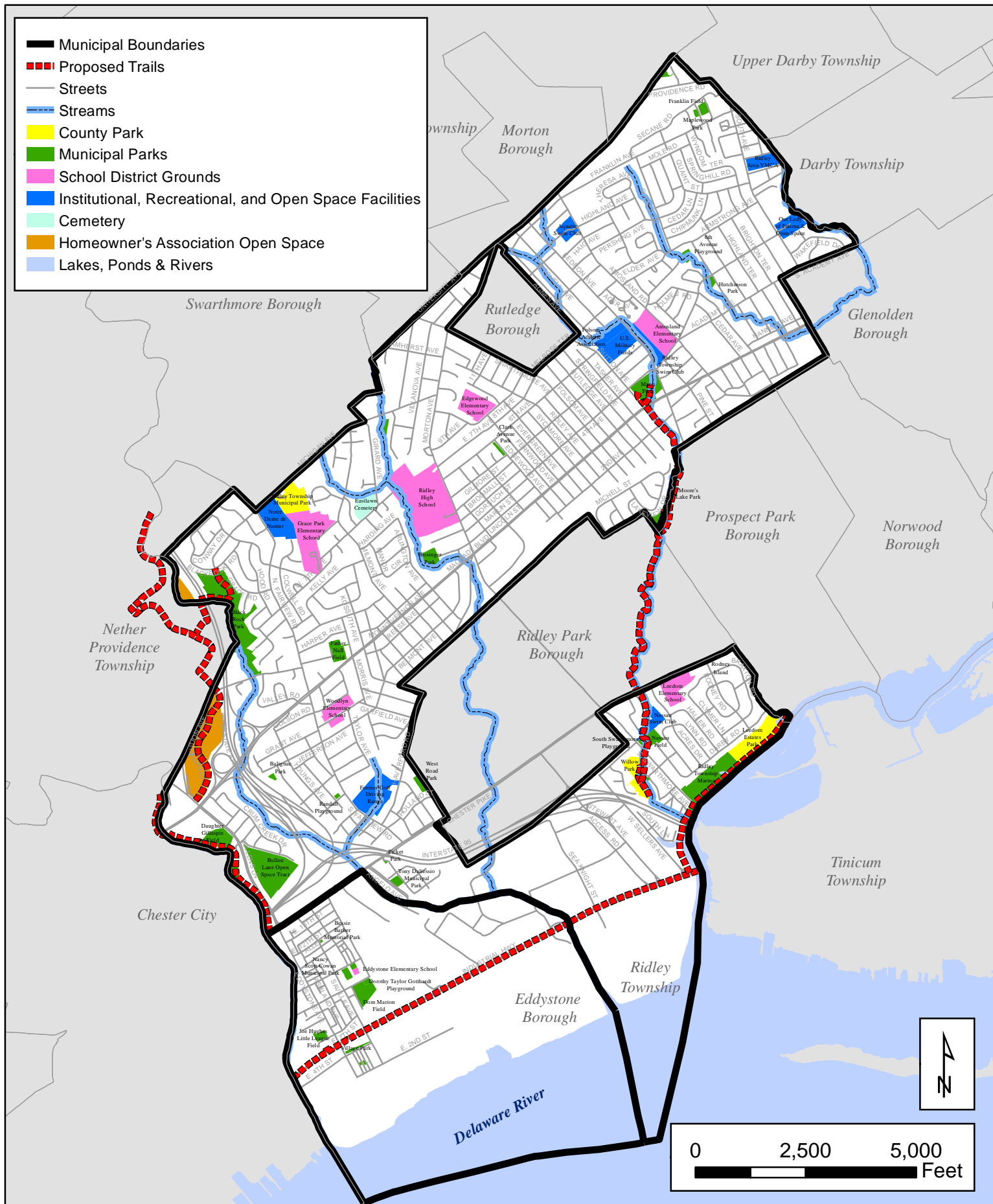
TABLE 9-2 (Continued)

	Nassau Field	Swarthmore Avenue next to Nassau Swim Club	2.2	Softball field (outfield owned by Township, Nassau Swim Club owns remainder)
	Picket Park	Smiley Street	0.1	Gazebo
	Randall Playground	Randall and Sherman Avenues	0.3	4 playground structures
	Ridley Township Marina	Swarthmore Avenue at Darby Creek	14.9	Marina with piers and boat launch
	Rodney Island	Rodney Road at Chester Pike median	0.1	Traffic Island mini-park, trees, ornamental green space
	South Swarthmore Avenue Playgrounds	Swarthmore Avenue next to Nassau Swim Club	0.4	One older playground and one new playground, stream
	Stewart Place Open Space	Stewart Place	0.8	Undeveloped common open space, inaccessible from street
	Tony Daliessio Park	Smiley Street	1.0	Playground, lawn, paved area
	West Road Park	West Road & Gilbert Street	1.7	Playground, ballfield lawn area
	Dougherty Gillespie Field	Bullens Lane & Ridley Creek	8.4	Softball field, roller hockey rink, artificial turf soccer field
Delaware County	Ridley Township Municipal Park (township lease)	Michigan Avenue	8.6	Wooded area, football and soccer field, playground, fitness trail, parking lot
	Leedom Estates Park (township lease)	South side of Darby Road on Darby Creek	14.9	Baseball field, community center, firehouse, scout cabin
	Willow Park	Ladomus Avenue and Taylor Drive	7.0	Open space, softball field, wooded space, stream
Ridley School District	Ridley High School	Morton Avenue	35.9	Athletic fields, stream
	Amosland Elementary School	Amosland Road	9.1	3 baseball fields, soccer field, large playground, concession building
	Edgewood Elementary School	Eighth & Edgewood Avenues	6.6	Playground, softball/soccer field
	Grace Park Elementary School	Seventh and Woodland Avenues	16.3	Playgrounds, multi-purpose athletic field, softball field, wooded area
	Leedom Elementary School	Chester Pike, between Acres Drive and Rodney Road	7.8	Playground, multi-purpose field
	Woodlyn Elementary School	School Lane & Colson Road	4.2	Playgrounds, multi-purpose athletic fields, softball field

Source: DCPD

Balignac Park (mini-park)

This park is located on Balignac Avenue, across the street from a church and adjacent to the Interstate 476 right-of-way. It contains a small tot lot with chain link fences on which either side are mowed lawn areas.



Most of the playground equipment appears old, but usable. There is a newer bench and a few nice shade trees, although more shade could benefit the park. A Buckeye pipeline is marked through the park area.

Bissinger Park (neighborhood park)

A large baseball/softball field comprises Bissinger Park, which is accessible only by the driveway of the Ridley Brook Apartments off of Morton Avenue. There is no designated infield, base paths, or outfield, only a backstop and decaying benches. The park has its own parking lot on one side and is bounded by a curve in Little Crum Creek on two other sides. A few private properties separate the park from the upstream Ridley High School. Former playground apparatus appears to have been removed, along with the two basketball nets and backboards (poles remain).

Black Rock Park (neighborhood park)

The Swarthmorewood Softball Association utilizes Black Rock Park, which is located at the west end of Michigan Avenue along Crum Creek, adjoining an elevated section of Interstate 476. The park contains two baseball/softball fields with dugouts, field lighting, a practice field, and a playground with a slide, swings, play equipment, and monkey bars. The site also features a stone concession building and a parking lot with basketball hoops. Behind the southern ballfield is the edge of a woodland area that can be accessed by a sewer right-of-way trail that parallels Crum Creek.



(Ballfield at Black Rock Park)

Bullens Lane Open Space Tract (passive parkland/potential neighborhood park)

This is a tract of triangular wooded open space located between Bullens Lane and Old Bullens Lane. The land was once a gneiss quarry that was subsequently flooded and used as a landfill. A thick wooded area grown on the site made up of invasive plant species and trees adaptable to poor soils. The southeastern end of the site adjoins a powerline right-of-way, and to the south is a freight rail line. Because of its history, the site may qualify as a brownfield. In the recent past, the site was proposed for residential development. Widener University has also inquired about using the site for new recreation facilities. Ridley acquired the site by way of eminent domain using federal CDBG funds and a state grant for passive recreation use. A park master plan, incorporating the results of a hazardous waste assessment, should be prepared for this site.

Clark Avenue Park (mini-park)

This small passive neighborhood park is a level site covered by scattered tall oak trees, providing ample shade. Benches at the street face inward to the park. Adjacent homes all have their own fences at the park some that block the view into the backyards, and some that do not.

Dougherty Gillespie Field (neighborhood park/school park)



(Dougherty Gillespie Field, Ridley Township)

Formerly known as Derwood Park, Dougherty Gillespie Field is separated into northern and southern portions by slopes and woodland. The northern portion includes the “Widener University -- Ridley Township Softball Facility,” which is maintained by Widener University. The facility has outfield fences, dugouts, field lighting, spectator seating, and an announcer’s booth. Next to the field is an open-air roller hockey rink. Access is from a driveway off Bullens Lane to a paved area for parking.

The southern section of the park contains Edith R. Dixon Field, an artificial turf soccer facility that is also

maintained and used by Widener University. It is accessible from both a gated entry at Bullens Lane and a bridge near Widener's Bernard Lee Schwartz Physical Education Center. There is parking available at the Center, next to the park, and at an auxiliary grass lot near Bullens Lane. It may be possible to develop a walking path through the woods, traversing the slope between the two sections of the park.

Father Nall Field (neighborhood park)

This baseball field is very well maintained with dugouts, a scoreboard, auxiliary field with backstop, tot lot (two swings and a climbing structure), a service building, and one basketball net on a small asphalt surface. The fence separating the parking area is hung with business sponsorship signs.

Franklin Field and Maplewood Park (neighborhood park)

The Kedron baseball/softball league utilizes Franklin Field, which is well groomed with fences, spectator stands, and a concession building. At time of viewing, dugouts appeared to be undergoing reconstruction. Across the road is Maplewood Park, a playground for small children with swings, slides, climbing structures, an old carousel, and benches among woodchip-surfaced areas. Two large old trees are located in the rear, but provide little shade.

Mann Park (neighborhood park)

The Stony Creek greenway runs through Mann Park at a particularly free-flowing section of stream where big shade trees provide valuable fish habitat. The stream bank on one side contains invasive Japanese knotweed and concrete and gravel appears to have been dumped near the stream in the past. The athletic facilities are comprised of two baseball fields with backstops and stone dugouts and a big field for soccer and football. There is also a garage for the Ridley United Soccer Club. There is only one picnic table, which is near the stream.

Moore's Lake Park (neighborhood park)

Moore's Lake Park was originally developed as a result of a cooperative study between the three municipalities of Ridley Township, Ridley Park Borough, and Prospect Park Borough. Most of the land is in Prospect Park, though residents of neighborhoods in all three municipalities are close enough to walk to the facility. Today, Ridley Township and Prospect Park both contribute funding and resources for maintenance. The park serves as a section of the Stony Creek greenway. At 13th Street there is a dam and spillway that created a man-made lake. The lake was once larger, but it is now filled with sediment. It is walled and enclosed by a safety fence and railing at the street. The surrounding areas that directly border the stream are overwhelmed with invasive plant species such as Japanese knotweed.



(Footbridge from Edge of Moore's Lake Park at 13th Street)

Ridley Township's Lakeview Drive neighborhood is adjacent to the park, and separated from the rest of the Township by railroad tracks. A tot lot exists between a wooden pedestrian bridge and abutments for a former second bridge. If the second bridge were replaced, it would provide a more direct connection into the main section of the park than the first bridge, which leads to a sidewalk at 13th Street. Facilities on the Prospect Park side include soccer and baseball fields, fenced basketball courts, a pavilion structure in fair condition, footpaths, and a section of recently-planted trees.

Nassau Field and South Swarthmore Avenue Tot Lots (neighborhood park)

Ridley Township has two tot lots adjacent to the Nassau Swim Club. A new playground near the swim club's entrance contains modern play equipment with slides, climbing structures, and benches enclosed within fences and retaining walls. An older playground on the opposite side of the Stony Creek includes picnic tables, swings, seesaws, and a slide and is separated from the channelized creek by a fence. The

Township also owns the outer portion of the swim club's softball fields although the swim club maintains the field.

Pickett Park (mini-park)

A gazebo sits on this small passive mini-park on Smiley Street. There are plans to install pathways.

Randall Playground (mini-park)

This is a small mini-park playground at Randall and Sherman Avenues. It contains four playground structures.

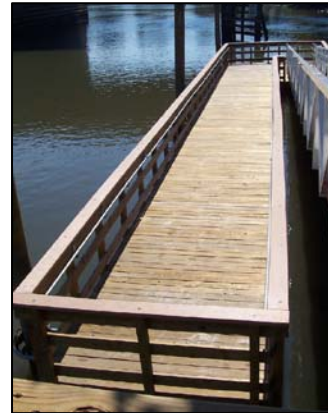
Ridley Township Marina (community park)

Located on Darby Creek, the Marina is a major amenity in Ridley Township. It is one of the few public boat launches in Delaware County, and therefore serves the larger surrounding area. Much of the land area is used for facilities to store and launch boats. Another activity enjoyed at the marina is fishing from the newly installed fishing pier.

A restaurant and community center are also located near the water's edge on the Marina property. Dense vegetation divides the Marina property from the adjacent Leedom Estates Park to the east. A waterfront trail connecting the two parks is in the Township's long-term vision.



(Ridley Township Municipal Marina Dock)



(Marina fishing pier)

The Ridley Township Municipal Marina Project

Ridley Township bought the 14-acre Morrow's Marina from its former owner in 2002, for \$1.5 million in order to prevent the open space from being developed. Of that cost, \$400,000 was provided by a Growing Greener grant from the state, while the remainder was from a Township bond issue.

Once the property was in Township ownership, a project began to expand the Marina by purchasing some of the smaller adjacent parcels, and to rehabilitate and rebuild many of the marina facilities. Three adjacent properties including the Belk Marina and the former Rookie's River Room were purchased, increasing the open space area to 17 acres. Rookie's, renamed Water's Edge, was turned into a rental facility for small parties. The development of the marina was a major project proposal detailed in the *Delaware County Revitalization Action Plan, Planning Area 3* (2003). As listed in the Action Plan, a master plan was needed before any major developments could be made.

The facilities were in poor condition, as the marina was not well maintained under its previous ownership, and had problems with illegal dumping. The Township received a number of grants from various sources, including Coastal Zone, Pennsylvania Department of Conservation and Natural Resources (DCNR),

Delaware County Revitalization, PECO Green Region, Pennsylvania Department of Community and Economic Development (DCED), and Township money to fund the development and implementation of the marina master plan project. Renovating the Marina cost \$1.7 million. In addition to installing new docks and fishing piers, the project also added shore power, dual ramps, and a service dock with a pump-out station.

The next phase of the project is to improve access to the Marina. Officials would prefer an alternate route, since increased boater traffic has become disturbing to the residential area along S. Swarthmore Avenue. The Township is pursuing access via a driveway from Sellers Avenue under the I-95 bridge across Darby Creek.

The Marina is administered by the Ridley Township Municipal Marina Authority, which consists of five appointed members serving staggered five-year terms, and two municipal staff, the Township Engineer and Parks Director.

The Ridley Business Association has also been an influential player in the Marina's development, as the local business leaders are invested in the Township and economic growth that the Marina brings in.

Tony Daliessio Park (mini-park)

Formerly known as Smiley Street Park, this mini-park includes a tot lot playground, lawn, and a paved area. In the rear among shade trees is a fence separating the park from Angelo Avenue and the Baldwin industrial complex.

6th Avenue Park (mini-park)

A path at the east end of 6th Avenue leads to a densely wooded lot with a playground. The park includes the Shipley Branch tributary of Muckinipates Creek, and is surrounded on all sides by backyards. A footbridge joins the two halves of the park, with most of the playground equipment on the 6th Avenue side. Included are swings and two spring riders. On the far side there is a seesaw fulcrum bar without the seesaw. The park generally appears neglected and in poor condition.

Hutchinson Park (mini-park)

This street corner mini-park on Shipley Run includes playground structures, a picnic table, a paved area, and shade trees.

West Road Park (mini-park)

This neighborhood park on West Street serves residents of Ridley Township and Ridley Park Borough. The park contains two separate tot lots defined by wooden borders and mulch, and a backstopped field. The park could use shade trees for its tot lots and more benches. Some of the playground equipment appears broken and dangerous.

Eddystone Borough Parks

Eddystone Borough presently contains a total of 8.1 acres of Borough and school-owned parks and open space, of which approximately 7.3 acres are owned by the Borough and 0.8 acres by the Ridley School District.

Dom Marion Field and Dorothy Taylor Gotthardt Playground (neighborhood park)



(Dom Marion Field with Dorothy Taylor Gotthardt Playground in the background)

The Lighthouse Hall community center is located at this park facility on 9th Street. Inside Lighthouse Hall is a gym that is used for various recreational functions such as basketball, bingo, and dances. On the east side of the building is the Gotthardt Playground, a tot lot with equipment in very good condition. On the west side is a sitting area and ornamental garden plaza with benches and a clock. A majority of the site's area however, is made up of Dom Marion Field, which includes a running track, fields for softball or baseball, and a smaller field for tee ball. Adjacent to this park is a small building owned by St. James Catholic High School, and the Amtrak/SEPTA Wilmington-Newark right-of-way.

TABLE 9-3
EDDYSTONE BOROUGH
PUBLIC OPEN SPACE AND OUTDOOR RECREATION FACILITIES, 2007

Owner	Name	Location	Acres	Facilities
Eddystone Borough	Bessie Barber Memorial Park	Saville Avenue & 12th Street	0.1	Ornamental garden, monument, flags
	Dom Marion Field and Dorothy Taylor Gotthardt Playground	9th Street west of Saville Avenue	4.5	Running track, baseball/softball fields, spectator seating, landscaped plaza, playground, community center
	Joe Hughes Little League Field (leased)	8th Street & Eddystone Avenue	1.2	Baseball/softball field
	Nancy Scott Cowan Memorial Park	10th & Leiper Streets	0.9	Large playground, shade trees
	Village Playground	South of 4th Street between Saville & Eddystone Avenues	0.7	Small playground
Ridley School District	Eddystone Elementary School	10th & Leiper Streets	0.8	Fenced basketball courts, paved open area

Source: DCPD, 2007

Village Playground (mini-park)

The southernmost public park in Eddystone is Village Playground, located at alleys between Eddystone and Saville Avenues. The park includes a few pieces of playground equipment on mowed lawn, including swings, a slide and a tractor structure. Generally the park appears neglected and in need of improvement.

Nancy Scott Cowan Memorial Park (neighborhood park)

Next to the Eddystone Elementary school is a well-maintained, large playground facility. The park contains two sets of swings, jungle gym, monkey bars, trash receptacles, benches, and large shady maple trees. Near the park at the school are fenced basketball courts and hopscotch areas.



(Nancy Scott Cowan Memorial Park, Eddystone Borough)

Bessie Barber Memorial Park (passive mini-park)

This mini-park across the street from Borough Hall is dedicated to soldiers from Eddystone who died in various wars. There is a large monument and artillery, plaques for each conflict, flags, a time capsule, low ledge walls at the edges, a diagonal pathway, and ornamental shrubs and trees, including a large holly tree.

Joe Hughes Little League Field (neighborhood park)

This is an all-grass little league field that appears to have gotten little use. Spectator stands next to the field appear to be in poor condition. The field is leased from the Exelon Corporation, which also owns an energy substation and a vacant lot beyond the outfield fence. To the north are a Borough maintenance lot and an old sewage pump station. The park is being considered as the site for a new community center and Borough garage.

Additional Open Space and Recreation Facilities

County Parks

Ridley Township Municipal Park (formerly called Pritchard Park) and Leedom Estates Park are Delaware County-owned properties under lease agreements with Ridley Township. The Township has responsibility for all recreational facilities and maintenance at both of these parks. The original lease agreements began on April 1, 1980 for five years, continuing year-to-year afterward. Ridley Township Municipal Park's lease was subsequently amended in 1994, as a 20-year lease (expiring July 1, 2014), with the County having the right to terminate the lease every five years. Willow Park is another County-owned property maintained by the Township, but it has no formal or written agreement associated with it. The Township should involve County staff as well as the residents in local communities surrounding these parks in planning for facilities development and activities. It would also be a good idea for Township and County staff to meet and discuss the current conditions and future of these parks at least once a year.

Ridley Township Municipal Park (neighborhood park)

Once called Pritchard Park, this facility on Michigan Avenue is located adjacent to Grace Park Elementary and the Notre Dame de Lourdes parish. The park contains a fitness trail with exercise stations, a pavilion, soccer fields, a parking lot, and a playground.

Leedom Estates Park (neighborhood park)

The facilities at Leedom Estates Park include a well-kept baseball field, the Leedom Community Center, a Boy Scout cabin, and a firehouse. The park is located on the Darby Creek waterfront but the water's edge is kept out of reach by dense vegetation.

Willow Park (neighborhood park)

Willow Park is accessible by Lodomus Drive or Taylor Drive at Fairmount Road and is bounded by the Interstate 95 right-of-way and Stony Creek. Northern and southern portions of the park are separated by dense vegetation. The northern section contains a neglected softball field and a dirt pathway through the woods leading to Stony Creek and there is evidence of vandalism in the wooded section. The southern section, accessible from the cul-de-sac on Lodomus Drive, is a mowed area with younger planted trees. It is situated along the Stony Creek, between the Nassau Swim Club and the Ridley Marina. Both access points to Willow Park are unsigned and inconspicuous. The Township recently acquired a small parcel of open land off Willard Drive that straddles Stony Creek and connects to Willow Park.

Public School District Recreational Facilities

School district land requires special consideration since it is reserved for school use in the daytime during the academic year. After school and in the summer months, when not in use by school athletic teams and clubs, these properties are in many cases made available to the general public. The Ridley Township Community Center is located in the former Ridley High School building that is adjacent to the new high school. Organized groups may use outdoor school facilities in the evening by permit only.

There is an informal agreement between the Township and School District for shared use of facilities for recreation programs and school activities. Area youth athletic leagues also regularly use some of the district's fields during non-school hours and weekends. Public school district properties located in the Municipalities are shown on Map 9-1 and listed in Tables 9-2 and 9-3.

Swim Clubs and Athletic Associations

Swim clubs and athletic association owned lands make up another component of the Area's recreational facilities. The Folsom Athletic Association owns the 4.9-acre athletic fields just north of the U.S. Marine facility on Kedron Avenue. Across from Kedron Avenue is the Ridley Township Swim Club. Two other swim clubs in Ridley Township are the Aquatic Swim Club and Nassau Swim Club. The Ridley Park Swim Club in Ridley Park Borough is just over the municipal boundary at Swarthmore Avenue, and serves many residents in the Township as well. The Ridley Area YMCA on South Avenue also serves the recreational needs of many people in the Area. In addition, the Delaware County Public Housing complex in Ridley Township contains a recreation area at its center that includes a full-size outdoor basketball court, spectator seating, and hopscotch areas.

Undeveloped Private Open Land

As the Municipalities are essentially built-out, there are few undeveloped open space sites and most of the remaining open land is privately owned. This private open space serves as visual relief for the surrounding community however and has the potential to be developed according to the land use allowed by the zoning district. If either municipality desires any existing privately owned open space to remain undeveloped communication with the landowner should begin immediately. The three largest examples of privately owned open space in the Ridley-Eddystone Area are:

- A large tract of woodland within the Boeing industrial complex straddling the boundary line between the Township and Borough;

- A defunct golf driving range on South Fairview Road in Ridley; and
- The riverfront portion of the former Foamex site in Eddystone.

Ridley Township does not have any interest in preserving the driving range property. One recent development proposal for the property was withdrawn after the applicant met regulatory opposition from DEP, due to expected impacts on a small tributary of Crum Creek.

The owners of the Shipley Farm property, which straddles the border of Ridley Township and Springfield Township along the SEPTA Media-Elwyn rail line, are in talks with Natural Lands Trust regarding the placement of a conservation easement. Adjacent land owned by United Transportation Corporation is also wooded and undeveloped. Ridley officials have periodically engaged in a dialogue with the owners of the farm about the property's long-term future. Both the Township and the owners would like to see the land remain undeveloped.

There are multiple options for land preservation including, but not limited to, fee simple acquisition and conservation easements. Ridley Township can also use its mandatory open space dedication or fee-in-lieu thereof ordinance to conserve part of a development or to build funding for future park development or open space preservation.

Vacant Lots

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

RECOMMENDATIONS

The Municipalities have generally done a good job of providing parks and recreation areas to serve their neighborhoods. Considering the limited land area available for new public parks, more park usage agreements between the Municipalities and the school district would help satisfy the needs of both. The Municipalities should also pursue acquisition of strategically located vacant lots as well as maintain stream corridors for floodplain protection and visual relief and/or passive recreation.

The Township and Borough should:

- 9-1 Coordinate with the Ridley School District to prepare a multi-municipal Parks, Recreation and Open Space Plan for Ridley Township, Eddystone and Ridley Park Boroughs, (see Recommendation 9-7). As an element of this study, individual master plans for the parks in the Area should be prepared. The master plans will help determine how the parks might be improved to best serve the community, and prioritize what facilities and landscaping design to include in the future. The plan should also research the need for specialty park facilities such as skate parks and dog parks.

- Funding Programs: PA DCNR, Community Conservation Partnership Program (C2P2)
- Technical Assistance: PA DCNR, Bureau of Recreation and Conservation
PA Recreation and Park Society, RecTAP Program
- 9-2 Explore entering into more formal agreements with the Ridley School District to share recreational facilities among the Township, Borough and district to maximize the use of recreational land.
- Technical Assistance: PA DCNR, Bureau of Recreation and Conservation
PA Recreation and Park Society, RecTAP Program
- 9-3 Meet with Delaware County staff on an annual or semi-annual basis regarding recreation conditions and developments within the three parks owned by the County, but maintained by Ridley Township.
- Technical Assistance: DCPD
Delaware County Parks and Recreation

Ridley should:

- 9-4 Continue to make improvements to the Ridley Township Marina property, as detailed in the Delaware County Revitalization Action Plan (Planning Area 3) and the marina's Master Plan. This includes the expansion of Sellers Avenue to the west of the marina to create new access to the facility.
- Funding Programs: PA DCNR, C2P2
PA Coastal Zone Management Program
- Technical Assistance: PA DCNR, Bureau of Recreation and Conservation
DCPD
- 9-5 Work with the citizens living near Willow Park to develop a vision for the facility. Propose methods to involve them in local stewardship, including, but not limited to, an "adopt the park" program.
- Technical Assistance: PA DCNR, Bureau of Recreation and Conservation
DCPD
- 9-6 As part of a master plan for the Bullens Lane Open Space area, complete an environmental assessment to help determine a use for the site that is both in the best public interest and mindful of the natural environment.
- Funding Programs: PA DCNR, C2P2

- Technical Assistance: PA DEP
PA DCNR, Bureau of Recreation and Conservation
PA Recreation and Park Society, RecTAP Program
- 9-7 With Springfield Township officials, continue dialogue with the owners of the Shipley Farm property and the adjacent United Transportation Corporation in order to secure the long-term protection of this land as wooded open space.
- Technical Assistance: Natural Lands Trust (NLT)
DCPD

COMMUNITY RECREATION PROGRAMS

OBJECTIVE 9-2: TO DEVELOP AND PROVIDE A RANGE OF RECREATIONAL PROGRAMS AND ACTIVITIES DESIGNED TO MEET THE NEEDS AND INTERESTS OF RESIDENTS OF ALL AGE GROUPS.

Programming is the process by which a municipality creates opportunities for people to engage in recreational experiences. In contrast to park development and maintenance activities, often requiring financial support from a municipality's general fund, recreation programs are often self-supporting through activity fees. It is important for a municipality to coordinate activities among all of its recreation providers and to offer programs to meet the needs of residents of all ages and interests. Programming is best handled by a municipal or multi-municipal recreation board, which can also advise the governing body on the condition and adequacy of parks facilities. If there is a large demand for recreation and parks services a municipality may consider employing a recreation and parks professional. The following is a summary of the recreation programs that exist in the Municipalities as of the fall of 2007.

Ridley Township

Ridley Township has a recreation board comprised of seven volunteers appointed by the Commissioners who advise the Department of Parks and Recreation. The Township has also formed the Ridley Township Municipal Marina Authority to oversee the Marina's operation and maintenance.

The Township has an annual fall festival on the grounds of the municipal building. It includes a flea market, food court, arts and crafts, free children's rides, and entertainment. The Recreation Department provides many programs including the following:

- Baseball/softball (athletic clubs/youth groups)
- Baseball camp
- Baton twirling classes
- Basketball program
- Basketball camps
- Bus trips (Phillies, Zoo, Ice Works, etc.)
- Cheerleading camp
- Dance classes
- Family swim
- Field hockey & lacrosse camp (boys and girls)
- Health Awareness Day
- Karate classes
- Leagues and “open recreation” basketball for various age groups
- Ridley Soccer Camp
- Ski & other discount tickets
- Summer Playground Program (arts/crafts & games)
- Swimming
- Tennis camp
- Youth lacrosse

The Recreation Department also promotes and helps to organize programs and events for the public library and athletic clubs such as Nall Athletic Club, Kedron and Folsom Baseball/Softball organizations, Ridley Youth Lacrosse, and Ridley United Soccer club. Township recreation programs take place at the following facilities: Amosland Elementary, Edgewood Elementary, Black Rock Park, Father Nall Field, and the Leedom Community Center at Leedom Estates Park.

Parents that volunteer their time run most programs while referees for sporting events are hired by the individual athletic clubs. Summertime programs employ high school students and young adults as paid counselors.

Eddystone Borough

Eddystone Borough has a recreation board with nine members appointed by Borough Council, serving five-year terms. The Recreation Board coordinates youth basketball, softball, and baseball programs, the Memorial Day parade and fireworks, and the annual senior citizen luncheon. Residents can get involved in the programs by coaching and helping in the kitchen. Lighthouse Hall is used for many recreation and community programs and serves as an emergency facility.

RECOMMENDATIONS FOR COMMUNITY RECREATION PROGRAMS

The scope and success of each Ridley and Eddystone’s recreational programming is directly related to the availability of key facilities. Ridley Township presently has an extensive slate of recreation programming, a full-time recreation director, a recreation board, and a good relationship with the Ridley School District for shared use of facilities. However there is a need for additional space and a new modern community recreational facility could help meet this need. Toward this end the Township recently had a feasibility study completed for the development of a new community center at the current site of the Township Municipal Building at MacDade and Morton Avenues.

Eddystone’s community center Lighthouse Hall is a great facility for the community functions and recreation programs that currently use it but additional indoor space is

needed and desired by community leaders. Such space would provide additional facilities for more recreational activities generally and especially for senior citizens.

Officials from the Township and Borough should examine their program structure for areas in which they can improve and better serve their residents. The Municipalities should plan to meet community needs by surveying residents to find out what activities are presently desired but not provided for. Wherever possible, Ridley and Eddystone should combine their efforts either for multi-municipal programs or special events.

The Township and Borough should:

- 9-7 As part of a multi-municipal Open Space, Parks, and Recreation Plan (See recommendation 9-1) do a survey of the recreation programs provided by the Municipalities to ascertain how well the needs of the public are being satisfied. Explore further possibilities for meeting those needs and for coordination of facilities usage.

<u>Funding Programs:</u>	PA DCNR, C2P2
<u>Technical Assistance:</u>	DCPD
	PA Recreation and Park Society, RecTAP Program

- 9-8 Maintain an active appointed recreation board and continue to work with volunteer recreation associations. The municipal recreation boards should plan to meet community needs, organize to offer recreation programs, and evaluate the success of such offerings.

<u>Technical Assistance:</u>	PA DCNR, Bureau of Recreation and Conservation
	PA Recreation and Park Society, RecTAP Program
	National Recreation and Parks Association (NRPA)

Ridley should:

- 9-9 Utilize the recommendations of the Community Center feasibility study to incorporate a community recreational facility into any addition or expansion to municipal facilities currently located at MacDade and Morton Avenues.

OPEN SPACE AND RECREATION OPPORTUNITIES

OBJECTIVE 9-3: TO PURSUE OPPORTUNITIES FOR THE CONSERVATION OF REMAINING NATURAL AREAS AND OPEN SPACES IN THE TOWNSHIP AND BOROUGH AS PASSIVE PARKLAND AND GREENWAYS.

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

most identifiable active open space opportunities. Making connections with greenways and making streetscape improvements would offer both active and passive recreation opportunities.

Pocket Parks

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

Tree Canopy

It should be noted that the study area has a limited number of shade trees along the streets. Shade trees along and in the vicinity of major roads such as MacDade Boulevard and Route 291 would greatly enhance the visual quality of the Area and could be important assets to the community. Street trees help to buffer noise from passing cars, improve air quality, and beautify an area. Because of a tree’s shade and space-defining characteristics, a tree-lined street along with well-placed benches and other street furniture can sometimes provide some of the same benefits and amenities as a park.

In the past, tree plantings have caused problems for some municipalities either by growing too tall and interfering with overhead power lines, or by raising sidewalks with their roots. Choosing the right, compatible tree species for a particular site helps to avoid these issues as different species grow in various ways. Tree guides with species lists are available to help with tree selection at specific sites, including plantings along roadway corridors. One such guide is *Compatible Tree Factsheets*, by Henry D. Gerhold, Norman L. Lacasse, and Willet N. Wandell, Eds. that can be obtained from the Pennsylvania Community Forests website. [<http://www.dcnr.state.pa.us/forestry/pucfc/>]

An excellent way for a community to increase and manage its shade trees is through a shade tree commission. Shade tree commissions are formed through the adoption of an ordinance, and consist of three to five residents (it can be stipulated that each ward be represented). They can lead the way in developing planting plans and managing the trees already present within the community. A successful tree ordinance typically establishes the shade tree commission; defines enforcement duties, permits, and fees; and sets forth standards for management to insure public safety. Neither Municipality has a tree ordinance or tree commission, therefore it is recommended that they consider creating such an entity, either jointly or individually. Ridley Park Borough has a very active shade tree commission with some successful recent projects, and could be utilized for guidance.

Greenway Linking Opportunities

As defined in *Pennsylvania Greenways: An Action Plan for Creating Connections* (2001), “...a greenway is a corridor of open space. Greenways vary in scale, from narrow

ribbons of green that run through urban, suburban, and rural areas to wider corridors that incorporate diverse natural, cultural, and scenic features. They can incorporate both public and private property, and can be land or water-based.” The primary way that the Municipalities can make greenway connections is by using stream corridors. Another way is by creating pedestrian and bikeway corridors through urban areas.

Stream Corridors

Map 9-1 shows that many of the parks in Ridley and Eddystone have creeks running through them or at their boundaries. There are three large watersheds in the Study Area: Darby, Crum, and Ridley Creeks. A major tributary of Crum Creek is Little Crum Creek while the Stoney, Muckinipates, and Shipley Run Creeks are all tributaries of Darby Creek.

Privately held stream corridor properties present several opportunities for public benefit. First, the portions of stream corridors under private ownership could, if properly managed through public education, serve to protect residents from flooding and provide for visual relief in this dense urban environment. Second, the segments lying within public property or where an easement can be obtained on private property, may be utilized to create a greenway connection between parks, natural areas, community buildings, and business areas, elevating the quality of life for residents.

In the Crum and Ridley Creek Conservation Plans, proposed trail linkages are shown in the Conservation Network maps. The County’s *Greenway Plan for the Darby Creek Watershed*, currently under development, and subsequent plan for western Delaware County, will show opportunities for local greenway conservation projects within delineated segments of the Countywide greenway network. Implementing these plans will help to provide the benefits above, and also allow the communities to take part in building a regional greenways network.

East Coast Greenway

A multi-use trail, from Maine to Florida is planned to run through the Delaware River waterfront corridor in Delaware County. The East Coast Greenway (ECG) trail, when developed will not only benefit bicycle transportation, but also be a significant recreational amenity linking population centers and parkland together. Some segments may be incorporated in road right-of-ways, and others may be off-road. A feasibility study to determine the exact alignment of the trail portions in Ridley and Eddystone is currently underway. The Municipalities should use the results of the feasibility study to prioritize ECG implementation projects. More aspects of the ECG are explained in the Transportation Chapter.

Riverfront and Stream Access at Eddystone

Eddystone Borough is bounded by the Delaware River to the south and Crum and Ridley Creeks to the east and west respectively and yet there is little to no public access to those waterways within the Borough. Many residents in the Borough have long desired a way to reach the water but private ownership of land has prohibited this from happening. With the recent announcement of the departure of Foamex from Eddystone land in the

Borough abutting the Delaware River waterfront is for sale. Eddystone has begun talks with Foamex to determine the future of the site hoping to make a portion of it available for recreational use. A major recommendation in the *Delaware County Revitalization Action Plan, Planning Area 3* (2003) was to acquire and develop the riverfront portion of the site as a recreational facility. Options for dealing with access to the site were noted in that Plan.

Ridley Creek, which is located along the residential side of the Borough, is a popular spot for fishing in the Borough. Most if not all of the fishing, occurs at the 4th Street Bridge. A creekside park at or near 4th Street would make an excellent spot for fishing other passive recreational activities, and would also be a nice trailhead for the East Coast Greenway.

RECOMMENDATIONS AND OPEN SPACE OPPORTUNITIES

Presently there are some outstanding opportunities to provide additional recreational and open space amenities and resources other than active parks in the Township and Borough. The following recommendations can help to maximize the potential of these opportunities.

The Township and Borough should:

- 9-9 Review the greenway and trail recommendations for their respective municipalities within the Darby Creek, Crum Creek, and Ridley Creek Watershed Conservation Plans.

<u>Funding Programs:</u>	PA DCNR, C2P2 PA DCNR Rivers Conservation Program PECO Green Region Grant Program
<u>Technical Assistance:</u>	Chester-Ridley-Crum (CRC) Watersheds Association Darby Creek Valley Association (DCVA) DCPD

- 9-10 Adopt and implement the recommendations of the *Greenway Plan for the Darby Creek Watershed* and western Delaware County greenway plan.

<u>Funding Programs:</u>	PA DCNR, C2P2 DCNR Rivers Conservation Program
<u>Technical Assistance:</u>	DCPD DCVA CRC Watersheds Association

- 9-11 Participate in the planning of the feasibility study for the alignment of the East Coast Greenway and consider implementing the recommendations of the study when complete.

- Funding Programs: PA CZM Program
PA DCNR, C2P2
- Technical Assistance: DCPD
East Coast Greenway Alliance
PA CZM
- 9-12 Individually or jointly adopt a shade tree ordinance that includes the establishment of a shade tree commission/committee, and development of an ongoing program to increase and maintain tree cover in the Township and Borough.

- Funding Programs: PA DCNR, C2P2
Pennsylvania Community Forests Grants Program
TreeVitalize
- Technical Assistance: DCPD
Penn State Cooperative Extension
Pennsylvania Horticultural Society (PHS)
PA DCNR Bureau of Forestry

Eddystone should:

- 9-14 Continue to negotiate with Foamex and the eventual subsequent owner of the site to acquire waterfront open space on the Delaware River for the purpose of developing a public park and/or marina. Once land is secured, the Borough should develop a master plan for the property, as recommended in the *Delaware County Revitalization Action Plan, Planning Area 3* (2003).

- Funding Programs: PA DCNR, C2P2
PA CZM Program
DCNR Rivers Conservation Program
Delaware County Revitalization Program
- Technical Assistance: DCPD
PA DEP

- 9-15 Prepare a list of alternative sites along Ridley Creek for the purpose of developing a streamside park for fishing and other passive recreational activities. When the opportunity arises, acquire fee-simple or obtain easements on one or more selected parcels. This process could be part of a parks, recreation, and open space plan (see Recommendation 9-1).

- Funding Programs: PA DCNR, C2P2
DCNR Rivers Conservation Program
- Technical Assistance: DCPD

CHAPTER 10

ECONOMIC DEVELOPMENT

This chapter proposes specific goals and recommended actions to help maintain and grow the economies of Ridley Township and Eddystone Borough, and in particular for maintaining and improving the vitality of Township and Borough's main commercial corridors. While economic development and growth is primarily a private-sector activity, government policies and actions can influence private-sector decisions, particularly business location decisions that will impact Ridley and Eddystone's economic and fiscal future. The objectives and recommendations in this chapter are designed to help the Municipalities support the activities of the private sector and to encourage businesses to continue to choose the Township and Borough as places to conduct their operations.

To continue to attract additional and new types of businesses to the Township and Borough, Ridley and Eddystone should assess and then promote their unique resources and assets as well as consider strategic decisions and actions they could take that would encourage and enable additional growth and development. Based on DCPD land use and commercial corridor field surveys, a set of inherent strengths and opportunities for the Township and Borough, as well as a set of issues and constraints were identified.

Strengths and opportunities for Ridley Township and Eddystone Borough include:

- Proximity and access to regional transportation infrastructure including I-95, I-476 and major arterial roads, the SEPTA Regional Rail system and Philadelphia International Airport.
- Some large-scale corporate industrial and commercial enterprises along Route 291 that greatly benefit the municipal tax bases and have the potential to attract complementary businesses to the Corridor.
- A fairly wide range of business types, a significant number of which have been in operation for many years, from traditional retail and commercial service establishments, light and heavy industrial manufacturing and processing facilities and some professional offices and specialty retail stores.
- Location along the Delaware River waterfront, including proximity to new waterfront developments in Chester City that have the potential to introduce additional new development in Ridley and Eddystone.
- The potential for the redevelopment of a number of sites in Ridley Township that have been officially certified as blighted and the potential for new development along Route 291 in Eddystone on large vacant or underutilized parcels.

Some of the challenges and constraints facing Ridley and Eddystone include:

- The Township and Borough are older, suburban communities with limited undeveloped land. This means new business growth generally must be achieved through the reuse or redevelopment of existing, aging commercial buildings and shopping centers, or existing, vacant infill sites, all of which can lead to higher development costs than for new construction on previously undeveloped land.

- Aging commercial corridors and districts with limited space and in some cases poor appearance and aesthetics that could limit future growth and development.
- A number of environmentally contaminated sites that will be expensive and time-consuming to redevelop.
- Potential increases in traffic and congestion due to redevelopment in Chester City, ongoing expansion of the Airport and ongoing improvements to Route 291.
- Location within the new flight pattern zones of the airport that will increase overhead noise and contribute to any perceived negative aspects of living in the Township or Borough.

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

GOAL: IDENTIFY AND EVALUATE KEY EXISTING BUSINESSES, DEVELOPABLE SITES AND OTHER PHYSICAL ATTRIBUTES THAT HELP DEFINE RIDLEY AND EDDYSTONE AND SUPPORT AND PROMOTE THESE ASSETS TO INCREASE ECONOMIC DEVELOPMENT.

ECONOMIC BACKGROUND AND INDICATORS

Ridley and Eddystone are mature suburban communities located within 15 miles of Center City Philadelphia. The Township and Borough were primarily developed prior to World War II or as part of the post-war housing boom of the 1950s, 60s and 70s. Through the 1980s and 1990s and up to the present, Ridley has seen a greater amount of new development than Eddystone, in part due to its much larger size.

Over the past decade there has been some loss of population as noted previously in Chapter 2. From 1990 to 2000, Ridley Township's total population declined by -1.2 percent, a loss of over a few hundred residents. Similarly, Eddystone's population decreased -.2 percent, a loss of only 6 residents. Population estimates completed by the Delaware Valley Regional Planning Commission for 2005 show a decrease from the year 2000 of -2.6 percent in Ridley and -3.2 percent in Eddystone. Additionally, the latest projections from the Delaware Valley Regional Planning Commission (DVRPC) show a continuing trend of small population declines in both municipalities through 2035 with Ridley Township's population projected to decline by -1.0 percent and Eddystone Borough's population decreasing by -2.0 percent. Overall the projected population loss for each of the municipalities is not that substantial which is good. However the slow, incremental declines suggest the area might not be perceived as favorably in terms of housing options and amenities and quality of life offerings as it might once have been.

Ridley and Eddystone both experienced drops in their unemployment rates from 1990 to 2000, particularly in comparison to the County and the region as a whole, as shown in Table 9-1. This was a good sign for the Township and Borough because it meant more

residents retained disposable incomes which could be spent on business in the Municipalities. It is also an indicator of the health of the local economies, as it is likely at least some residents obtained or maintained employment within the Township or Borough at places such as Boeing, PECO and other large and medium industrial and commercial concerns. Unfortunately, like most of the country, state and other local jurisdictions Ridley and Eddystone have suffered substantial increases in unemployment during the severe recession of the past few years. For the month of February 2010, the unemployment rate for Ridley Township was at 9.8 percent, exceeding the County rate of 8.6 percent for the same period.

TABLE 10-1
UNEMPLOYMENT RATES, 1990 and 2000

Municipality	1990	2000	Change
Ridley	4.7%	2.6%	-2.1
Eddystone	5.6%	1.7%	-3.9
Two Municipalities Combined	5.2%	2.2%	-3
Delaware County	2.9%	3.1%	0.2
Philadelphia, PA-NJ PMSA	3.7%	3.9%	0.2

Source: US Census

In terms of new development and construction activity, the Township and Borough have fared well in the commercial sector and not as well in the residential. Proposals for new commercial construction between 2000 and 2008 show considerable variation between the two Municipalities. In terms of square feet *proposed*, Ridley Township surpassed the County municipal average of 494,874 square feet with 531,409 square feet proposed. Eddystone Borough was behind Ridley Township with 106,772 proposed square feet. However, considering Eddystone's size is one-fifth the size of Ridley Township, Eddystone Borough would be beyond the County average in terms of square footage proposed per square mile were its square footage of proposed new construction increased by a factor of five.

The Township and Borough then have fared well in terms of new commercial development. The trend appears to have continued in 2009 with the commencement of construction of the new Springhill Suites Hotel at Route 291 and Stewart and Sellers Avenues in Ridley. However, it should be noted that while a few large parcels still remain for new development within the Township and Borough opportunities of this type in the future will be limited due to the built out nature of the Municipalities.

In terms of new residential construction, the two Municipalities showed substantially different levels of activity since the beginning of this decade. From 2000 to 2008, the average number of residential units proposed for all Delaware County municipalities was 265. During this period, the number of residential units proposed from 2000-2008 in the two Municipalities fell below the municipal average, with Ridley having 193 units proposed and Eddystone not having any proposed. The continued lack of limited or no new residential development will likely curtail any future increase in the populations of the Township and Borough. The fact that Ridley had 193 units proposed and still lost

population from 2000 to 2005, with continued projected losses though the next decade or two suggests there might be reasons other than lack of housing opportunities for the slow declines. Given the fact that Ridley Township and Eddystone Borough are older municipalities that are mostly fully developed with limited available land for new development, the only way to substantially increase the number of available living units and possibly the municipal populations would be to allow new residential development at higher densities in selected locations than what is presently allowed under current zoning.

BUSINESS SURVEY

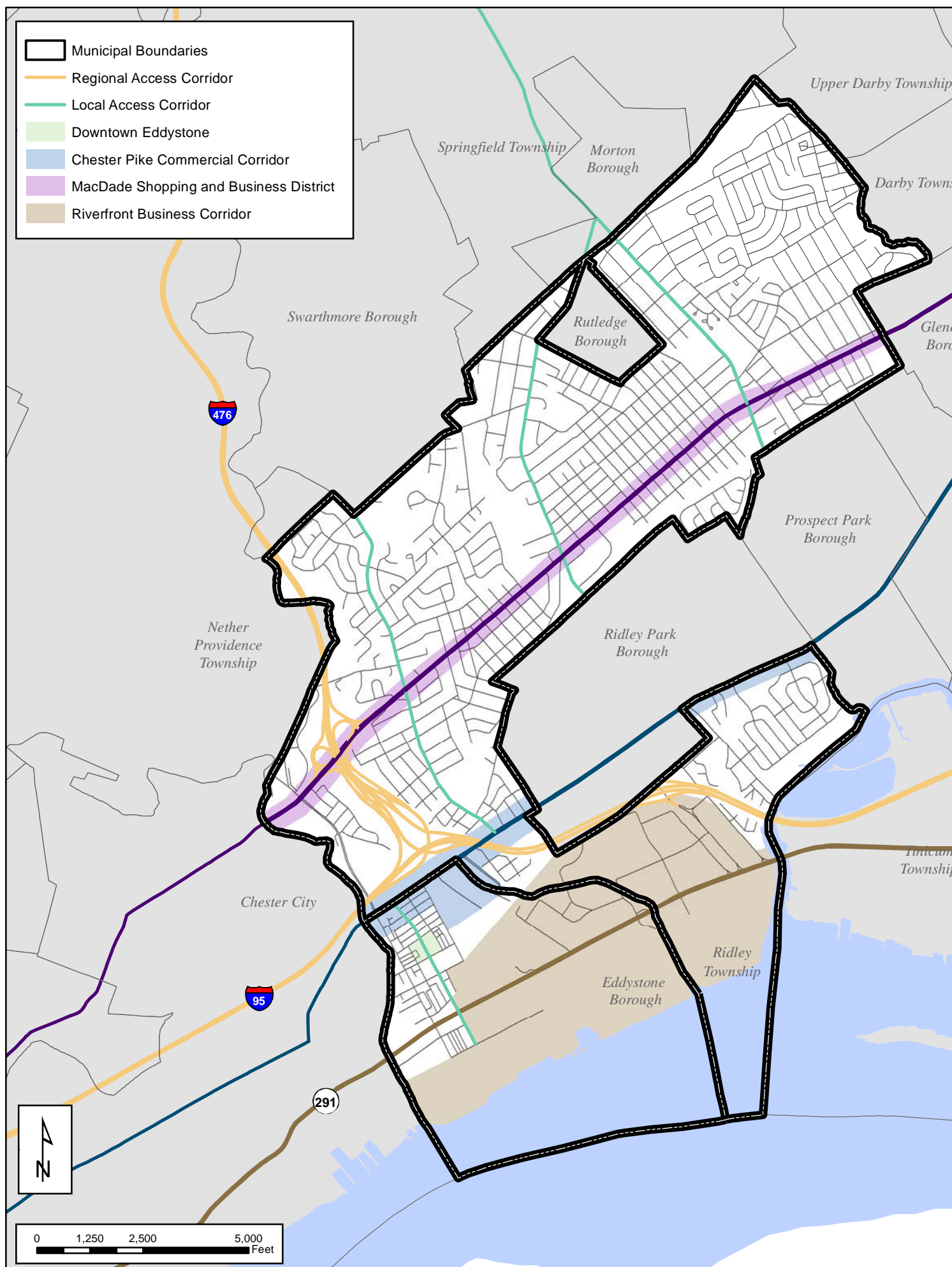
The 2002 Economic Census conducted by the U.S. Census Bureau was reviewed and a windshield survey of business establishments in the Township and Borough were conducted as part of the preparation of this chapter to develop an understanding of the economic base of the Township and Borough. In the case of Ridley, the economic census was available and was supplemented with some limited surveying of the main commercial areas while in Eddystone, economic census data was not available, so a full commercial windshield survey was conducted. Based on the economic census and the surveys and some of the strengths and weaknesses identified at the beginning of the chapter the recommendations and strategies developed at the end of this chapter were formulated.

Ridley Township

Commercial Building Stock and Development Pattern

The principal commercial and retail corridor in the Township is MacDade Boulevard, which contains the largest number and variety of businesses. These are primarily a mix of retail and commercial and personal service businesses located within strip shopping centers and stand-alone buildings constructed mostly from the 1940s through the 1970s. Map 10-1 shows the location of MacDade Boulevard and the other commercial districts within Ridley and Eddystone. Portions of Route 291 and Chester Pike also run through the Township and contain a mix of industrial and heavier commercial uses that are also important to the Township's economy. Route 291 contains the manufacturing, office and laboratory facilities of the Boeing Corporation's helicopter division, which is one of the largest employers in the County.

Although primarily composed of small-to-mid size commercial establishments, MacDade Boulevard does contain two larger commercial shopping centers: the MacDade Mall between South and Glenside Avenues and the Home Depot Shopping Center behind the Township Municipal Building. In addition, the MacDade Crossing Shopping Center at the intersection with Fairview Road is a mid-sized strip center with the potential for future expansion. The MacDade Mall has been experiencing an ongoing exodus of tenants and a decline in its physical appearance and appeal. The revitalization or redevelopment of the mall is an economically important project for Ridley Township and some of the other adjoining municipalities such as Glenolden Borough within which



approximately a third of the mall is located. The north-south arterials of Kedron Avenue (Route 420), Morton Avenue and Fairview Road also contain additional retail and commercial establishments. Light industrial uses in the Township are generally located in the vicinity of the CSX rail freight tracks in the northeast section of the Township.

The post-World War II development pattern along MacDade Boulevard and other commercial areas was based upon the prevalence of the automobile and has resulted in a proliferation of single-story buildings set back from the road with numerous surface parking lots, sizeable signage, and drive through facilities. This type of design generally does not provide the best degree of safety or functionality for pedestrians, bikers, and shoppers. While the car-based commercial trend is still the dominant development style in America, older auto-era buildings will need to evolve in order to remain competitive in the region. These buildings and their sites might need to be reconfigured and retrofitted to accommodate more modern retail and commercial uses and their appearance will need to be improved and upgraded to maintain a competitive and attractive shopping environment for consumers.

While the overall age of the Township's commercial building stock puts it at somewhat of a competitive disadvantage in attracting new businesses there is some diversity in the types of building and spaces that are available for lease or purchase by businesses interested in operating in the Township. Overall, MacDade Boulevard is successful as a subregional shopping destination as evidenced by the large number of establishments in the Corridor. What the corridor might benefit from is an improvement in its function, appearance and aesthetics.

Business Mix

Ridley Township has a business mix that has some balance between large corporate retail chains and franchises and locally or regionally owned commercial businesses. Table 10-2 shows the total number of businesses located in the Township classified according to the North American Industrial Classification System (NAICS), the primary business and industrial classification system used in the U.S., Canada and Mexico.

The three largest business categories in the Township are:

- *Retail* accounting for 21 percent of all commercial establishments
- *Accommodation and Food Services* accounting for 14 percent of all commercial establishments
- *Other Services* accounting for 14 percent of all commercial establishments

The *Retail* category includes the full range of establishments selling tangible products including general merchandise retailers, food stores and supermarkets, home and garden stores, furniture retailers, automotive dealers and others. The *Accommodations and Food Services* category includes lodging establishments and all restaurants, bars, fast food chains and other establishments that serve prepared foods. The *Other Services* category is a combination of establishments providing personal services including hair salons, nail

shops, tanning parlors and health and weight loss clubs and heavier commercial establishments such as laundry and dry cleaning stores, linen and uniform suppliers, and repair and maintenance services for automobiles, appliances and machinery. The prevalence of these three categories reflects generally what one sees on MacDade Boulevard: a mixture of small to mid-size retailers and service shops containing a healthy mix of eating establishments and along with some heavier commercial uses such as auto and equipment repair businesses.

**TABLE 10-2
RIDLEY BUSINESS CATEGORY INVENTORY**

Business Category	Number of Township Businesses	Percentage of Township Businesses
Retail	102	21%
Accommodation and Food Services	69	14%
Other Services (Repair & Maintenance, Personal & Laundry, Civic & Professional Organizations)	68	14%
Health Care & Social Assistance	58	12%
Administrative & Support Services	39	8%
Professional, Scientific & Technical Services	37	8%
Manufacturing	26	5%
Finance and Insurance*	25	5%
Real Estate and Rental and Leasing	21	4%
Wholesale	20	4%
Arts, Entertainment and Recreation	7	2%
Information	6	1%
Educational Services	5	1%
Construction	1	1%
Transportation	0	0%
Total	484	100%

Source: U.S. Census Bureau, 2002 Economic Census

* DCPD estimate - 2009

The three next highest categories are:

- *Health Care and Social Assistance* accounting for 13 percent of all commercial establishments
- *Administrative and Support Services* accounting for 9 percent of all commercial establishments
- *Professional, Scientific and Technical Services* accounting for 8 percent of all commercial establishments

The Health Care and Social Assistance and Professional, Scientific And Technical Services categories generally reflect lower impact, “cleaner” offices uses such doctors and other medical professionals and lawyers, accountants, engineers and other professional occupations. The Administrative and Support Services category includes travel agents, employment and temporary services, and collection agencies and credit bureaus among others, but also heavier commercial service providers such as janitorial and extermination services, and investigative and security service providers.

Over the past few years there has been a modest increase in new office and corporate retail construction in the Township. Some examples include the Orthopedic Rehabilitation Building and the Chik-fil-A, both on MacDade Boulevard and the Target Construction Headquarters and Professional Medical Office Building on Chester Pike across from the Eddystone Crossings Shopping Center. Additionally, construction started this past year on a new suites-style hotel and restaurant at Route 291 between Stewart and Sellers Avenues.

These developments occurred on segments of their respective roads where relatively deeper and larger lots could accommodate larger and newer office and retail buildings as well as landscaping and other street related improvements. These developments have been beneficial, as they have brought new development to the Township with a more contemporary look thereby improving the appearance of their immediate vicinities. Over time these new developments and others like them will gradually change the appearance and possibly the perception of the area and might contribute to attracting new types of businesses not presently well represented in the area, such as information and technology related businesses, arts, entertainment and recreational establishments and additional professional services.

Eddystone Borough

Commercial Building Stock & Development Pattern

The main commercial corridors in Eddystone are the Route 291 Industrial Highway, Chester Pike and Saville Avenue through Eddystone Village. Compared to Ridley, Eddystone has a higher percentage of pre-World War II buildings constructed in the 1930s and earlier. This more urban style of development occurred before the great post-war suburban boom when not as many people owned cars and relied upon walking and even horse drawn vehicles in the early twentieth century. The Saville Avenue corridor in

particular reflects this style of development with its two-lane roadway, sidewalks to accommodate pedestrians, buildings set close to the road and on-street parking. This development pattern helps slow traffic and provides an opportunity for the Borough and business owners to easily capture the attention of residents and people passing through, whether walking, biking, or driving. This overall character lends a local, small-town feel to Eddystone, a strength that should be promoted in terms of business recruitment, retention and redevelopment opportunities.

The south side of Chester Pike through the Borough also reflects some of this development type, although Chester Pike is a larger four-lane road with some buildings that can accommodate heavier commercial uses. The pike, however also contains the new larger scale suburban-style Eddystone Crossings Shopping Center that has provided new, modern facilities in which businesses can locate. The center has been quite successful achieving close to full occupancy. Behind the shopping center are the Baldwin Towers, an unusual and historic early 20th-century cross-shaped office building. Once the headquarters of the Baldwin Locomotive Company it is now leased as Class A office space although the vacancy rate is close to 50 percent.

The Eddystone portion of the Route 291 Industrial Highway contains larger industrial scale buildings suited for manufacturing, light industrial fabrication, and warehousing and distribution. Additionally, there is transportation and utility infrastructure in the form of the Penn Marine Terminals and the PECO and Liberty Electric generation plants.

The diversity in the scale of Eddystone's commercial building stock is impressive for a municipality of its size and is an asset that should help the Borough remain competitive in attracting new business. However, a good number of the Borough's commercial buildings are aging and some, particularly along portions of Chester Pike and Route 291 are not being maintained adequately in terms of condition and appearance. These buildings and the appearance of the two corridors in general are important, as the former backs up to the main residential district in the Borough and the latter is often the one impression of the Borough travelers passing through along Route 291 will have.

Business Mix

Given the size of Eddystone of approximately 1.5 square miles, the Borough has a nice mixture of businesses. Table 10-3 classifies the businesses in Eddystone according to the NAICS system as was done for Ridley in Table 10-2. The data from the table was derived from a windshield survey conducted by DCPD that covered close to the entire Borough as economic census data from 2002 was not available for the Borough.

The three highest categories of business types in the Borough - *Retail*, *Other Services* and *Accommodation and Food Services* are identical to those of Ridley and suggest a generally day-to-day product service oriented mix of businesses that are in fact present in the Borough. However the Other Services category also includes heavier commercial uses including auto and equipment repair and maintenance establishments that require monitoring and regulation to reduce their impacts. The next five highest categories are

Manufacturing, Construction, Wholesale, Transportation and Utilities all of which have higher respective percentages than in Ridley. Combined with the size of some of these facilities and relatively small geographic area of the Borough, it is easy to see where the heavy industrial character of Eddystone is derived from. The types of business the Borough seems to be lacking are generally in the professional, arts and cultural and health care industries, although given the size, location and existing character of the community it might be hard to attract these types of businesses to locate to the Borough.

**TABLE 10-3
EDDYSTONE BUSINESS CATEGORY INVENTORY**

Business Category	Number of Borough Businesses	Percentage of Borough Businesses
Retail	18	26%
Other Services (Repair & Maintenance, Personal & Laundry, Civic & Professional Organizations)	16	24%
Accommodation and Food Services	11	16%
Manufacturing	5	7%
Construction	5	7%
Wholesale	3	4%
Transportation	3	4%
Utilities	3	4%
Finance & Insurance	1	2%
Professional, Scientific & Technical Services	1	2%
Real Estate, Rental & Leasing	1	2%
Public Administration	1	2%
Arts, Entertainment & Recreation	0	0%
Educational Services	0	0%
Administrative & Support Services	0	0%
Health Care & Social Assistance	0	0%
Total	68	100%

Source: DCPD 2009

RECOMMENDATIONS

As noted, there are strengths and positive attributes to the overall economic position of Ridley and Eddystone. The questions moving forward are whether these positive positions can be maintained and also improved upon. The commercial areas of both

Ridley and Eddystone would benefit from sustained strategic and long-range planning. MacDade Boulevard and Route 291 and to a lesser extent Chester Pike and Saville Avenue need to be examined in their entirety with an eye toward the different types of approaches and actions that individually can have modest impacts but that cumulatively over time could lead to ongoing revitalization and improved economic development.

There are a variety of techniques that can be used in attempting to stimulate new economic activity in a specific area. The various approaches can generally be classified either as physical and development oriented or administrative and marketing oriented. The physical approach attempts to stimulate investment in businesses and economic activity through improvements to buildings, infrastructure or features and amenities of the natural environment. Physical improvements are often designed to enhance the image and appearance of real estate, infrastructure and the surrounding environs thereby creating a more favorable impression of an area or district and making it a more distinct and appealing location for businesses and shoppers.

In Ridley and Eddystone, these types of improvements could take the form of roadway enhancements and streetscape amenities along some of the major commercial corridors such as MacDade Boulevard and Route 291, as well as rehabilitation and improvements to poorly maintained or completely vacant commercial and industrial buildings and parcels. Upgrading the appearance and aesthetics of these corridors where needed, would demonstrate a commitment on the part of the Township and Borough to their continued vitality and could eventually attract new development and businesses to the area.

The administrative and marketing approach involves using a variety of local, state and federal programs and incentives as well as targeted promotional campaigns and programs to attract new commercial enterprises and thereby enhance local economic development. The administrative approach involves using state and local economic development tools such as the ability to designate certain areas as economic development districts or zones whereby businesses that locate within their boundaries would be eligible for tax exemptions, credits or other financial incentives. It could also involve the designation of a tax-increment financing district or a business improvement district, and the waiving of municipal permit fees and the fast tracking and streamlining of the local development review process.

To tap into potential funding sources of various types of governmental, nonprofit and private-sector programs, there would be research that needs to be done identifying potential opportunities as well as the ability to work with program managers and local government outreach officials to implement the desired strategy. The administrative approach would also involve regular communication and coordination with area businesses and property owners, communication and coordination with any existing Township or Borough business associations, and the formation of business district revitalization committees or authorities to spearhead planning efforts.

The marketing approach involves promoting a community's existing and potential resources, assets, and selling points by strategically disseminating this information

outside of its own boundaries to a wider audience, which will hopefully help stimulate interest and attract new development. This approach could be similar to the Baltimore Avenue Corridor Revitalization Project in Delaware County and West Philadelphia, where marketing and real estate profiles and brochures were created and distributed to real estate developers and brokers, chambers of commerce, various news and media outlets and trade shows and expositions.

All these approaches can be found to varying degrees in the recommendations that follow as well as in the list of funding sources and technical assistance providers.

The Township and Borough should:

- 10-1 Target MacDade Boulevard and Route 291 for major revitalization efforts. “MacDade Boulevard Commercial Revitalization” was identified as *the* top priority project for Area 3 in the recent update process for the County Revitalization Program and “Route 291 Industrial Corridor Development and Redevelopment” was cited as the second-highest priority project for the Area. Plans for physical improvements to Route 291 have been outlined in the *Route 291/13 Beautification and Greenway Plan* and the *Industrial Heritage Parkway and Greenway Landscape and Signage Guidelines*.

<u>Funding Sources:</u>	PennDOT CDBG County Revitalization Program
<u>Technical Assistance:</u>	DCPD DCED

- 10-2 Create a joint-municipal business district revitalization committee or authority possibly with the cooperation and input of the Ridley Township Business Association and any similar entity in Eddystone. This committee, in cooperation with the Township Commissioners and the Eddystone Borough Council would take the lead in planning, coordinating and implementing revitalization and improvement efforts along MacDade Boulevard, Route 291 and other commercial areas of the Township and Borough.

<u>Funding Sources:</u>	Ridley Township Business Association Township and Borough General Funds
<u>Technical Assistance:</u>	DCPD

- 10-3 Pursue funding for the planning and development of coordinated streetscaping improvements along MacDade Boulevard and portions of Chester Pike and Saville Avenue. The provision of new sidewalks, paving, street trees and buffer plantings, and coordinated furnishings such as benches, trash receptacles and lighting would create a more welcoming environment for these corridors and help attract additional shoppers and businesses.

- Funding Sources: Community Revitalization Program (DCED)
TEP
Delaware County Revitalization Program
PennDOT Home Town Streets Program
- Technical Assistance: Municipal Engineers
- 10-4 Consider the formation of a business improvement district or a tax increment-financing district for the ongoing revitalization of MacDade Boulevard.
- Funding Sources: Local Business and Property Owners
- Technical Assistance: DCED
DCPD
- 10-5 Improve the entrances and key intersections to MacDade Boulevard and Eddystone Borough through additional signs, plantings, landscaping, and banners and public art. Improve the ability to navigate the Boulevard and the Borough through coordinated wayfinding, directional signage and/or kiosks.
- Funding Sources: Transportation and Community Development Initiative (TCDI)
TEP
PennDOT
- Technical Assistance: DCPD
- 10-6 Consider revisions to the Township and Borough zoning ordinances and other applicable regulations that would allow higher density, mixed use development at selected key sites of potential development and redevelopment such as the MacDade Mall and the Linden Land Apartments adjacent to the MacDade Crossings Shopping Center. These changes might help attract new residential development that could stabilize the small, ongoing population losses in the Township and Borough as well as create additional office and professional uses that would increase the daytime populace and the potential pool of consumers.
- Funding Sources: Community Revitalization Program (DCED)
TEP
Delaware County Revitalization Program
PennDOT Home Town Streets Program
- Technical Assistance: Municipal Engineers
- 10-7 Consider developing a joint marketing and business recruitment package that would outline any municipal and state incentives such as tax abatements and credits, grants or low-interest loans for businesses locating or expanding in the Area; key strategic geographic and infrastructure features of the Area; and non-monetary amenities such as ample parking, waterways, recreational and heritage opportunities, dining and shopping.

<u>Funding Sources:</u>	DCED Small Business Administration
<u>Technical Assistance:</u>	DCPD Delaware County Commerce Center Pennsylvania Downtown Center

Ridley Township should:

- 10-8 Pursue the condemnation, clearance and the subsequent redevelopment where feasible and desired, of the sites certified as blighted by the County Planning Commission and shown on Map 9-3 in Chapter 9.

<u>Funding Sources:</u>	County Redevelopment Authority Housing and Redevelopment Assistance (DCED) Industrial Sites Reuse Program (DCED)
<u>Technical Assistance:</u>	DCPD Land Recycling Program (DEP)

Eddystone Borough should:

- 10-9 Identify vacant or underutilized commercial or industrial sites, particularly along Route 291 that have the potential for new development or redevelopment.

<u>Funding Sources:</u>	Housing and Redevelopment Assistance (DCED) Industrial Sites Reuse Program (DCED)
<u>Technical Assistance:</u>	Land Recycling Program (DEP)

CHAPTER 11

IMPLEMENTATION

This multi-municipal comprehensive plan is a policy document intended to guide the ongoing planning and development decisions of Ridley Township and Eddystone Borough. It outlines the Township and Borough's vision for their joint future and develops goals, objectives, and recommendations to achieve this vision. It is intended to be a guide for managing growth and development within the Ridley-Eddystone area. The adoption of this plan will require the respective planning commissions of Ridley and Eddystone to review and comment on certain proposed planning and development actions of the Township and Borough government. However, the plan is not legally binding and proposals and actions that are not consistent with it can not invalidate or subject to challenge or appeal based on this inconsistency.

Nevertheless, in its capacity as a guiding document, the comprehensive plan should be the foundation for most other plans, programs, ordinances and regulations within Ridley and Eddystone. In particular, the Township and Borough zoning and subdivision and land development ordinances and capital improvements programming should reflect the goals, objectives, and recommendations contained in this plan.

Officials of the Township and Borough should consult this plan when confronted with new problems and decisions. In particular, decisions regarding land use, transportation, and community facilities should be made only after consulting this plan. The particular proposed planning and development actions that will be subject to planning commission review, as noted above, are as follows:

- The construction or alteration of any street, public ground, pier head or watercourse;
- The development, removal or sale of any public structure;
- The adoption, repeal or amendment of a zoning ordinance or subdivision ordinance, official map or capital improvements program; and
- The construction, extension or abandonment of a water or sewer line or sewerage treatment plant.

Any proposed actions regarding the above matters shall be submitted to the respective Township or Borough planning commission for a recommendation, which shall include a specific statement as to the proposed action's consistency with the newly adopted plan.

In general, there are four important components for the successful attainment of the objectives and recommendations of a multi-municipal plan:

1. The utilization of the principal implementation tools of comprehensive plans including the zoning and subdivision ordinances, capital improvements program, and funding programs potentially available to local governments for planning and development from the County, the state and federal governments, nonprofit and institutional entities and the private sector;

2. Selection and designation of an Implementation Task Force responsible for overseeing and guiding implementation activities;
3. Preparation and adoption of a joint Implementation Agreement by the Township and Borough; and
4. Regular consultation and use of the Plan by the Township Board and Borough Council Members, their respective planning commissions other relevant boards and committees and the municipal managers and staff.

These four components are discussed in the four sections that follow.

PRINCIPAL IMPLEMENTATION TOOLS

Since it is much more difficult to achieve agreement on implementation activities in the case of a plan involving two or more municipalities, the selection of effective, dedicated representatives of each participating jurisdiction to an Implementation Task Force is vital to the ultimate success of the plan. Through ongoing discussions of issues among the Task Force members, common ground and understanding can be reached. The MPC provides guidance and direction for the participating Municipalities by authorizing and setting forth the details for an Implementation Agreement that becomes the legal document establishing and guiding implementation activities. Before discussing the Implementation Agreement later in this chapter, what follows is a brief overview of some of the basic methods and documents that implement comprehensive plans.

Zoning Ordinance

The zoning ordinance is a principal tool for implementing a comprehensive plan and for regulating the use of land. The advantages of basing a zoning ordinance on a comprehensive plan are that its provisions and districts will tend to be based on a carefully devised map showing the proposed future uses of land, as opposed to being prepared in a haphazard fashion; it will also require fewer amendments, meet general consistency requirements, and be legally more defensible.

The existing zoning codes of the Township and Borough will require some amendments to be fully consistent with the proposed future land uses shown on the Future Land Use Map that is part of this plan as well as some the recommendations contained in the Land Use, Transportation and Economic Development chapters.

Subdivision and Land Development Ordinance

A subdivision and land development ordinance (SALDO), used in concert with the zoning ordinance, ensures that developments are accomplished in a manner that allows for the maximum protection of the environment, adjacent uses, and the public. The SALDO is applicable when dividing land into two or more parcels, developing property, and laying out streets and utilities. The ordinance applies in the case of residential or

nonresidential development. This ordinance controls development features such as street widths, grades and curves, driveways, sight distances, lot design, sewage disposal, storm drainage, recreational areas for new developments and additions or revisions to existing development.

Eddystone Borough currently uses the County Subdivision and Land Development Ordinance of 1981 as their governing ordinance. The County is approaching the completion of a new *model ordinance*. The model ordinance will not be adopted by the County as an official document but rather will simply serve as a model code containing provisions the municipalities may adopt in whole or part. The County will likely repeal the existing County Subdivision and Land Development Ordinance of 1981 once the new model ordinance is completed, therefore those municipalities that use the County Ordinance, Eddystone in this case, will need to adopt the new model ordinance or another ordinance in order to regulate future proposed subdivisions and land developments.

Ridley currently uses its own SALDO to regulate subdivisions and land development. The original document was developed in 1977, which is dated. However it was amended in 2001 and should be satisfactory for the Township for the near future.

Capital Improvements Program (CIP)

The CIP is designed to provide a multi-year program for the scheduling of capital projects and purchases. Capital projects are large, major ticket items such as the purchase or leasing of land, the construction of new buildings and other fixed assets such as infrastructure improvements, and the purchase of vehicles and heavy equipment. Examples include new storm and sanitary sewers, street improvements such as curbs and sidewalks, recreational projects such as parks and tot-lots, construction or substantial renovations to public buildings and other facilities such as a municipal center or public works depot, and the purchase of equipment such as fire trucks and police vehicles.

A typical CIP will plan and budget for projects up to six years or more in advance. The CIP process involves identifying, prioritizing and sequencing potential public projects over the specified time period. By planning and sequencing projects over a number of years projects can often be achieved in more cost-effective and efficient manner than by making funding decisions on an annual ad-hoc basis. The ranking of potential CIP projects should be based upon a predetermined set of criteria that should include some or all of the following:

- Consistency with the comprehensive plan recommendations
- Fulfillment of a pressing need
- Extent of service provided
- Urgency of the project, i.e., how many citizens would be inconvenienced if the project is not done
- Savings that will accrue as a result of the project
- Relationship with other projects in the Borough or abutting municipalities
- Economic impact
- Public support

Ridley and Eddystone do not presently have formal capital improvements programs and budgets. They simply consider mid-range and long-range projects during the course of formulating the annual budget. Given a number of the potential projects the Township and Borough have indicated a desire to pursue, the development of a formal CIP program should be considered. It would help improve the planning for municipal projects and purchases, and might improve the municipal budgets. Additionally, establishing a formal CIP would improve the chances for obtaining federal and state funding as government agencies and entities are more likely to loan or grant money to communities that document their needs and carefully plan for future improvements.

In order to establish a capital programming process, the Township and Borough should appoint a committee responsible for the evaluation and prioritization of capital projects. Township commissioners, Borough councilors, managers, engineers and members of other local boards should then work together in selecting and prioritizing projects for the capital improvements program.

Official Map

Article IV of the MPC enables municipalities to prepare an official map. This map is intended to show the location of public lands and facilities, including:

- Public streets, public grounds and watercourses, including widenings, extensions, openings or closing of such.
- Existing and proposed public parks, playgrounds and open space reservations.
- Pedestrian ways and easements.
- Railroad and transit rights-of-way and easements.
- Flood control basins, floodways and floodplains, storm water management areas and drainage easements.
- Support facilities, easements and other properties.

When a municipality creates an official map showing locations of existing and future streets as well as other public areas, it reserves this land for future public use. If a landowner notifies the municipality of his intention to develop a site identified on the official map, the municipality has one year to acquire the site or the reservation of that land becomes invalid. The official map is therefore an important but seldom-used tool that can help municipalities plan the location and layout of future roads and public areas. When combined and made consistent with a municipal SALDO, zoning ordinance, and comprehensive plan, an official map could give strength and validity to the Township and Borough's vision for future growth and development.

Although largely developed, the Township and Borough should consider preparing an official map that locates existing and any future streets and public areas including parks and trails. In particular, the official map could be an important tool for Ridley and Eddystone in reserving rights-of way and other components for the proposed East Coast Greenway through the Township and Borough as well as improvements to the character and appearance of Route 291.

Citizen Involvement

Shaping the growth of a community requires active citizen participation. The Township and Borough should therefore place great importance on the opinions of their residents, civic groups, and business community. The development of this comprehensive plan is a step in that direction.

The U.S. system of law emphasizes private rights, so therefore it is the duty of private groups and citizens to act constructively in community affairs. Participation in local government issues including the planning process must be a positive effort as criticism alone is not sufficient. Citizens offering constructive alternatives to local proposals are vital to the effective operation of municipal government. Each person who is concerned with the future of Ridley and Eddystone should educate themselves about the problems and challenges facing the Township and Borough as well as the surrounding area. The comprehensive plan should be used in this informational process. It provides background studies that contain important statistical data and makes recommendations for land use, transportation, and community facilities based on the data.

The comprehensive plan is, however, only a tool to guide development policy. For it to be successfully implemented, this plan must have the support of the Area residents.

IMPLEMENTATION TASK FORCE

Due to the complexity of coordinating activities and reaching consensus among two municipalities, one of the principal conclusions of this plan is that there should be a specific group whose primary mission is the implementation of the Ridley-Eddystone Comprehensive Plan once it has been officially adopted.

There has generally been an often unsuccessful track record of actually implementing municipal comprehensive plans, so it is important that a permanent group and structure be established to coordinate, oversee and maintain the process of implementing this plan. Only in this manner will this plan continue to be a dynamic and useful document into the future and not languish after completion. Policies and recommendations should be carried out and this requires a permanent group or task force created solely for this purpose.

The Implementation Task Force would serve as the “keeper of the plan” and its sole purpose would be to make sure that the recommendations contained in the plan were being implemented. The first job of the task force would be to review the Two-Year Action Agenda that follows this chapter and come up with a condensed ‘top-five or top-ten’ list of recommendations that should be acted upon first. The Township Commissioners, Borough Council, developers, nonprofits, and other stakeholders would then begin to execute these implementing actions.

Examples of some of these recommendations and actions the revision and amendments of the zoning ordinances, the formation of new boards and commissions, the preparation and submittal of applications for funding to local, state and federal agencies and the awarding

of contracts for specific projects. At the end of each year, the Task Force would issue a report indicating the progress being made towards implementing the various plan recommendations. The group would also be responsible for reviewing and updating the plan at regular intervals as recommended in this report. The Task Force would consist of representatives from both the Township and Borough. These representatives would include municipal officials and might also include members of the business community, various community and civic organizations and citizen representatives.

A community assistance planner from DCPD will be available after completion of the plan to work with Ridley and Eddystone in facilitating the start-up and ongoing operation of an Implementation Task Force if the Township and Borough desired such assistance. Additionally, in its role as a facilitator, DCPD would be able to identify and apply for state funding to help pay for the implementation of specific components of the plan.

IMPLEMENTATION AGREEMENT

Article XI of the MPC, Intergovernmental Cooperative Planning and Implementation Agreements, states that the governing bodies of municipalities may enter into intergovernmental cooperative agreements in accord with Pennsylvania law to develop, adopt, and implement a comprehensive plan. **One of the principal benefits of an implementation agreement for an adopted multi-municipal comprehensive plan is the authority to distribute land uses among the entire plan area so that each individual municipality is not required to provide zoning for all legally allowable uses.** Without an adopted implementation agreement the authority to distribute land uses among multiple jurisdictions is not allowed. Prior to the year 2000 amendments to the MPC, municipalities participating in a joint comprehensive plan were required to adopt a joint zoning ordinance before all land uses could be distributed within the area covered by the joint plan. *Presently, the MPC does not require a joint zoning ordinance to enable this distribution, although the participating municipalities may adopt such ordinance, if they desire.*

However, there are additional benefits to adopting an implementation agreement. The process of preparing and adopting an agreement naturally entails the Township and Borough determining which plan recommendations are of the highest priority for joint implementation and for individual municipal implementation. The adoption of an implementation agreement also establishes a structure and process to assist the Ridley and Eddystone in working together in a cooperative fashion moving forward. Additionally, Pennsylvania state agencies are required to consider and may give priority to applications for funding for multi-municipal planning entities with adopted implementation agreements.

The Pennsylvania Intergovernmental Cooperation Law and, as noted above the MPC, governs the content of intergovernmental cooperation agreements such as the Implementation Agreement. The Intergovernmental Cooperation law requires that intergovernmental cooperation agreements contain the following:

- Conditions of the agreement.
- Duration of the agreement term.
- Purpose and objectives of the agreement.
- Manner and extent of financing of the agreement.
- Organizational structure necessary to implement the agreement.
- Manner in which personal or real property shall be acquired, managed, licensed or disposed of in the implementation of the agreement.

In addition the MPC states that implementation agreements shall:

- Establish a process which participating municipalities will employ to achieve general consistency between the plan and the various ordinances of the participating municipalities within 2 years.
- Establish a process for review and approval of developments of regional significance proposed in participating municipalities.
- Establish role and responsibilities of participating municipalities in implementing the plan, including provision of infrastructure services and affordable housing.

The formulation of the specific implementation agreement for the Township and Borough, should they agree to enter into one, would be discussed and decided upon over the course of several meetings by the Implementation Task Force and a DCPD Community Planner who as noted above would be available to work with the Task Force. If an agreement were to be formally adopted by the Ridley Commissioners and Eddystone Council then the Implementation Task Force, along with the DCPD liaison would continue to meet on a monthly or bi-monthly basis to ensure the various procedural requirements of the agreement were being met. The acceptance of the implementation agreement and the adoption of consistent ordinances and actions would lend legitimacy to an adopted comprehensive plan on which the Township, Borough and County have worked. As part of the implementation of this plan, DCPD recommends that Ridley and Eddystone enter into a multi-municipal Implementation Agreement.

USE OF PLAN BY TOWNSHIP AND BOROUGH GOVERNING BODIES

As previously noted in this chapter, the comprehensive plan is designed and intended to serve as the foundation for most other municipal plans, programs, ordinances and regulations. The subdivision and land development ordinance and the zoning ordinance should then reflect the goals, objectives, and recommendations contained in this plan. All other ordinances and plans should point in the same direction as the plan, and the application of their provisions should make the recommendations of the plan a reality. Therefore, the commissioners and council members of Ridley and Eddystone should review the plan and become familiar with the objectives and recommendations that they adopted. In this fashion, the commissioners and council members, together with the Implementation Task Force can make this plan a useful, dynamic tool that guides the development and ongoing revitalization of the Area.

Furthermore, Township and Borough officials should consult this plan when confronted with problems and issues discussed and analyzed in the plan. It is likely that the plan contains specific direction and recommendations regarding the issue or problem under discussion. In particular, recommendations and decisions regarding land use,

transportation, and community facilities should always be made only after consulting this plan. Accordingly, this plan should be a constant companion at meetings and executive sessions of the councils, planning commissions and other local bodies.

CHAPTER 12

TWO-YEAR ACTION AGENDA

After the comprehensive plan is adopted, municipalities sometimes find it difficult to decide which recommendations should be implemented first. Also, since contemporary comprehensive plans usually have a time horizon of about ten years, some of the recommendations contained within the plan may seem remote. There is often no “blueprint” or schedule for action, and therefore, action on the plan can often be delayed or never acted upon.

For these reasons, this Two-Year Action Agenda identifies a set of specific recommendations from the overall plan that the Township and Borough should consider top priorities for implementation, preferably within two years after the adoption of this plan. The short-term actions identified in this section are essentially stepping stones that will lay the foundation for effective and successful implementation of the comprehensive plan as a whole. The Township and Borough should annually track their progress and develop a revised agenda every two years as implementation moves forward.

This sequence is intended only as a guideline. The realities of municipal agendas are affected by a variety of factors, including previous commitments, the actors involved, funding considerations, contractual obligations, etc. However, to the extent possible within these limitations, the Township and Borough should strive to adhere to this action agenda soon after adoption. The number of the recommendations as they are found in the plan are listed so that they can be easily located and the background and rationale for them can be reviewed.

ESTABLISH BOARDS, COMMISSIONS, COMMITTEES, AND PARTNERSHIPS

- 3-3 Establish an official historic preservation advisory board, such as a Historic Resource Commission.
- 9-12 Individually or jointly adopt a shade tree ordinance that includes the establishment of a shade tree commission and develop an active and ongoing program to increase and maintain the tree cover in the Township and Borough.

REVISE AND ENFORCE ORDINANCES

- 6-2 Develop and maintain an “official map” as enabled by the state Municipalities Planning Code (MPC) for all or portions of the Township and Borough where there is municipal interest in preserving future public access to and use of land.

RESIDENTIAL DISTRICTS AND NEIGHBORHOODS

- 5-3 Prioritize and encourage housing rehabilitation, renovation and repair of units located in improvement areas as noted in Tables 5-6 and 5-7. Some funding sources can be directed and administered by the County or the Township and Borough and other sources will require individual homeowners and landlords to apply for and utilize funds.

COMMUNITY FACILITIES AND SERVICES

- 8-1 Pursue funding for the planning and development of enhanced civic facilities including in Ridley, the renovation and expansion of the municipal building and the development of a new community center in Eddystone, and the relocation and construction of a new cluster of municipal uses at Eddystone Avenue and Seventh Streets, including a new firehouse, public works depot and community recreational hall.
- 8-11 Consider a more proactive and overtly regional approach to the provision of fire and police protection services to increase efficiencies and offset rising operating costs.
- 8-12 Work with the Ridley School District to program renovations and improvements to District elementary schools, particularly Eddystone Elementary, which does not presently comply with all of the 2006 Pennsylvania Department of Labor and Industry's Uniform Construction Code for Educational Facilities.

TRANSPORTATION NETWORK AND INFRASTRUCTURE

- 7-6 Work to implement access management strategies along Township and Borough commercial corridors, particularly along MacDade Boulevard.
- 7-25 Install or improve sidewalks at various locations listed in Table 7-2.

COMMERCIAL CORRIDORS AND INDUSTRIAL DISTRICTS – FUNCTION AND APPEARANCE

- 6-3 Develop streetscape plans for MacDade Boulevard and Chester Pike to identify the locations and appropriate types of treatments for each roadway to include such possible improvements as new and improved sidewalks and crosswalks, coordinated “street furniture” such as benches, trash receptacles, and decorative lighting, new street trees, ground plantings and landscaping and the addition of small public spaces, such as plazas or squares where feasible.
- 6-5 Work with business operators, property owners, local lending institutions and Delaware County to develop a funding program or other mechanism for façade improvements and other building enhancements to deteriorating or visually

- unappealing storefronts and commercial establishments along MacDade Boulevard, Chester Pike and Saville Avenue.
- 6-6 Review and identify priority recommendations for implementation from the *Industrial Heritage Parkway: Route 291/13 Beautification and Greenway Plan* (2002), and the *Route 291/13 Industrial Heritage Parkway and Greenway Landscape and Signage Guidelines Manual* (2005) to improve the function and appearance of the Route 291 Industrial Highway through the Township and Borough.
 - 6-7 Continue working with East Coast Greenway Alliance and the Delaware County Planning Department to acquire necessary land, rights-of-way and easements for construction of the trails and associated infrastructure of the East Coast Greenway as outlined in the *East Coast Greenway Trail Feasibility Study* (2009) prepared for Ridley, Eddystone and Chester City.
 - 6-10 Negotiate with the purchaser of the former Foamex site to subdivide and acquire designated land along the Delaware River for use as Eddystone Borough public open space.

APPENDICES

APPENDIX A
TRAFFIC CALMING TECHNIQUES

Measure	Traffic Reduction	Speed Reduction	Noise and Pollution	Loss of Parking	Traffic Access Restrictions	Emergency Vehicle Access	Maintenance	Cost
Traffic Education	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*	\$5-\$10K
Raised Intersection	Yes	No	Increase	Yes	None	Yes	Yes	\$25K-\$50K
Traffic Circle	Yes	Maybe	No change	Yes	None	Some	Yes	\$15-\$25K
Intersection Channelizing	Yes	Maybe	No change	Yes	None	None	Maybe	\$15-\$20K
Chicane	Yes	Maybe	Maybe	Yes	None	Yes	Maybe	\$20K-\$40K
Creek bridge (short)	No	No	No change	None	None	None	Yes	\$50K-\$100K
Movement Barrier	Maybe	Yes	Decrease	None	Yes	Yes	Yes	\$5K
Entrance Barrier	Maybe	Yes	No change	Maybe	Yes	Maybe	No	\$15-\$20K
One-way Streets	No	Yes	No change	None	Yes	Yes	No	\$5K
Diagonal Diverter	Yes	Yes	Decrease	Maybe	Yes	Maybe	No	\$15-\$35K
Street Closure	Yes	Yes	Decrease	Yes	Total	Yes	No	\$20-\$35K

<http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/saferouteshtml/safe.html#8>

APPENDIX B
TRAFFIC COUNTS

Municipality	Road	From	To	Date	AADT	Count Direction
Eddystone Borough	US 13 Chester Pike	Leiper Avenue	Crum Creek Bridge	8/25/1999	6,423	South
Eddystone Borough	US 13 Chester Pike	Leiper Avenue	Crum Creek Bridge	8/25/1999	6,548	North
Eddystone Borough	US 13 Chester Pike	Leiper Avenue	Crum Creek Bridge	8/25/1999	12,971	Total
Eddystone Borough	US 13 Chester Pike	Leiper Avenue	Crum Creek Bridge	10/21/2002	6,653	South
Eddystone Borough	US 13 Chester Pike	Leiper Avenue	Crum Creek Bridge	10/21/2002	6,994	North
Eddystone Borough	US 13 Chester Pike	Leiper Avenue	Crum Creek Bridge	10/21/2002	13,647	Total
Eddystone Borough	US 13 Chester Pike	Leiper Avenue	Crum Creek Bridge	12/14/2005	6,871	North
Eddystone Borough	US 13 Chester Pike	Leiper Avenue	Crum Creek Bridge	12/14/2005	7,265	South
Eddystone Borough	US 13 Chester Pike	Leiper Avenue	Crum Creek Bridge	12/14/2005	14,135	Total
Eddystone Borough	PA 291 Industrial Highway	Saville Avenue	Stewart Avenue	11/15/2004	5,684	North
Eddystone Borough	PA 291 Industrial Highway	Saville Avenue	Stewart Avenue	11/15/2004	6,268	South
Eddystone Borough	PA 291 Industrial Highway	Saville Avenue	Stewart Avenue	11/15/2004	11,952	Total
Eddystone Borough	PA 291 Industrial Highway	Saville Avenue	Stewart Avenue	3/13/2007	10,007	East
Eddystone Borough	PA 291 Industrial Highway	Saville Avenue	Stewart Avenue	3/13/2007	9,840	West
Eddystone Borough	PA 291 Industrial Highway	Saville Avenue	Stewart Avenue	3/13/2007	19,847	Total
Eddystone Borough	Melrose Avenue	PA 13 Morton Avenue	22nd Street	8/25/1999	4,048	Both
Eddystone Borough	Melrose Avenue	PA 13 Morton Avenue	22nd Street	11/15/2004	4,907	Both
Eddystone Borough	Saville Avenue	4th Street	US 13 Chester Pike	10/23/2000	2,655	Both
Eddystone Borough	Saville Avenue	PA 291 4th Street	US 13 Chester Pike	12/14/2005	2,356	Both
Ridley Township	4th Avenue	Sutton Avenue	Amosland Road	3/23/1999	7,745	Both
Ridley Township	Amosland Road	Baldwin Avenue	17th Avenue	1/14/2002	12,979	Both
Ridley Township	Bullens Lane	PA 320 Sproul Road	Westminster Drive	10/6/1997	6,893	Both
Ridley Township	Bullens Lane	Constitution Avenue	Fairview Road	8/8/2001	2,397	Both
Ridley Township	Bullens Lane	Providence Road	Westminster Drive	10/9/2002	7,786	Both
Ridley Township	Bullens Lane	Constitution Avenue	Fairview Road	10/3/2006	2,415	Both
Ridley Township	Bullens Lane Bridge	I 476 Overpass	Valley Road	3/14/2007	2,406	Both
Ridley Township	US 13 Chester Pike	Swarthmore Avenue	Stoney Creek Bridge	11/10/1998	8,452	North

APPENDIX B (Continued)

Ridley Township	US 13 Chester Pike	Swarthmore Avenue	Stoney Creek Bridge	11/10/1998	8,517	South
Ridley Township	US 13 Chester Pike	Swarthmore Avenue	Stoney Creek Bridge	11/10/1998	16,969	Total
Ridley Township	US 13 Chester Pike	Sellers Avenue	Swarthmore Avenue	10/21/2002	6,936	South
Ridley Township	US 13 Chester Pike	Sellers Avenue	Swarthmore Avenue	10/21/2002	7,582	North
Ridley Township	US 13 Chester Pike	Sellers Avenue	Swarthmore Avenue	10/21/2002	14,518	Total
Ridley Township	US 13 Chester Pike	Acres Drive	PA 420 Lincoln Avenue	10/20/2004	8,351	South
Ridley Township	US 13 Chester Pike	Acres Drive	PA 420 Lincoln Avenue	10/20/2004	8,954	North
Ridley Township	US 13 Chester Pike	Acres Drive	PA 420 Lincoln Avenue	10/20/2004	17,305	Total
Ridley Township	US 13 Chester Pike	Sellers Avenue	Swarthmore Avenue	1/5/2006	9,176	North
Ridley Township	US 13 Chester Pike	Sellers Avenue	Swarthmore Avenue	1/5/2006	9,005	South
Ridley Township	US 13 Chester Pike	Sellers Avenue	Swarthmore Avenue	1/5/2006	18,181	Total
Ridley Township	US 13 Chester Pike	Acres Drive	PA 420 Lincoln Avenue	3/14/2007	9,065	North
Ridley Township	US 13 Chester Pike	Acres Drive	PA 420 Lincoln Avenue	3/14/2007	8,622	South
Ridley Township	US 13 Chester Pike	Acres Drive	PA 420 Lincoln Avenue	3/14/2007	17,687	Total
Ridley Township	PA 291 Industrial Highway	Stewart Avenue	Sellers Avenue	11/23/1998	4,197	North
Ridley Township	PA 291 Industrial Highway	Stewart Avenue	Sellers Avenue	11/23/1998	4,797	South
Ridley Township	PA 291 Industrial Highway	Stewart Avenue	Sellers Avenue	11/23/1998	8,994	Total
Ridley Township	PA 291 Industrial Highway	Stewart Avenue	Sellers Avenue	12/15/2003	5,781	North
Ridley Township	PA 291 Industrial Highway	Stewart Avenue	Sellers Avenue	12/15/2003	5,953	South
Ridley Township	PA 291 Industrial Highway	Stewart Avenue	Sellers Avenue	12/15/2003	11,734	Total
Ridley Township	Fairview Road	Worral Street	MacDade Boulevard	11/11/1998	8,301	Both
Ridley Township	Fairview Road	Michigan Avenue	PA 320 Chester Road	10/12/1999	6,286	Both
Ridley Township	Fairview Road	MacDade Boulevard	Park Lane Road	8/14/2001	13,268	Both
Ridley Township	Fairview Road	Sherman Avenue	Emlen Street	1/14/2002	9,054	Both
Ridley Township	Fairview Road	Sherman Avenue	Emlen Street	12/15/2003	9,257	Both
Ridley Township	Fairview Road	Michigan Avenue	PA 320 Chester Road	1/5/2005	7,337	Both
Ridley Township	Fairview Road	MacDade Boulevard	Park Lane Road	10/3/2006	11,970	Both
Ridley Township	Franklin Avenue	Amosland Road	Secane Road	11/6/2000	7,276	Both
Ridley Township	Franklin Avenue	Amosland Road	South Avenue	1/26/2006	7,120	Both
Ridley Township	PA 420 Kedron Avenue	Melrose Terrace	Waverly Terrace	10/6/1997	15,629	Both

APPENDIX B (Continued)

Ridley Township	PA 420 Kedron Avenue	MacDade Boulevard	Franklin Avenue	12/16/2003	17,367	Both
Ridley Township	PA 420 Kedron Avenue	MacDade Boulevard	Franklin Avenue	10/4/2006	15,752	Both
Ridley Township	MacDade Boulevard	Forrest Avenue	Baltimore Avenue	10/6/1997	10,934	West
Ridley Township	MacDade Boulevard	Forrest Avenue	Baltimore Avenue	10/6/1997	11,295	East
Ridley Township	MacDade Boulevard	Forrest Avenue	Baltimore Avenue	10/6/1997	22,229	Total
Ridley Township	MacDade Boulevard	Fernwood Avenue	Ridley Avenue	7/20/1999	9,603	South
Ridley Township	MacDade Boulevard	Fernwood Avenue	Ridley Avenue	7/20/1999	9,956	North
Ridley Township	MacDade Boulevard	Fernwood Avenue	Ridley Avenue	7/20/1999	19,559	Total
Ridley Township	MacDade Boulevard	I 476 Ramps	Valley Road	7/21/1999	13,383	North
Ridley Township	MacDade Boulevard	I 476 Ramps	Valley Road	7/21/1999	13,946	South
Ridley Township	MacDade Boulevard	I 476 Ramps	Valley Road	7/21/1999	27,329	Total
Ridley Township	MacDade Boulevard	Bullens Lane	I 476 Ramps	10/25/2000	12,147	East
Ridley Township	MacDade Boulevard	Bullens Lane	I 476 Ramps	10/25/2000	14,502	West
Ridley Township	MacDade Boulevard	Bullens Lane	I 476 Ramps	10/25/2000	26,649	Total
Ridley Township	MacDade Boulevard	Ohio Avenue	Virginia Avenue	10/25/2000	12,617	East
Ridley Township	MacDade Boulevard	Ohio Avenue	Virginia Avenue	10/25/2000	12,806	West
Ridley Township	MacDade Boulevard	Ohio Avenue	Virginia Avenue	10/25/2000	25,423	Total
Ridley Township	MacDade Boulevard	PA 420 Kedron Avenue	Holmes Road	10/21/2002	11,943	West
Ridley Township	MacDade Boulevard	PA 420 Kedron Avenue	Holmes Road	10/21/2002	12,781	East
Ridley Township	MacDade Boulevard	PA 420 Kedron Avenue	Holmes Road	10/21/2002	24,724	Total
Ridley Township	MacDade Boulevard	I 476 Ramps	Valley Road	11/15/2004	14,040	North
Ridley Township	MacDade Boulevard	I 476 Ramps	Valley Road	11/15/2004	15,619	South
Ridley Township	MacDade Boulevard	I 476 Ramps	Valley Road	11/15/2004	29,659	Total
Ridley Township	MacDade Boulevard	Fernwood Avenue	Ridley Avenue	11/29/2004	10,902	South
Ridley Township	MacDade Boulevard	Fernwood Avenue	Ridley Avenue	11/29/2004	11,161	North
Ridley Township	MacDade Boulevard	Fernwood Avenue	Ridley Avenue	11/29/2004	22,063	Total
Ridley Township	MacDade Boulevard	Fairview Road	Swarthmore Avenue	1/5/2006	13,385	East
Ridley Township	MacDade Boulevard	Fairview Road	Swarthmore Avenue	1/5/2006	13,231	West
Ridley Township	MacDade Boulevard	Fairview Road	Swarthmore Avenue	1/5/2006	26,616	Total
Ridley Township	MacDade Boulevard	PA 420 Kedron Avenue	Holmes Road	3/27/2007	12,115	East

APPENDIX B (Continued)

Ridley Township	MacDade Boulevard	PA 420 Kedron Avenue	Holmes Road	3/27/2007	12,432	West
Ridley Township	MacDade Boulevard	PA 420 Kedron Avenue	Holmes Road	3/27/2007	24,547	Total
Ridley Township	MacDade Boulevard	Holmes Road	South Avenue	9/11/2007	12,030	Both
Ridley Township	MacDade Boulevard Combined Off Ramp	MacDade Boulevard	I 476 Off Ramp To I 95 Southbound	8/3/1999	5,113	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	1/18/2006	41,914	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	1/18/2006	44,068	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	1/18/2006	85,982	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	2/15/2006	36,666	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	2/15/2006	48,862	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	2/15/2006	85,528	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	3/23/2006	32,582	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	3/23/2006	45,398	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	3/23/2006	77,980	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	4/19/2006	34,642	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	4/19/2006	46,540	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	4/19/2006	81,182	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	5/17/2006	36,503	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	5/17/2006	46,707	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	5/17/2006	83,210	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	6/15/2006	39,734	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	6/15/2006	48,849	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	6/15/2006	88,583	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	7/19/2006	29,779	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	7/19/2006	43,083	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	7/19/2006	72,862	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	8/15/2006	28,403	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	8/15/2006	42,461	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	8/15/2006	70,864	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	9/13/2006	32,112	North

APPENDIX B (Continued)

Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	9/13/2006	42,722	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	9/13/2006	74,834	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	10/17/2006	35,888	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	10/17/2006	42,024	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	10/17/2006	77,912	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	11/15/2006	33,349	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	11/15/2006	44,189	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	11/15/2006	77,538	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	12/13/2006	33,767	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	12/13/2006	45,745	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	12/13/2006	79,512	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	1/17/2007	35,020	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	1/17/2007	46,042	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	1/17/2007	81,062	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	2/15/2007	31,051	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	2/15/2007	48,088	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	2/15/2007	79,139	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	3/15/2007	47,457	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	3/15/2007	47,553	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	3/15/2007	95,010	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	4/19/2007	53,670	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	4/19/2007	47,214	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	4/19/2007	100,884	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	5/17/2007	48,310	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	5/17/2007	48,648	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	5/17/2007	96,958	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	6/13/2007	48,252	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	6/13/2007	46,789	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	6/13/2007	95,041	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	7/17/2007	39,751	North

APPENDIX B (Continued)

Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	7/17/2007	42,457	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	7/17/2007	82,208	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	8/15/2007	35,366	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	8/15/2007	41,811	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	8/15/2007	77,177	Total
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	9/13/2007	34,386	North
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	9/13/2007	45,524	South
Ridley Township	I 476 Mid-County Expressway	I 95 Vietnam Vets Memorial Highway	MacDade Boulevard	9/13/2007	79,910	Total
Ridley Township	Morton Avenue	6th Avenue	Edgewood Avenue	8/14/2001	11,227	Both
Ridley Township	Morton Avenue	6th Avenue	Edgewood Avenue	10/4/2006	10,495	Both
Ridley Township	Off Ramp	I 95 Northbound	I 476 Northbound	8/3/1999	22,130	North
Ridley Township	On Ramp	MacDade Boulevard Off Ramp	I 95 Southbound	8/3/1999	28,629	South
Ridley Township	Providence Road	Stewart Place	North Avenue	11/6/2000	9,308	Both
Ridley Township	Providence Road	Stewart Place	North Avenue	1/26/2006	9,670	Both
Ridley Township	Sellers Avenue	I 95 Ramps	Baldwin Avenue	7/20/1999	2,428	West
Ridley Township	Sellers Avenue	I 95 Ramps	Baldwin Avenue	7/20/1999	2,629	East
Ridley Township	Sellers Avenue	I 95 Ramps	Baldwin Avenue	7/20/1999	5,057	Total
Ridley Township	Sellers Avenue	I 95 Ramps	Baldwin Avenue	12/14/2004	2,695	South
Ridley Township	Sellers Avenue	I 95 Ramps	Baldwin Avenue	12/14/2004	3,077	North
Ridley Township	Sellers Avenue	I 95 Ramps	Baldwin Avenue	12/14/2004	5,772	Total
Ridley Township	South Avenue	Academy Avenue	Quaint Street	11/6/2000	15,133	Both
Ridley Township	South Avenue	Academy Avenue	Quaint Street	1/5/2006	15,771	Both
Ridley Township	Stewart Avenue	PA 291 Industrial Highway	I 95 Ramps	7/20/1999	6,553	West
Ridley Township	Stewart Avenue	PA 291 Industrial Highway	I 95 Ramps	7/20/1999	6,725	East
Ridley Township	Stewart Avenue	PA 291 Industrial Highway	I 95 Ramps	7/20/1999	13,278	Total
Ridley Township	Stewart Avenue	PA 291 Industrial Highway	I 95 Ramps	10/9/2002	9,132	North
Ridley Township	Stewart Avenue	PA 291 Essington Avenue	I 95 Ramps	12/14/2005	11,551	North
Ridley Township	Stewart Avenue	PA 291 Essington Avenue	I 95 Ramps	12/14/2005	11,566	South
Ridley Township	Stewart Avenue	PA 291 Essington Avenue	I 95 Ramps	12/14/2005	23,116	Total
Ridley Township	Swarthmore Avenue	Dupont Avenue	MacDade Boulevard	3/31/1997	13,258	Both

APPENDIX B (Continued)

Ridley Township	Swarthmore Avenue	Dupont Street	MacDade Boulevard	11/10/1998	10,360	Both
Ridley Township	Swarthmore Avenue	Waverly Terrace	Melrose Terrace	11/6/2000	4,907	Both
Ridley Township	Swarthmore Avenue	Dupont Avenue	MacDade Boulevard	8/14/2001	12,348	Both
Ridley Township	Swarthmore Avenue	Morton Avenue	MacDade Boulevard	1/10/2006	5,103	Both
Ridley Township	Vietnam Veterans Memorial Highway	I 476 Ramps	I 476 Ramps	7/26/1999	44,433	North
Ridley Township	Vietnam Veterans Memorial Highway	I 476 Ramps	I 476 Ramps	7/26/1999	46,333	South
Ridley Township	Vietnam Veterans Memorial Highway	I 476 Ramps	I 476 Ramps	7/26/1999	90,766	Total
Ridley Township	Vietnam Veterans Memorial Highway	I 95 Ramps	MacDade Ramps	8/3/1999	38,476	South
Ridley Township	Vietnam Veterans Memorial Highway	I 95 Ramps	MacDade Ramps	8/3/1999	39,633	North
Ridley Township	Vietnam Veterans Memorial Highway	I 95 Ramps	MacDade Ramps	8/3/1999	78,109	Total

Source: Delaware Valley Regional Planning Commission, 2008.

APPENDIX C
BRIDGES IN RIDLEY AND EDDYSTONE

Features Carried	Features Intersected	Municipality	Ownership	Year Built
East 9th St	Ridley Creek	Eddystone Borough	Municipal	1929
East 4th St	Ridley Creek	Eddystone Borough	Municipal	1930
4th & Academy	Stoney Creek	Ridley Township	Municipal	1962
Michigan Ave	Little Crum Creek	Ridley Township	Municipal	?
2nd Ave	Stoney Creek	Ridley Township	Municipal	1963