



# Industrial Heritage Parkway

## Delaware County, Pennsylvania

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INTERPRETIVE SIGNAGE GUIDELINES

VOLUME I – PROJECT NARRATIVE

PREPARED BY

**Delaware County Planning Department**

Court House and Government Center Building

201 West Front Street

Media, PA 19063

AND

**GREG PRICHARD**

DESIGN CONSULTANT

[www.gregprichard.com](http://www.gregprichard.com)

610-304-7005

# **INDUSTRIAL HERITAGE PARKWAY INTERPRETIVE SIGNAGE GUIDELINES**

## **VOLUME I PROJECT NARRATIVE**

**MAY, 2013**

### **PREPARED BY:**

**DELAWARE COUNTY PLANNING DEPARTMENT**  
Court House and Government Center Building  
201 West Front Street  
Media, PA 19063

### **SIGNAGE DESIGN CONSULTANT:**

**GREG PRICHARD**  
407 Woodland Avenue  
Wayne, Pennsylvania 19087



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Jill N. Hall, Senior Planner  
Yinka A. Adesubokan, Associate Planner

**GIS and Information Services Section**

Daniel L. Seaton, GIS and Information Specialist

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Philadelphia International Airport (PHL)

Raymond Scheinfield

Radnor Historical Society

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Cheryl Jackson, Sari Rothrock, & Lisa Wool

### **Project Steering Committee:**

Cyndi Charney      Chichester Historical Society

Bruce Dorian      Marcus Hook Borough

Trish McFarland      Delaware County Transit Management Agency

Rich Paul      Delaware County Heritage Commission

William Payne      Chester City Planning Department

David Schreiber      Tinicum Township

## ACRONYMS

**ADA** – Americans with Disabilities Act

**BCVB** – Brandywine Conference and Visitors Bureau  
(<http://www.brandywinecvb.org/>)

**C2P2** – Community Conservation Partnership Program (DCNR)

**CDBG** – Community Development Block Grant

**CZM** – Coastal Zone Management Program

**CZTF** – (Delaware County) Coastal Zone Task Force

**DCPD** – Delaware County Planning Department

**ECG** – East Coast Greenway

**GIS** - Geographic Information Systems

**IHP** – Industrial Heritage Parkway

**NWR** – National Wildlife Refuge

**PADEP (DEP)** – Pennsylvania Department of Environmental Protection

**PA DCNR (DCNR)** – Pennsylvania Department of Conservation and Natural Resources  
(<http://www.dcnr.state.pa.us>)

**PennDOT** – Pennsylvania Department of Transportation ([www.dot.state.pa.us/](http://www.dot.state.pa.us/))

**PHL** – Philadelphia International Airport

**PHMC** – Pennsylvania Historic Museum Commission

**QR Code** – Quick Response Code

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## INTRODUCTION

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### DELAWARE COUNTY

Delaware County is located in the southeast corner of Pennsylvania, just west of Philadelphia. With a population of 558,979 (2010 Census) and a land area of just 191 square miles, the County is the third smallest in the state, yet one of the most highly developed and densely populated. Diversity abounds in Delaware County, be it in the form of demographic and socioeconomic composition, development patterns and land use types, or natural communities and other physical characteristics (topography, soil types, etc.)

### DELAWARE RIVERFRONT HISTORY

At the heart of the County's history and natural environment lies the Delaware River. The area was first inhabited by Native Americans, who fished and farmed along the banks of the river and its tributaries. The river corridor was also one of the first areas in the region (and nation) to be settled by Europeans. It has continued to function as a significant commercial and cultural resource area ever since. Throughout the 19<sup>th</sup> and 20<sup>th</sup> centuries, the area was at the center of the region and nations' industrial might. However, the industrial riverfront experienced an economic decline in the 1970s due to a number of factors.

Today, the coastal zone communities are reemerging as important areas for reinvestment and redevelopment, as evidenced by roadway improvements on Route 291 and high-profile redevelopment of abandoned industrial properties, most notably the Wharf at Rivertown, Harrah's Philadelphia Casino and Racetrack, and the PPL Park soccer stadium. The East Coast Greenway (ECG), a multi-use, urban trail system between Calais, Maine and Key West, Florida, is slated to run through the corridor. Planning is underway to incorporate the greenway, as well as a number of other riverfront parks and trails, into future redevelopment scenarios.

In an effort to assist municipalities with a coordinated approach to redevelopment in the Coastal Zone, the Planning Department has prepared a series of PA Coastal Zone Management Program-funded studies which addressed local resources and land use planning tools that could be used to achieve a cohesive vision for the corridor. These included:

- The *Delaware County Waterfront Resources Management Plan* (1992) studied existing conditions in the riverfront communities, including an inventory of local historic, natural, and cultural/recreational resources, an overview of the transportation and infrastructure network, and a strategy for implementing improvements.
- The *Delaware County Coastal Zone Compendium of Waterfront Provisions* (1998) outlined guidance for municipal zoning, land use, and planning within the waterfront corridor. The study also highlighted key resources within each community, ranging from culturally and historically significant sites, to important redevelopment parcels and recreational resources.

## INDUSTRIAL HERITAGE PARKWAY AND GREENWAY PLANNING

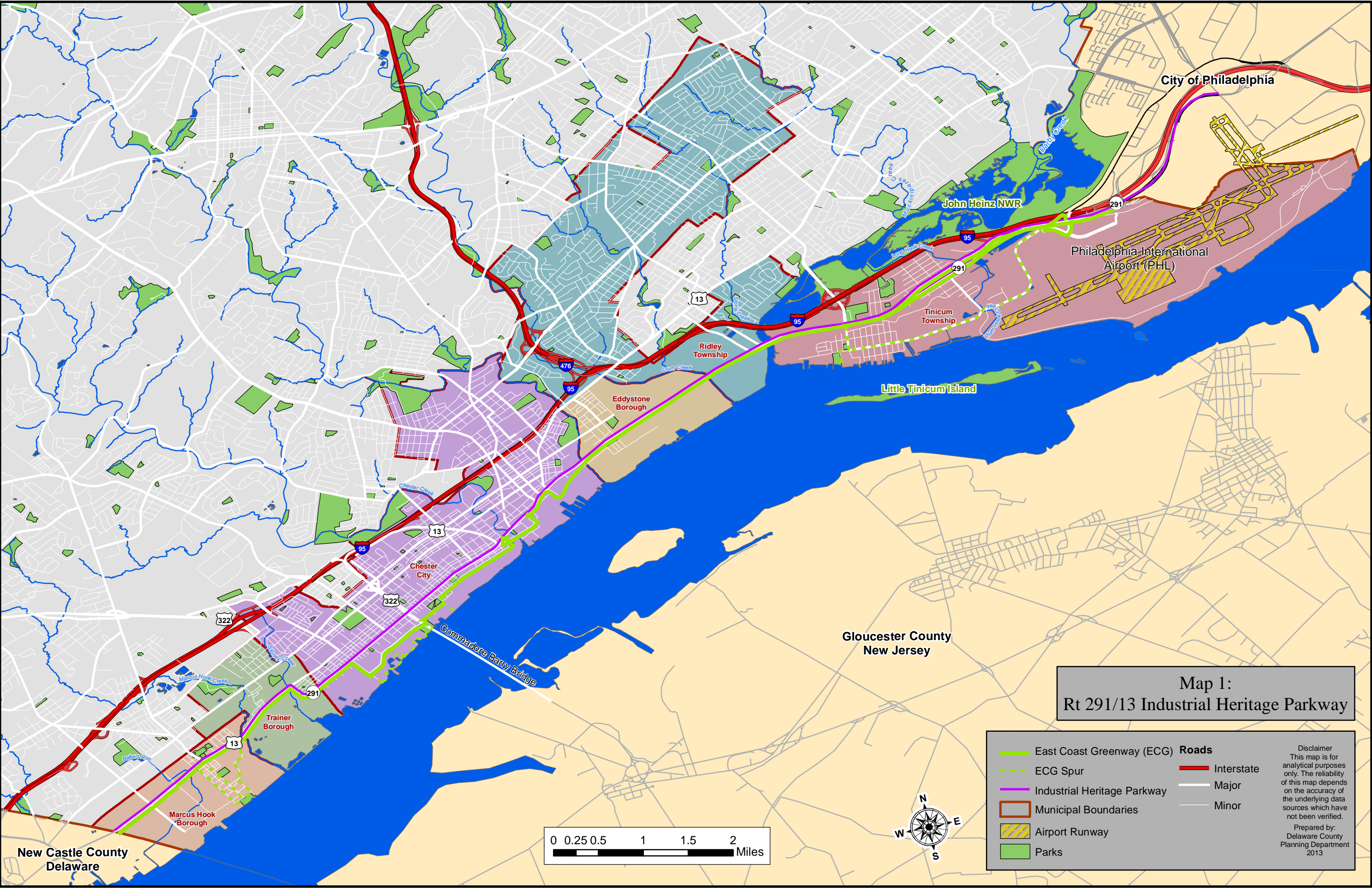
The Delaware Riverfront supports a wide range of land uses (including various residential, commercial, and industrial uses) that traditionally centered around their location on the river. The corridor also contains a number of other major transportation elements that have helped to shape their communities. These elements include an extensive network of rails (both freight and passenger) and the Philadelphia International Airport (PHL). Routes 291 and 13, also known as the Industrial Highway, Governor Printz Boulevard, and Post Road, among other names, continue to serve as backbone of the corridor. In recognition of the important role that the roadway plays in the area's history and future opportunities, the Planning Department conducted the following additional studies geared toward redefining the riverfront communities. The studies focused on strategies to make the area more attractive to redevelopment, including landscaping and signage recommendations and a "rebranding" of the corridor.

- The *Industrial Heritage Parkway Route 291/13 Beautification and Greenway Plan* (2002) detailed steps a community can take to improve the overall visual quality of the Route 291/13 Corridor, and highlighted the need to develop a common theme to improve the aesthetics and economic viability of the riverfront area. With assistance from the IHP Project Task Force, the Industrial Heritage Parkway (IHP) name was chosen to serve as the future "brand" for the roadway corridor. The plan contains recommendations for redevelopment activities focused on mixed-use development and tourism, including planning for the East Coast Greenway (ECG).
- The *Industrial Heritage Parkway Landscaping and Greenway Signage Guidelines* (2005) document contains specific recommendations for unified signage and landscaping for the Corridor, including guidance on wayfinding and interpretive signage.

Today, interpretive signage for the IHP is part of an overall strategy that celebrates the area's long history as a working riverfront in order to make it more welcoming to both local residents and people visiting or travelling through the area, while encouraging regional tourism and redevelopment opportunities.

The IHP corridor generally encompasses the 10-mile long segment of Delaware County between the Delaware River and Interstate I-95. It runs the length of the River between the State of Delaware to the south and the City of Philadelphia to the north. (Refer to Map 1.) There are six municipalities in the corridor (from southwest to northeast):

- Marcus Hook Borough
- Trainer Borough
- Chester City
- Eddystone Borough
- Ridley Township
- Tinicum Township



Map 1:  
Rt 291/13 Industrial Heritage Parkway

<ul style="list-style-type: none"><li>East Coast Greenway (ECG)</li><li>ECG Spur</li><li>Industrial Heritage Parkway</li><li>Municipal Boundaries</li><li>Airport Runway</li><li>Parks</li></ul>	<b>Roads</b> <ul style="list-style-type: none"><li>Interstate</li><li>Major</li><li>Minor</li></ul>	<p><small>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 2013</small></p>
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## IMPORTANT INITIATIVES IN THE IHP

### COASTAL ZONE MANAGEMENT PROGRAM

The National Coastal Zone Management (CZM) Program is a voluntary partnership between the federal government and coastal and Great Lake states and territories that aims to "preserve, protect, develop, and where possible, to restore or enhance the resources of the nation's coastal zone." The CZM Program provides federal funding opportunities, distributed through the Pennsylvania Department of Environmental Protection, for projects in the Delaware Estuary Coastal Zone that meet the required funding criteria. The CZM program funds projects that address the following program policies: coastal hazard areas, dredging and spoil disposal, fisheries management, wetlands, public access for recreation, historic sites and structures, port activities, energy facilities placement, intergovernmental coordination, public involvement, and ocean resources.

**Map 2**  
**Delaware County Coastal Zone**



There are a total of thirteen Delaware County municipalities located in the federally-designated coastal zone. These municipalities, along with the Delaware County Planning Department, local industry leaders, and environmental and civic organizations, convene the Delaware County Coastal Zone Task Force (CZTF). Established in 1995, the group serves as a forum for discussion and information sharing among the coastal stakeholders regarding common environmental and planning issues. The Task Force has proven to be an important facilitator in revitalization efforts.

### EAST COAST GREENWAY

The East Coast Greenway (ECG) is a multi-use, urban trail system, spanning nearly 3,000 miles as it winds its way between Calais, Maine and Key West, Florida, linking the major cities of the eastern seaboard along the way. Approximately 28 percent of the route is already on safe, traffic-free paths. The project relies on local implementation and coordination of projects among respective stakeholders. The Pennsylvania portion of the ECG follows State Bike Route E, which runs north from Marcus Hook, PA (Delaware County) near the Delaware Border to Morrisville, PA (Bucks County) near the New Jersey Border.

In Delaware County, the ECG will follow the Route 291/13 (IHP) corridor along the Delaware River. Interpretive signage is an important component of the ECG, as it greatly enhances the user experience. Therefore, one of the goals of the Delaware County Coastal Zone Interpretive Signage



Research and Development Project is to capitalize on the existing cultural and natural resources of the area to accommodate users of the ECG and offer local tourism opportunities.

## **PENNSYLVANIA BYWAY STATUS FOR THE INDUSTRIAL HERITAGE PARKWAY**

In 2001, Pennsylvania created the Pennsylvania Byways Program as a means to “designate routes that have outstanding qualities and features... in an effort to support local initiatives and to sustain and promote these features.” The Pennsylvania initiative is a parallel to the Federal Highway Administration’s National Scenic Byways Program, which requires a byway to become recognized at the state level before it is eligible for national status. There are currently 17 such byways statewide, 2 of which have attained national status.

In Pennsylvania, byway status not only instills a sense of pride in a community, but also qualifies the route for certain state and federal funds to undertake enhancements such as corridor management plans, interpretive signage projects, and recreation access improvements like pedestrian and bicycle facilities, among others. In Delaware County, previous studies and planning initiatives (such as those mentioned earlier) undertaken by the Planning Department and Coastal Zone Task Force, have laid the groundwork for applying for Byway Status along the Rt. 291/13 Industrial Heritage Corridor.

## **PROJECT OVERVIEW**

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### **PURPOSE**

The purpose of the *Delaware County Industrial Heritage Parkway Interpretive Signage Guidelines* project is to pick up where the previous IHP studies left off. This manual can be thought of as a supplement to the *Industrial Heritage Parkway Landscaping and Greenway Signage Guidelines (2005)* document. Although the document recommended interpretive signs as a means to support tourism activity while highlighting the corridor’s many unique cultural, historic, and ecological resources, it did not provide sufficient detail or necessary guidance for the consistency needed to create a unified interpretive theme throughout the corridor. This project, which focuses on the specifics relating to interpretive signage panels, is intended as a guidebook to steer and assist the user in creating future interpretive signage, by offering a design template, a process to follow, a list of things to consider while developing interpretive signs. This document also includes an inventory of historic and otherwise significant resources that would be suitable for interpretive signs in the future.

### **FUNDING**

The project was funded, in part, through a Coastal Zone Management Program grant administered through the Pennsylvania Department of Environmental Protection (PADEP). Grant funds were used to hire a graphic design and signage consultant responsible for development of a signage design handbook to guide the development and installation of interpretive signs in the corridor. In-kind match for the grant was provided by the Delaware

County Planning Department's Environmental, Historic Preservation, and Information Services sections through research, public outreach, mapping, and review of consultant work products.

## **PROPOSED DELIVERABLES**

- Design template
- Content and graphics for 12 manufacture-ready signs
- Information on sign development, location and manufacture
- Funding strategies for implementation

The project involved development of two documents: Volume I – Project Narrative, which discusses all the pertinent background and project specific information, and Volume II – Design Handbook, which lays out all the pertinent design information and specifications. Refer to the section on Final Work Products for more information.

## **IHP CORRIDOR IDENTITY AND THEMES**

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### **OVERVIEW**

The IHP communities, though connected by a common industrial heritage, are more than just factory towns. Each has its own unique origin, evolution, and sense of place. With over 400 years of history, these communities possess an abundance of historic and otherwise significant resources that rival even the most storied parts of the country. The following text contains information excerpted from the *Delaware County Waterfront Resources Management Plan* (1992), updated to reflect current resources in the Corridor. For a more in-depth look at the history, and major cultural, recreational, and infrastructure related resources of each community, please consult the *Waterfront Resources* document (available at the Planning Department).

### **MUNICIPAL IDENTITY AND RESOURCES**

#### **Marcus Hook Borough**

Marcus Hook has been an important port following Quaker settlement in the 1640's. In 1701, a market chartered by William Penn was erected for trade of food, livestock, and other goods. At the time, it was one of only three in the entire state. The Borough is also home to the nation's first public works project. The stone ice piers (also referred to as ice-breakers) located in the Delaware River near today's Market Square Memorial Park were constructed along the shore to keep the anchorage free of ice in the winter; they are still in use today. Growth of the inland areas of the Borough were more gradual, but were spurred by the construction of (the Great) Post Road (now Rt. 13), then the nation's main north-south route, and construction of major railroads in the mid-19<sup>th</sup> Century. The location of road, rail, and water attracted major industries including the Bear Creek Refining (1892) and Sun Oil (1901) companies, as well as the American Viscose Company, which created a model industrial complex that included workers residences, two boarding houses, a general store, and a dining hall and recreation building. This is one of the

finest examples of an early 20<sup>th</sup> Century factory and worker housing community in the region. Most of this complex is still standing today.

Marcus Hook is also host to Market Square Memorial Park, one of Delaware County's premiere waterfront parks. The former quarantine station, later a National Guard facility with associated pier, houses the Borough's riverfront community center. Other significant resources of note include the historic St. Martin's Church and the Plank House believed to date back to the early 18<sup>th</sup> Century.

### **Trainer Borough**

Though incorporated as recently as 1919, Trainer has a long history of industry that can be traced to the 18<sup>th</sup> century saw and grist mills. Trainer, too, was jumpstarted by the construction of Post Road. Eventually the mills were converted to or replaced by textiles. The beginning of the 20<sup>th</sup> Century saw the introduction of oil and other chemical manufacturing processes that continue to this day. The significant allée of trees in front of the Monroe Energy plant on Route 13 is a distinctive visual feature of the Borough's segment of the ECG. The Borough is also home to Henry Johnson Park, which provides recreational amenities such as walking trails, a wooded picnic area, and ballfields for local residents.

### **Chester City**

The City of Chester, like many of Delaware County's other riverfront communities, was first settled by the Swedes, and later by Quakers. When William Penn arrived in 1682, he planned to make the existing settlement his new capital before a jurisdictional boundary dispute forced Penn to move upriver where he established the City of Philadelphia. Chester, like Marcus Hook, was one of three markets chartered by Penn in 1701. The Colonial Courthouse, which stands at the southern end of the Avenue of the States, is the oldest court house in continuous use in the United States. The City remained a major port and commercial center for the better part of 300 years. In 1850, the County seat was moved from Chester to Media, thus beginning this riverfront community's transformation to more industrial uses. Drawing on the extensive transportation network, mills and other industries continued to expand. Products ranging from soaps, dyes, and paints, to metal works, building materials, train and ship engines, and even automobiles, were all manufactured in Chester. A huge sign proudly marked the port, proclaiming "What Chester Makes, Makes Chester." Each successive war effort spurred a new wave of industrial growth.

Throughout the years, Chester has been known for its metropolitan feel and notable cultural resources, including its music scene. Several famous musicians including Ethel Waters and Bill Haley and His Comets emerged from Chester. Today, Chester is going through its most significant transformation since the 1960s and the 1970s when many industries moved to the Sun Belt. The former Delaware County Electric Company building, now an office building known as the Wharf at Rivertown, has a major presence on the waterfront. It is linked to the new PPL Park professional soccer stadium by a riverwalk with commanding views of the Delaware River. Harrah's Philadelphia Casino and Racetrack is also a significant addition to the City's waterfront. Combined with efforts to revitalize the downtown and host a major segment of the

ECG, the riverfront is reemerging as a destination for mixed-use and recreation & tourism related redevelopment.

### **Eddystone Borough**

Eddystone can be thought as a prototypical factory town. Having long been an agricultural and residential community, the Borough became an area greatly influenced by the important industries that were located there. The Borough's growth was driven by two major industries – the Simpson Print Works and the Baldwin Locomotive works – which had both relocated here from the City of Philadelphia. Remnants of both remain to this day, with Simpson worker housing (known as “the Village”) still in occupation. Baldwin buildings have been converted to Class A office space (Baldwin Tower) and also reused for industrial purposes by Boeing in neighboring Ridley Township.

### **Ridley Township**

Although most of the Township lies inland from the Delaware River, this once largely agricultural community comprised of farmsteads and mills (with taverns along Post Road) remained quiet for 200 years. Incorporated as a first class township in 1906, the town had entered a new age ushered in by the development of newer, larger industries on the Delaware River. Westinghouse and Baldwin Locomotive Works Companies (which straddle the Eddystone/Ridley boundary) spurred major residential development. War efforts during World War II caused the population to double in the 1940's and again in the 1950's.

Today, the most notable land use in the IHP Corridor is the Boeing Aircraft Company which features prominently along Route 291. A major segment of the ECG will also follow the rail right-of-way in the IHP corridor. However, it is important to note that, just upstream from the Boeing plant on Darby Creek, lies the Ridley Township Municipal Marina. This marina is connected by water to both the John Heinz National Wildlife Refuge to the north and the Delaware River to the south. As such it is an important facility, with great boating access and excellent fishing opportunities for residents and visitors alike.

### **Tinicum Township**

Tinicum has been the site of human activity as far back (and possibly earlier) as the 1200's. The Lenni Lenape, a Native American tribe, hunted and fished these lands until, in 1643, a group Swedes under Governor Johan Printz settled in the area. Then an island, the group established New Gottenburg, the first European settlement in Pennsylvania. Tinicum was crucial for the defense of Philadelphia in the American Revolution. In 1799, the nation's first quarantine hospital, the Lazaretto, was built in response to numerous yellow fever outbreaks. The building is still standing today, and looks out over the river and what was once an extensive marsh system (Tinicum Marsh) that includes Little Tinicum Island.

With the coming of rail and trolley lines, Tinicum emerged as a major recreational and resort area. Swanky hotels and prestigious yacht clubs were built along the riverfront. It was not until World War I, when the river became the home of major government and military uses, including



the largest shipyard in the world at the time (Hog Island Shipyard), that Tinicum ceased to be a fashionable resort area. Throughout the 20<sup>th</sup> Century, industry, most notably the Westinghouse and Lester Piano Companies, flourished in the Township.

Today, Tinicum is home to part of the runway system for the Philadelphia International Airport (PHL), and its hotels and restaurants support the airport travelers. While Route 291 (Governor Printz Boulevard) contains most of the Township's commercial development, it is important to note that the north side of the Township lies within the boundary of the John Heinz Refuge. The riverside of the Township is still home to the Lazaretto, Governor Printz Park, and several marinas, the most historic of which is the Corinthian Yacht Club. The shoreline's significant open spaces provide both physical and visual access to the Delaware River. Just off shore lies Little Tinicum Island, which is owned by the Pennsylvania Bureau of Forestry and serves as an important wildlife habitat area.

For a brief background of the IHP corridor as a whole, refer to Appendix A – IHP Corridor Background.

## **IHP CORRIDOR THEMES**

The following are the major types of resources and emergent themes in the corridor. These were used to categorize the highest priority sign topics. These helped to determine which topics would be selected for prototype designs by identifying those that most reflected the character of the corridor.

**Industry and Manufacturing** – Examples of the IHP Corridor's long history as a working riverfront is shared by the communities. Many of the former and remaining industries, structures, and related worker housing still stand as reminders of the area's role in the nation's industrial history.

**Natural and Environmental** – Though having experienced considerable abuse and degradation over for centuries (particularly draining and filling of tidal marsh areas), the natural communities along and upstream from the Delaware River continue to serve as important natural landscapes. In particular, the once expansive (between 6,000 and 12,000 acres), and today, very rare, freshwater tidal wetlands of the area represent opportunities for restoration and reclamation.

**Historic Architecture** – Examples of historic structures or their remnants from every era dating back to the 17<sup>th</sup> Century exist within the IHP corridor, many of which are National Register (of Historic Places) eligible. Their preservation is of paramount importance and can be supplemented through interpretative signage.

**Cultural Heritage** – With centuries of human activity helping to shape the region (and nation's) economic and governmental landscapes, so too have the IHP communities contributed to the Arts and local regional culture. Contributions range from local culinary creations that have become staples of the American cuisine (i.e., the Stromboli and the Hoagie) and musical talents (i.e., Ethel Waters, Alex North, and Bill Haley and His Comets).

**Economics, Commerce, and Government** – From the days of early Swedish and British (Quaker) settlements, through subsequent eras of growth and development, each generation can be defined in one way or another by its economy and governmental structure. The IHP communities were areas with some of the earliest commercial and governmental hubs in the region, with both early courts and ports contributing to the American way of life.

**Recreation and Tourism** – The many resources noted above serve as examples why the Delaware River communities have so many opportunities for interpretive signage and tourism. However, with all of the history in the area, it is easy to overlook the various other amenities of the IHP. Recreational resources ranging from marinas and yacht clubs, to riverfront parks and trails, exist throughout the corridor. Recent redevelopment activity geared toward recreation and tourism will serve as an important piece of revitalization strategies and initiatives moving forward.

## **PROJECT DEVELOPMENT PROCESS**

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### **WHAT IS INTERPRETIVE SIGNAGE?**

Before getting into the details of this project, it is important to understand what interpretive signage is and what it offers to a community, for both residents and visitors alike. In his 1957 book, *Interpreting Our Heritage*, Freeman Tilden defines interpretation as “any communication process designed to reveal meanings and relationships of cultural and natural heritage to the public, through first-hand involvement with an object, artifact, landscape or site.” In this formative book, Tilden also sets forth six principles for interpretation that are considered the “gold standard” to this day.

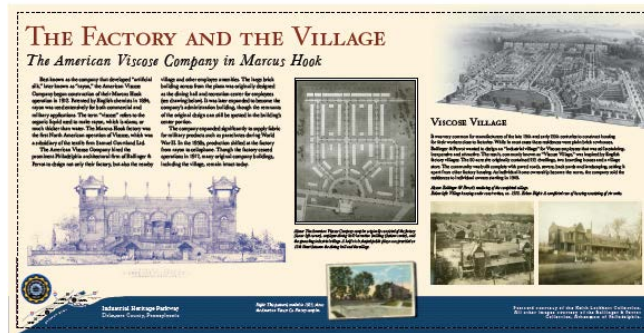
### **Tilden’s Principles of Interpretation**

1. Any interpretation that does not somehow relate what is being displayed or being described to something within the personality or experience of the visitor will be sterile.
2. Information, as such, is not interpretation. Interpretation is revelation based upon information. But they are entirely different things. However, all interpretation includes information.
3. Interpretation is an art which combines many arts whether the materials presented are scientific, historical or architectural. Any art is in some degree teachable.
4. The chief aim of interpretation is not instruction, but provocation.
5. Interpretation should aim to present a whole rather than a part and must address itself to the whole man rather than any phase.
6. Interpretation addressed to children should not be a dilution of the presentation to adults, but should follow a fundamentally different approach. To be at its best it will require a separate program.

Therefore, interpretive signage is an educational or instructional sign placed near an object or resource of particular interest that conveys and translates the story to the viewer within a greater

context (more than just dates, names, and facts). Typically, it contains simple narrative text and imagery displayed on a panel (see below). The goal of this interpretive signage project was to develop a program that provides a standard for educational or instructional signage in the corridor that conveys and translates the story of Delaware County's riverfront communities. See Figure 1 for a sample interpretive sign.

**Figure 1**  
**Sample Interpretive Sign**



Source: Design Guidelines Handbook, 2013

## **Use and Benefits**

The main goal of any interpretive medium is to convey a specific message to the reader, be it to encourage a change in behavior (i.e. “Don’t Feed the Geese”), to educate the reader on a given topic (i.e. “History of John Doe Homestead”), to convey a message (i.e., “Everyone Lives Downstream”), or some combination of the three.

Signage is also used to guide and enhance visitor experience by offering something tangible to help the reader relate to the site. Signs can be placed at a specific site because of existing interest and visitation in order to identify and interpret a landmark, or it can be used to draw attention to a particular resource that would be otherwise overlooked. People are often drawn to interpretive displays.

## **PLANNING PROCESS**

### **First Steps**

The project began by forming the project Planning Team, comprised of representatives from the Environmental, Preservation, and GIS sections of the Planning Department. After reviewing the overall project goals and objectives, staff initiated the consultant selection process by developing a request for proposals (RFP) for preparation of a signage design manual. It was sent to a number of firms with a history of preparing interpretive signage. The Planning Department ultimately received two proposals. Greg Prichard was selected to prepare the signage design manual based on quality of the proposal and price.

## **Resource Identification**

Concurrent with the consultant selection process, the Planning Team generated a comprehensive list of existing resources in the study area through review of existing plans and studies, including municipal historic sites surveys, municipal comprehensive plans, the *Waterfront Resources Management Plan* (1992), and various other resources. Refer to Appendix B for the full list of potential signs. In order to eliminate any redundancy with existing signs, staff also inventoried and mapped existing PHMC Pennsylvania Historical Marker Program “blue signs” within the IHP Corridor.

***Important note: All lists developed as part of this project have been retained as appendices so that they can be used as the basis for identification of future signs in the corridor.***

A steering committee, comprised of municipal representatives, historic groups, and other parties was formed to assist the Planning Department in identifying and evaluating potential sites and topics for which the consultant would develop interpretive signage. After contributing additional resources, the Steering Committee was asked to rank the resources (high, medium, and low) relative to their “sign-worthiness.” Factors to be considered on the scoring sheet (see Appendix C) included historic or ecological value, whether the site was of interest for tourism, ability to find relevant information and imagery relating to the site or topic, likelihood of finding a sign champion or sponsor, and other locational and access-related considerations. For the final ranked list of resources, refer to Appendix D.

Once the committee’s scores were tabulated, the highest ranked resources/topics were identified and mapped (see Appendix E). These resources were then researched in greater detail and field views were performed to gather on the ground information. Descriptions for these sites can also be found in Appendix F. With input from the design consultant, 12 prototype signs were selected for design. These signs were selected based on the following factors:

- Theme (see Corridor Identity and Themes section above)
- Location (both in terms of locale and accessibility)
- Potential to find a sponsor for fabrication and installation
- Minimum of one sign for each municipality in the corridor

## **Prototype Signs**

Below is the list of prototype signs selected for design. Their location is shown on Map 3. The actual artwork for each sign can be found in Volume II – Design Handbook.

1. The Old Market Square District
2. Delaware River Ice Piers
3. The Factory and the Village (American Viscose)
4. The Refining Industry along the Delaware River
5. "What Chester Makes, Makes Chester"
6. Historic Downtown Chester
7. Chester’s Influence on American Music

8. Eddystone: A True Factory Town
9. Industrial Heritage Corridor: A Transportation Hub
10. Freshwater Tidal Wetlands
11. Lazaretto Quarantine Station
12. Little Tinicum Island

With the 12 prototype signs selected, work began on collecting all the information and imagery needed for complete sign designs and textual narratives. To accomplish this, the Planning Team reached out to municipal officials, local historical groups and individuals, libraries, and historical repositories (i.e., Athenaeum), among others. Additionally, for natural resource signs, staff coordinated with state and federal environmental agencies (i.e., Heinz Refuge, PA DCNR), and others such as the Partnership for the Delaware Estuary for information. This was arguably one of the most labor intensive steps of the interpretive signage development process.

The consultant provided the draft design handbook and interpretive signs to the Planning Team for review. Subsequently, the draft handbook and signs were presented to the Steering Committee, and a copy was sent to PADEP for review and comment. There was enough funding in the grant to pay for the fabrication of all 12 signs, which can be installed at a later date by the municipalities. An additional proof of one of the signs will be used for “show and tell” purposes to help build support for fabrication and installation of additional signs.

## **FINAL WORK PRODUCTS**

### **Project Narrative**

This document serves as a summary of the background and project-specific information needed to support the project and the associated design handbook. Also included are information about the various steps in interpretive signage process, funding strategies for implementation, and all the lists and maps used by Planning Team throughout the project (see Appendices).

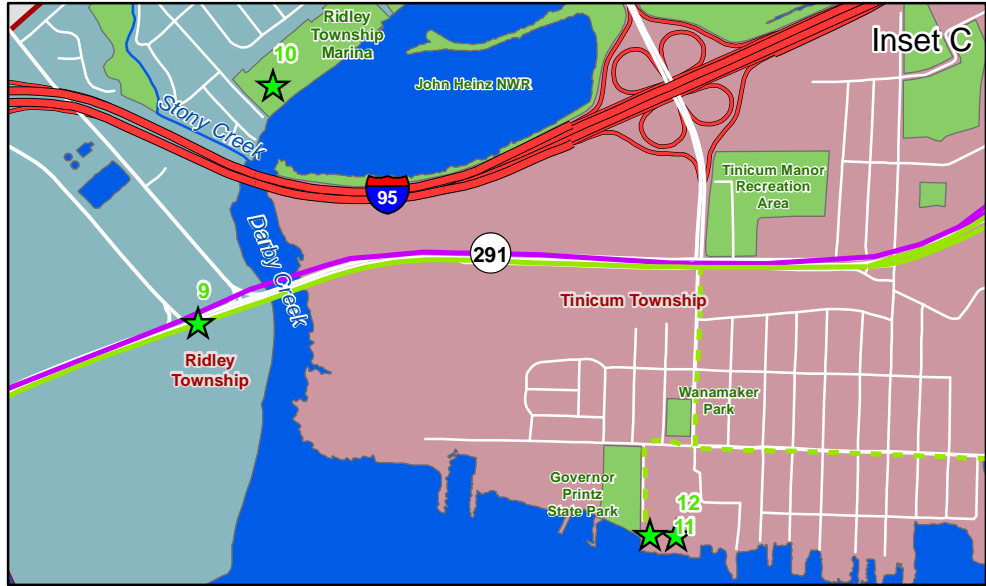
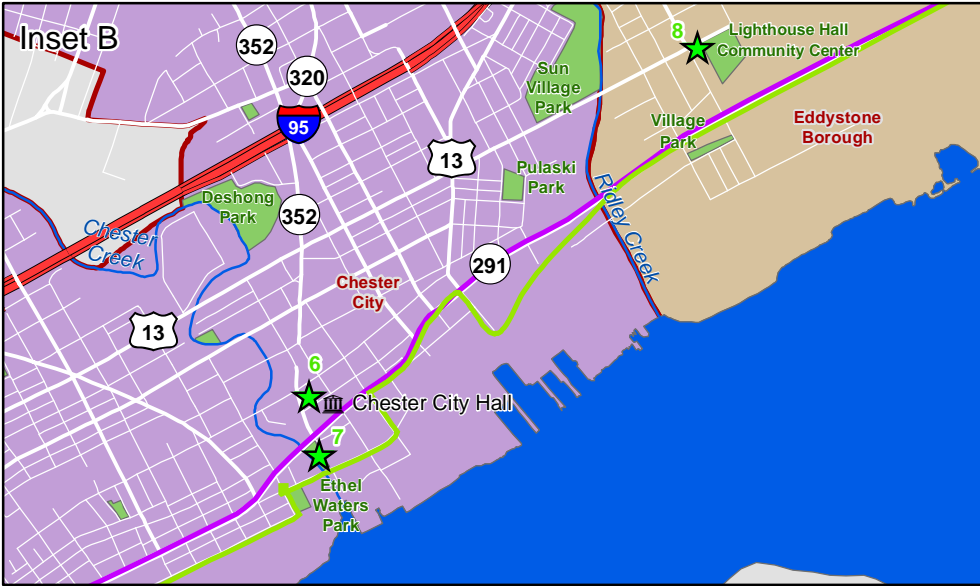
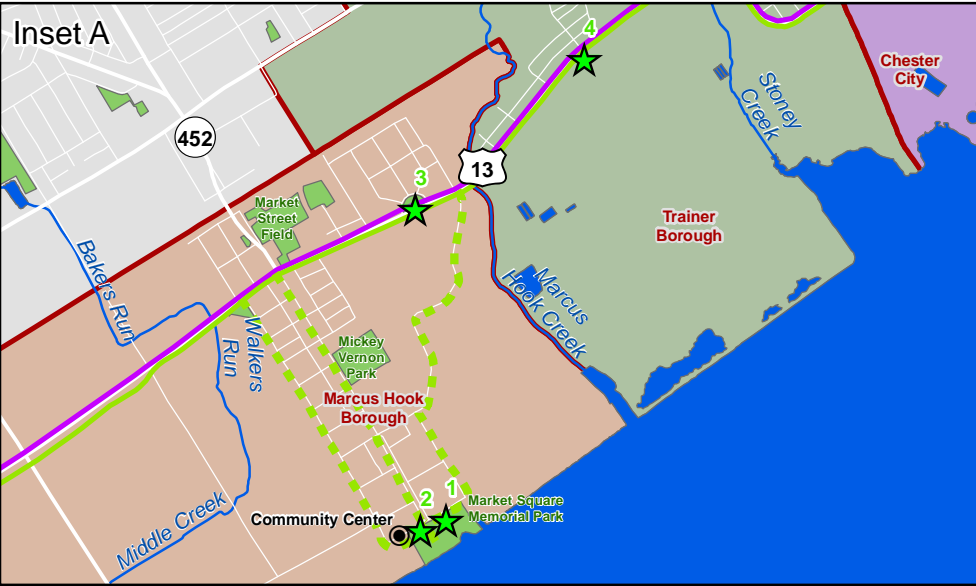
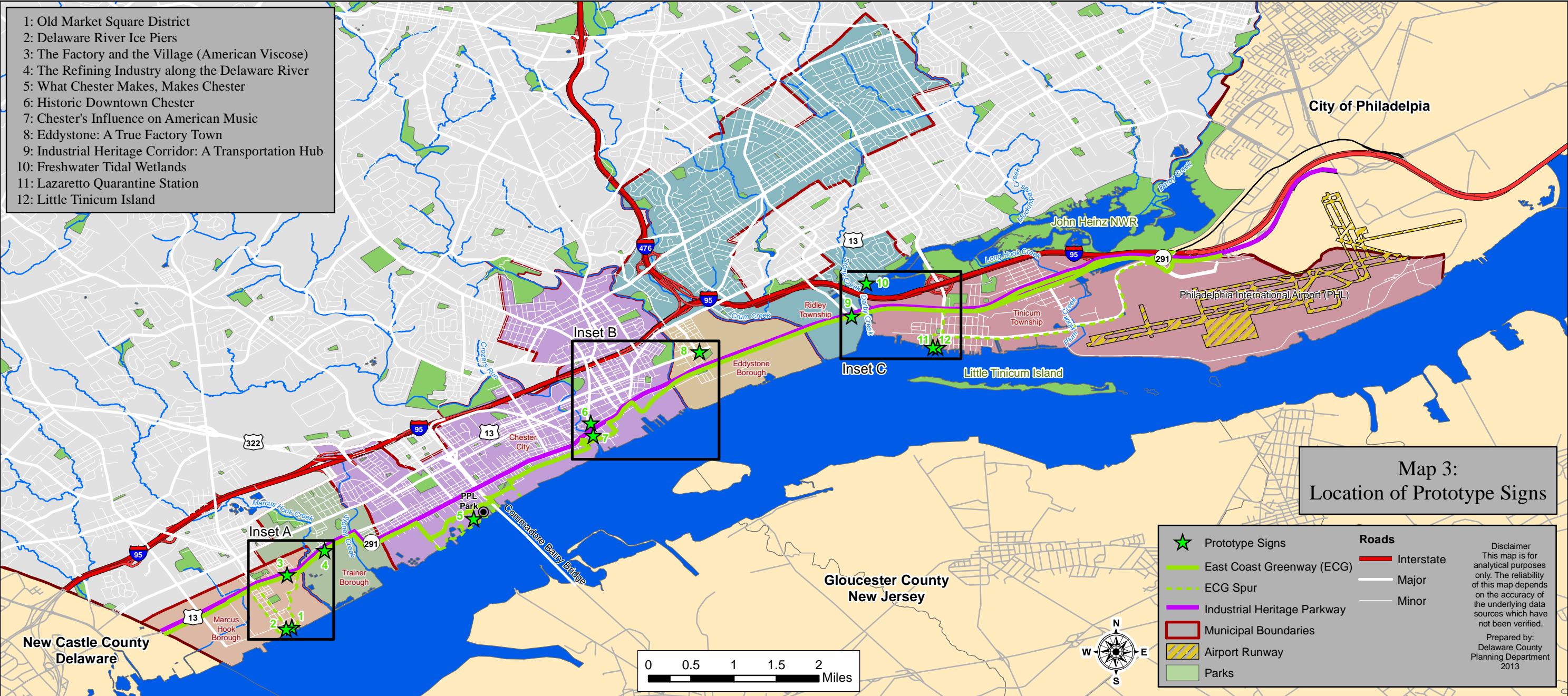
### **Design Handbook**

The design handbook was developed for the purpose of creating a standardized layout and for all future interpretive signage developed for the corridor. This will allow municipalities and organizations to prepare signs that can be used to promote tourism and help visitors and residents to interpret the resources in their communities. Depending on the writing and graphic skills of future sign preparers (or their graphic consultant if they do not have the appropriate skills) the design handbook provides a consistent, uniform style guide to be used for the development of future signs. The Handbook is comprised of the following elements:

### **Design Template**

The consultant prepared an interpretive signage and design template containing a unified design layout that enhances the reader’s ability to interpret the history, character, and resources of the IHP (see Figure 2). There are actually three templates based on the size of the sign panel.



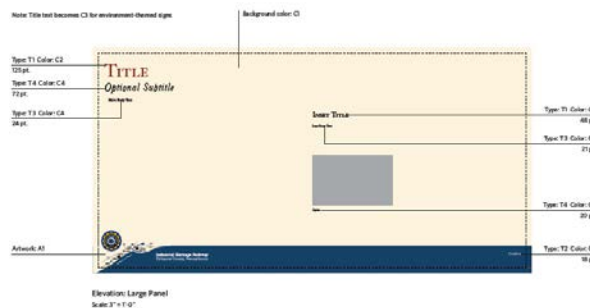


Factors to be considered when selecting a size might include location, information available about the topic, and budget. The design template/s contain the following information:

- All necessary sign measurements and dimensions for fabrication
- Specifications for fonts, borders, patterns, colors schemes, exterior finishes, etc.
- Types of materials to be used and potential suppliers
- Cost estimates for fabrication and instructions for installation of future signs

The information provided in the template will enable anyone interested in the design and installation of future interpretive signs in the corridor to use the Corridor's standardized design scheme (refer Volume II – Design Handbook).

**Figure 2**  
**Signage Template**



Source: Interpretive Signage Design Handbook, 2013

One of the most significant elements of the template design is the corner art which reflects the Delaware River shoreline and includes the IHP logo (see Figure 3). The long blue space (river) at the bottom of the sign is reserved for sign sponsor information and/or logos. For more information on how to use the template, refer to Volume II – Design Handbook.

**Figure 3**  
**Signage Corner Art**



Source: Interpretive Signage Design Handbook, 2013



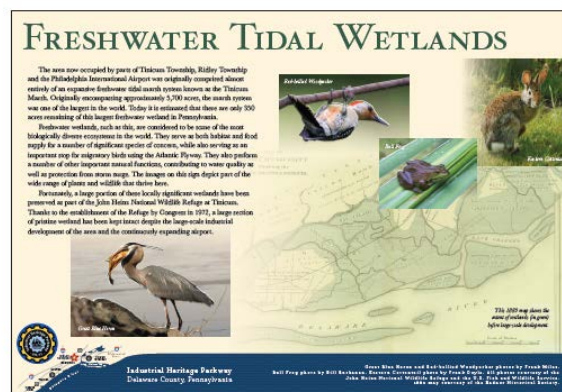
## Prototype Designs

In order to test the template and to demonstrate how it can be utilized in the future, the consultant prepared a series of complete designs for 12 sites and topics which represent the best examples of the resource types and themes in the Corridor. (Refer to Volume II – Design Handbook for actual artwork). The prototype signs contain all the narrative text, images, and other design elements specific to the site or topic. Designs were prepared for four different types of resources identified by the Planning Team and Steering Committee:

- *Individual Cultural or Historic Site*
  - Narrative of historic significance
  - Relevant imagery and/or photographs
  - Placed at or near resource
- *Individual Natural Site*
  - Narrative of ecological significance, value, and extent
  - Identification of key species, habitat, and threats
  - Relevant imagery and/or photographs
  - Placed at or near resource
- *Multi-resource or “Cluster” Site*
  - For use in an area where multiple resources exist
  - Narrative of significance or commonality of resources
  - May include wayfinding inset map
  - Placed in central location or landmark
- *Thematic*
  - Narrative of a broader overarching theme or topic within the corridor
  - Relevant imagery and/or photographs
  - Placed near related resource or along corridor

**Figure 4**  
**Freshwater Tidal Wetlands Sign**

**Sign 10**  
Freshwater Tidal Wetlands  
Medium (2'-2" x 1'-6")



Scale: 3" = 1'-0"

Source: Interpretive Signage Design Handbook, 2013

Approximate Location of Proposed Installation



Ridley Township Marina  
401 S. Swarthmore Avenue  
Ridley Park, PA 19078



## **Fabricated Signs**

Although it was not originally envisioned as part of the project, DCPD received permission from PADEP to repurpose unused grant funds for manufacture of installation-ready “show and tell” interpretive panels, which were to be used to help build support for the installation of signs in the Corridor. The goal was to create at least one “cluster sign” and one “single-resource” sign, and interpret at least one historic and one environmental topic. Fortunately, the budget allowed for fabrication of all 12 of the signs that were designed.

## **IMPLEMENTATION**

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The IHP/ECG Corridor contains a broad range of locally, regionally, and even nationally significant resources. The purpose of this project is to further the goals of the *Industrial Heritage Parkway Landscaping and Greenway Signage Guidelines* (2005), by providing the necessary level of detail to prepare and install interpretive signage recommended in the document. This project will help to capitalize on area resources to promote redevelopment and tourism while helping to create community interest and pride. This document and associated user-friendly signage template were developed to assist interested residents, municipalities, civic groups, and others to identify and create consistent and meaningful interpretive signs in the Corridor.

### **SIGN DESIGNS PREPARED FOR THIS PROJECT**

Final products of this planning effort include 12 manufactured prototype signs for the IHP Corridor. Future signs will require a champion, or champions (possibly a municipality, property owner, or organization) willing to commit energy and/or funding for the design and manufacture of additional signs. For more information on fabrication, and installation of signs prepared for this project, refer to the appropriate sections of the How to Use the Signage Design Manual section below as well as the Funding Section that follows.

### **PREPARATION OF FUTURE SIGNS**

The primary goal and end result of this project are the design and installation of consistent interpretive signage for all of the important resources in the IHP Corridor. Since the phase of the project only resulted in preparation of the first 12 sign designs, it is important to continue to identify and design signs for other resources in the corridor. For detailed information concerning sign selection, design, fabrication, and installation, refer to the steps below.

### **HOW TO USE THE SIGNAGE DESIGN HANDBOOK – FIVE MAJOR STEPS**

There are **5 major steps** in the development of any interpretive project: *Planning, Information Gathering, Writing & Design, Fabrication, and Installation*. The following text provides the reader with a general overview of the steps involved in selecting and installing interpretive signage. The Volume II – Design Handbook provides the reader with more detailed information concerning the specifics relating to preparation of text and actual design and manufacture of the signs.

## **1. Planning**

Planning involves three major elements. The first two focus on determining the specifics of your sign, the message you want to convey and where it will be located, and the third involves assembling a team of people to implement the project.

### **Selecting a Site or Topic**

When selecting a theme or site for interpretation, it is important to identify your reason for the sign, as well as the message you wish to convey, early on in the process. Begin by asking yourself a few questions:

- Is there an important resource or story to tell here (historical, archeological, natural, cultural, etc.)?
- What is important about this site, what do I want people to learn or do?
- Why would people want to visit, is there something to see, touch, hear, or even smell?
- Would a sign raise awareness or stewardship in the community?
- How could signage benefit the reader?

Be sure there is not already a saturation of interpretive or educational resources on the subject. The American Viscose Company is a great example. While there is already an effective PHMC blue marker sign in the plaza area, the Planning Team felt that there was a larger story to tell. Therefore, the Planning Team decided to create a sign that further elaborated on the information contained on the blue marker. If you have an idea for a potential interpretive sign, it is strongly recommended that you first contact the Planning Department to discuss the project in greater detail.

### **Siting Considerations**

Nearly as important as content and design are sign location and orientation. Siting affects not only the context for interpretation, but also who visits the sign and how often. Below are some considerations for placement of your sign:

#### *Clusters and Corridors*

One of the key elements of interpretive signage is “placemaking,” or creating meaningful spaces. In an area with multiple, noteworthy resources in close proximity to one another, such as in a historic district or resource cluster, it may be advantageous to not only include a sign that tells the overall story of the area, such as the historical context of the district, and then install individual signs that tell the story of individual resources located within the district (i.e., Market Square area in Marcus Hook Borough).

#### *Physical & Locational*

Each site has specific conditions that warrant certain considerations. Always consider local ordinances, PennDOT requirements or permits, and environmental regulations before deciding

on a sign location. There are a number of factors that should be accounted for in order to locate an effective sign. Try to select a location that is:

- Near to, but does not obstruct or distract from the site or resource that is being interpreted
- Near a parking or rest area (especially if along a trail or roadway)
- Well-lit (increases readability, decreases likelihood of vandalism)
- Experiences optimal foot traffic, while still being accessible to those with disabilities
- Barrier free (in compliance with the Americans with Disabilities Act (ADA) and the Architectural Barriers Act, and where appropriate, accommodate individuals with bilingual needs)

Consider the surroundings and their impact on the sign, both from a visual and a maintenance standpoint. Some factors to consider include:

- Orientation of the sun to avoid shadows and glare, as well as dulling of panel. Is the panel well lit throughout the entire day?
- Pedestrian and bicycle friendliness (areas of low car and high foot traffic areas, street crossings, protective shelter, free from access barriers like fences)
- Location of nearby trees or plants that could drop things on the sign (seeds, berries, sap, bird droppings, etc.)
- Presence of rock or material that would complicate installation

Certain locations within the IHP are better suited than others for interpretive displays due to access, ownership, or “curb appeal.” Public property is the most desirable location to allow for access to the site and resource. Examples of types of sites include:

- Historic or cultural site
- Parks and other government facilities
- Recreation facilities (ball fields, stadiums, etc.)
- Natural areas (protected or not)
- Vistas and viewsheds (e.g., a view of the Delaware River)

### **“Sign Champion”**

One of the most important elements of interpretive signage planning is finding a champion or strong proponent for your sign. This person or organization can lead the charge and build support for the project. Local heritage and interest groups can be fantastic partners for work on interpretive projects. If the proposed sign will convey information consistent with the mission or goals of a specific group, working with them to identify content and funding strategies can help to expedite the development and implementation of a sign that is mutually beneficial. For example, if a sign has been proposed that would discuss early Swedish settlement in Tinicum and the various hurdles the settlers faced, partnering with a Swedish heritage organization would be a great fit.

In addition to a “sign champion,” having a team of people working together to achieve the goals of your project is crucial. This can be as few or as many people as fits with the scale of the project. The important thing is having a person, or persons, who possess a few key skill sets:

- **Computer savvy** – can work with text and image files to manipulate the design template
- **Research ability** – has experience in locating and gathering relevant and accurate information and imagery
- **Interpretive signage preparation experience** – is able to distill background information down to the most “interesting” text and attractive graphics so as to convey it interpretively and eloquently to the average reader
- **Design ability** – is skilled in design and layout of signage (good eye for how things should look)
- **Administrative capacity** – has experience with managing people and paperwork, and can spearhead any fundraising, permitting, or contracting that may be necessary

## **2. Information Gathering**

Once you have selected a site or topic, a great way to begin the process is to reach out to local historic and environmental groups to gather information necessary for the sign. This can also be a great way to introduce the project to area stakeholders, and to ask for help in reviewing the final product. (Refer to the section on *Review & Revision* below.)

The information to be used on the sign must be accurate and concise. Additionally, for certain resources, there is such a wealth of information available that it can difficult to determine the most interesting and pertinent information that should be conveyed, while other sites or topics may require extensive digging and combing through archives to find even the most basic facts.

Procuring relevant and aesthetically interesting imagery presents similar issues. Given the visual/graphic nature of interpretive signage panels, finding high quality imagery (high resolution, clarity, etc.) is of ultimate importance. Doing so often involves scanning of old photographs, engravings, and/or even postcards after obtaining permission for use of the images.

## **3. Interpretive Writing and Design Process**

The goal of the Design Handbook (Volume II) was to create a *plug and play* template and associated guidance that could be used to implement a consistent program for signage in the IHP Corridor. The template is only a starting point. The user is responsible for writing interpretive text and laying out the actual sign design. Below are some tips for each:

### **Text**

The Design Handbook contains information on how to prepare text for interpretive signs. The following are a few items to consider when preparing signage text:

- Determine the main message you would like to convey.

- Know your audience (who is reading the sign and why).
- Consider the reading level of the viewer (recommend 7<sup>th</sup>-9<sup>th</sup> grade reading level)
- Keep it simple, not to be overly technical. Less is more.
- Use graphics to help convey the message when possible.

The Planning Department's Environmental and Historic Preservation sections maintain a collection of studies and inventories and can serve as a great starting point for your information gathering process. Other sources could include:

- Local historical and environmental groups/individuals
- Libraries
- State and other government agencies (DCNR, PHMC, etc.)

## **Design**

The Design Handbook discusses how to obtain imagery and provides instructions for laying out/designing an interpretive sign. The following are a few items to consider when laying out an interpretive sign:

- Grab the reader's attention
- Use meaningful images to help relay a message or explain the subject matter.
- Maintain balance and do not overcrowd with text or images.
- Text and graphics should complement one another
- Focus on the following types of graphics
  - Historic and otherwise pertinent photography
  - Maps
  - Illustrations
  - Engravings
  - Postcards
  - Diagrams

## **Technical and Visual Standards**

Graphics used for the 12 prototype sign panels were created using Adobe CS4 software. Adobe CS4 files are only compatible with Adobe software. Therefore, in order to ensure that any new layouts are of the same quality and look as the template calls for, it is essential that this software be used and that nobody attempt to re-create the templates in other programs.

One of the most important elements of interpretive signage content is its accuracy. Therefore, it is important to discuss any potential sign content with Delaware County Planning Department staff as well as other experts. Additionally, in order to ensure that future signs meet the visual quality standards set forth in the Design Handbook, all future designs and content must also be reviewed and approved by the Planning Department.

## **Review & Revision**

This is a crucial step. After all of the hard work researching and hunting for imagery to create an effective sign design, it is important to take a step back and allow others to review your work. This is where peer-review by local and topical experts becomes invaluable. Below are some examples of the types of people and stakeholders you may want to ask to review your work:

- Local historical and environmental groups/individuals
- Municipal officials and/or staff
- Property owner (sign host)
- Delaware County Planning Department staff
- Anyone consulted throughout the information gathering and design processes

## **4. Fabrication Process**

### *Materials:*

Once a sign design has been developed and finalized, the next step is to consider the panel material. Interpretive panels are available in a variety of styles and types of materials ranging from metal to porcelain to composite. Each has its own benefits and drawbacks including cost, maintenance, longevity, resistance to vandalism, and even ranges of available colors and finishes. It is important to select materials that are appropriate to the site with the most durable material you can afford.

For more information on interpretive signage materials and their pros and cons, refer to Volume II – Design Handbook.

For the purposes of the prototype signs, the consultant selected signs made by Fossil Industries. The graphics on the composite material were considered by the consultant to be of excellent quality for a reasonable price, and stanchions were available for both soil and concrete.

Note: consider ordering several signs at once to take advantage of any possible bulk discounts.

## **5. Installation**

There are two main components of an interpretive display: the **sign panel** and the **sign base** (also called a stanchion). The sign panel is first mounted to the base, often with tamper-proof hardware, before being placed in the ground. Generally, the base is secured by sinking the legs into soil or concrete (reinforced with rebar).

Plan ahead and consider the following when installing signs:

- Prepare the site (dig holes for the base, use concrete fill around legs of stanchion).
- Partner with municipality/public works department, parks department, etc. to do the installation.

- Verify compliance with federal, state, and local ordinances as well as PennDOT, and ADA requirements.

## **Permitting**

Before you consider installing a sign, discuss your plans with the municipality to discuss their desire for a sign and any special permitting that may be required, depending on the location of the sign and its surroundings. Signs along major roadways may be subject to local ordinance requirements, PennDOT rules and regulations, or environmental permits. The municipality is the best source of information regarding regulations, permits, or other administrative requirements.

## **Maintenance**

Given the expense of repairing and replacing sign panels, it is important to take care of them once they are installed. Maintenance considerations depend on the types of materials being utilized and specific instructions are most often supplied by the manufacturer. Most considerations center around keeping the panels clean and free of debris and graffiti. Depending on the location, coordinating with public works or grounds crews to care for the sign can be a great way to protect/maintain the investment. It may also prove helpful to keep things like touch-up paint, non-abrasive cleaners, and even car wax on hand to properly care for your sign.

## **FUNDING OPTIONS**

The Industrial Heritage Parkway Interpretive Signage Guidelines Project is intended to be implemented in phases, as desire/opportunities and funding become available. One way to maximize funds is to have the signs fabricated in batches to save on costs for fabrication as well as administration of any grants used for sign development or fabrication. There are various strategies, or combinations of strategies, that can be utilized to procure funds for interpretive projects. Below is a list of the more common funding sources:

### **Municipal Funding**

In almost all cases, permission, as well as installation and maintenance of a sign on public property will be the responsibility of the municipality. Municipalities can also directly fund the manufacture of signs. However, since most of the funding sources noted below will require match, a municipality could use staff time for site preparation and installation as match for a grant.

### **Grants**

Grants from various nonprofit groups and government agencies can be a great way to find funding for your project. One drawback (or benefit) is that these grants often require a local match, meaning that you must provide equal funds (or some percentage or proportion defined by the grant program), to supplement the grant funds. This can come from donations and other sources but is most commonly provided through in-kind services – using billable hours from a public agency or non-profit group as match money. An example would be using a municipal

public works department's time for installation as match. The following is a short list of potential grant programs that might be able to fund some components of signage implementation. Refer to Appendix G for more information.

- PA Department of Environmental Protection – Coastal Zone Management Program
- PA Department of Conservation and Natural Resources – Community Conservation Partnerships Program (C2P2)
- Federal Community Development Block Grant Program (CDBG)

### **Sponsorships**

Donations and sponsorships from civic groups, businesses, and even individuals can be very effective in generating funds for implementation. Although the process of building a relationship/rapport with a potential sponsor will vary on a case by case basis, the following are a few basic steps to get started.

1. Generate a list of potential sponsors that are:
  - Located near the sign location (i.e., PHL sponsoring a sign discussing Little Tinicum Island)
  - Have an interest in the topic (i.e., Boeing sponsoring a sign discussing Frank Piasecki and the local history of the helicopter)
  - Have a history of serving as good neighbors to the community or ones with formal community stewardship and engagement programs
2. Contact the appropriate person within the organization (or the individual) responsible for making the decision (i.e. public relations department, local government liaison, etc.)
3. Explain the project within the context described in this report (background, previous studies, and goals). Also be sure to explain what the sign will achieve within the community and the benefits of sponsorship to the sponsor
4. Ask if the sign is something on which the organization might be interested in partnering. If an agreement cannot be realized, ask for suggestions of other organizations (or individuals) who may be interested or in a position to help.

### **Partnerships**

Whenever possible, partner with local organizations with like interests. This can be a great way to source local expertise and assistance. They may also have access to funding from a wider range of sources. Partner organizations could include the following:

- Historical societies
- Heritage groups
- Environmental organizations



- Major businesses in the corridor
- Tourism entities

## **NEXT STEPS**

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### **PHASING FOR IMPLEMENTATION**

This interpretive signage guidelines project is just the first phase in a long process of sign identification, design, and installation, which will take years to complete. This first phase involved standardization of the look of the signage and preparation of designs for the first few sign designs. It was fortunate that grant funding was sufficient enough to allow for fabrication of 12 prototype signs and one that can be used for “show and tell” to help build support for additional signs in the IHP Corridor.

The next phase of the project will be to work with Corridor municipalities to finalize the locations for the signs manufactured as part of this phase of the project and to encourage municipalities to take long-term responsibility for installation and maintenance of the signs.

Future phases of the project will involve identification of funding sources and sponsors for additional signs identified in this phase of the project. Future phases could also include working with municipalities and interest groups to design additional signs.

### **POSSIBILITIES FOR EXPANSION**

#### **Coordination with Visitors Bureau**

The installation of the first signs in the corridor serves as an opportunity for the County Planning Department to engage the Brandywine Conference and Visitors Bureau (BCVB) to map and promote tourism-focused resources and to develop one- to three-day tours of the Delaware Riverfront Corridor. Through strategic placement of signs throughout the corridor, driving, walking, and biking tours could be established that would not only align with the ECG route, but also supplement it by offering small detours through the communities.

#### **Quick Response Codes**

Hosting a list of all the signs online could help peak interest as well, especially if combined with the use of QR codes (short for Quick Response Code). QR codes consist of black modules, or square dots, that are arranged in a grid-like pattern over a white background. The information encoded in the dots can be scanned by various platforms, most notably, smart phones. Within the codes, more detailed information can be stored; anything from maps and photo albums to recorded lectures or educational videos.

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## **APPENDIX A**

### **IHP CORRIDOR BACKGROUND**

## **IHP CORRIDOR BACKGROUND**

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The IHP communities, though connected by a common industrial heritage, are more than just factory towns. Each has its own unique origin, evolution, and sense of place. These resource rich communities contain an abundance of historic and ecological value that rivals even the most storied parts of the country.

### **HISTORY**

The Delaware River waterfront has a rich history that dates back hundreds of years. By the time Europeans first arrived in the area in 1609, the Lenni Lenape (Native Americans known as the Delaware by the British) had inhabited the area for centuries for its exceptional hunting and fishing grounds. Europeans soon recognized the area's potential for fur trade, thus sparking a rivalry among Dutch, Swedish, and British settlers that would last throughout the 17th century.

The first permanent European settlement in the area, known as New Sweden, was established on Tinicum Island (present day Tinicum Township) in 1643 by Swedish Governor Johan Printz. There, he built a fort, government house, and trading post, along with houses, shops, a school, and a church. The British took control of the west bank of the Delaware in 1664. By 1682, William Penn and a fleet of Quaker immigrants had landed in what is now the City of Chester. Having been granted the land for debts owed to his father, here he held his first governmental and religious meetings, marking the origins of Pennsylvania.

Due to heavy reliance on water transportation at the time, Delaware County's riverfront became a focal point for governmental and economic affairs. The waterfront emerged as a hub for regional trade, where goods from interior farms and mills were sold to shipmasters and merchants. As a result, the first major road in the area was constructed parallel to the river. This road, still in use to this day, has been known by many names over the years, such as the Swede's Path, the Great Post Road, the Queen's Highway, the King's Highway, and US Route 13, which is now a segment of the Route 291/13 Industrial Heritage Parkway.

Throughout the 1800s, people were drawn to the riverfront for its hotels, boating, and even an amusement park. Commercial fishing fleets sought large schools of herring and shad from the Delaware River. In 1892, the Bear Creek Refinery helped to initiate the river's new era as a hub for petroleum refining and shipping. The emergence of steam power and railways provided transportation to move goods and products away from the river to other markets. During the late 1800s and into the 1900s, the shoreline became



increasingly industrial. Also around this time, three major rail systems (Pennsylvania Central, Reading, and Baltimore, Ohio and Western) established links to the riverfront areas. This, combined with the now extensive road system and a rapidly expanding demand for goods, spurred rapid industrialization of the riverfront.

Among the large industries located along the Delaware River were shipyards, locomotive works, textiles and rayon producers, arms factories, petroleum refineries, electric companies, and paper and aluminum product factories. Beginning in the 1910s, the waterfront industries concentrated on manufacturing goods for World War I, and continued in this capacity for World War II and the Korean War. However, as the United States emerged out of wartime, the industries found it difficult and increasingly expensive to retool and remain competitive with firms elsewhere. The costs of power, water, labor, and infrastructure became relatively high compared to the subsidized South and Southwest. Despite the difficult times endured in recent decades, the riverfront communities are showing signs of recovery. The waterfront communities have an opportunity to capitalize on their waterfront, creating a more dynamic and diversified landscape.

## **NATURE**

At the time of European arrival, Delaware County was a vast, imposing wilderness. The shores of the Delaware River were lined with an expansive freshwater tidal marsh system that, at one time, was one of the largest in the world. Further inland, old growth forests covered as far as the eye could see; beneath them were fertile soils and rolling hills. Over the years, these lands were altered. Marshy areas were diked, drained, and filled. Forests were cleared, first for agriculture and grazing, and later for residential and industrial uses.

The River and creek valleys provided early settlers with bountiful resources and fresh water to drink. As with the land, the river experienced profound changes as development increased. With the coming of the industrial age, the river fell victim to abuse, as factories and sewers began discharging untreated waste into its waters.

Today, efforts to conserve and enhance these remaining resources have yielded positive results, with water quality and dissolved oxygen levels in the river on the rise. The *Delaware County Natural Heritage Inventory* (2011) highlights the rich natural history of the County. Among the highest priority habitats listed in the inventory are the freshwater intertidal marshes, tidal mudflats, and wetland areas. The Tinicum Marsh system (part of larger Delaware River marsh system) is home to a variety of species found nowhere else in the Commonwealth. Though marsh areas have experienced increasing developmental

pressures over the years, efforts to preserve and re-naturalize these areas have begun to take hold.

## **RECREATION AND TOURISM**

The Delaware County's Route 291/13 Corridor is home to variety of parks and recreation facilities. The area also hosts the proposed route for the ECG, major tourist destinations, and abundant historic and cultural resources. Most of the recreational resources are represented by riverfront parks (i.e., Governor Printz, Barry Bridge, and Market Square Memorial); however, there are also a number of municipal parks and ball fields scattered throughout the communities further inland, most of which are in close proximity to the proposed ECG.

There is a public, municipal marina near the mouth of Darby Creek in Ridley Township, and many more private marinas are located along the Essington (Tinicum Township) riverfront. The John Heinz National Wildlife Refuge at Tinicum, the only urban wildlife refuge in the United States, offers resources for bicycling, hiking, canoeing, fishing, bird watching, photography, and environmental education to residents and visitors to the area.

These recreational resources, combined with major redevelopment projects in recent years, are major elements of the corridors renewed vision. Old industrial buildings, such as the Wharf at Rivertown (formerly the PECO power plant) in Chester and Baldwin Tower in Eddystone, have been transformed into class A office space. PPL Park, home of the Philadelphia Union MLS team, opened in 2010 to rave reviews and serves as a centerpiece for the Delaware River waterfront's re-emergence. Harrah's Philadelphia, in the City of Chester, is another major attraction that draws people to the area, while also providing jobs for local residents. New ramps that link I-95 to Routes 322 and 291/13 will enable visitors to more easily navigate the riverfront corridor.

Present planning efforts focus on the implementation of streetscaping and signage plans along Route 291/13, continued redevelopment of brownfield sites for new business and open space, and showcasing this area as a destination for reinvestment and tourism. It is hoped that the ECG will serve as an additional draw to the corridor.

## **APPENDIX B**

### **PRELIMINARY LIST OF POTENTIAL SIGNS**

**Table B-1**  
**Preliminary List of Potential Signs**

Note: This is raw preliminary data that may contain errors

Property Name	Sign-worthy?	Location	Municipality	Date	Description
<b>Chester City</b>					
<b>Chester City Properties</b>					
Pennsylvania Railroad Passenger Station		6th St, between Ave of the States and Welsh St	Chester City	1903	Originally constructed by Penn RR as one of main depots on the line traveling from Philadelphia to Wilmington to DC.
US Post Office		400 Edgmont Ave	Chester City	1936	WPA project. Designed by leading Philadelphia architect Henry D. Dagitt.
Pennsylvania National Bank		406-408 Avenue of the States	Chester City	1850	Early bank - First National Bank/Pennsylvania National Bank. Later purchased by Delaware National Bank.
1724 Chester Courthouse		Market Street below 5th St	Chester City	1724	First County courthouse and then Chester City Hall. Renovated in 1924 as part of bicentennial campaign. Oldest extant public building in continual use.
Old Swedish Burial Ground		Between E 3rd St, Welsh St, and Avenue of the States	Chester City	1702	Established by colonial Swedish settlers, who represented first wave of European settlement in area.
Wolf Building (Delaware County National Bank)		1 W. 3rd Street	Chester City	1882	Originally Delaware County National Bank, designed by prominent architect Patrick Welsh.
Penn's Landing		Penn & Front Streets	Chester City	1682/1882	William Penn landing site.
Waterside Station of the Philadelphia Electric Company		2501 Seaport Drive	Chester City	1916-1918	Built following the increased demand for electricity in Chester, resulting from the buildup of war industries and population.
Alfred O. Deshong Estate & Museum		1020 Avenue of the States	Chester City	1850/1913	House (1850) of John O. Deshong, Alfred Deshong's father. Museum (1913) built to house the art collection of Alfred, following his death.
Sun Hill Industrial District		Morton Ave, Vauclain, Curry & Baldwin	Chester City	1916	Sites associated with Sun Ship Building Company/housing.
Simeon C. Cotton		NE corner 2nd & Clayton	Chester City	c. 1876	Early cotton mill. In 1892, taken over by Thurlow Cotton Manufacturing Company. Eventually the mill was purchased by Chester Lace Company.
St Anthony of Padua Church		3rd & Concord	Chester City	1913	Founded by group of Italians who immigrated to Chester just prior to WWI.
Immaculate Heart of Mary		1408 West 2nd Street	Chester City	1894	Founded as the congregation of St. Michael's Church, outgrew its space. Land donated by local congressman. Slowed by financial panic of 1893 - excavation was done by the parishioners after their shifts ended in factories nearby.
Saint Daniel's Methodist Episcopal Church		315 Edwards St.	Chester City		
Ruth L. Bennett Improvement Club			Chester City		
Daniel W. Jeffries School		Hyatt St.	Chester City		
Saint Paul's Episcopal Church Graveyard			Chester City		
Booker T. Washington School		W. 7th Street	Chester City		

**Table B-1**  
**Preliminary List of Potential Signs**  
**(Continued)**

Property Name	Sign-worthy?	Location	Municipality	Date	History
<b>Chester City Properties (continued)</b>					
Frederick Douglas Jr. High			Chester City		
South Chester United Methodist Episcopal Church		2100 W. 3rd st	Chester City		
Chester Armory		712 Sprout St.	Chester City		
Chester Arms Hotel		401-411 Edgmont Ave	Chester City	1918	Started by George Shober as combined apartment house and restaurant. In 1927, additional brick section added when Shober Hotel was purchased and renamed Chester Arms.
Lodge XII October, Order of Sons of Italy in America		128-130 E. 4th Street	Chester City	1820	One of early remaining residences in the city. Became Lodge for the Order in the late 19th century and reflects Chester's position as major immigration port.
John Spence, Inc. Building		15 E. 8th Street	Chester City	1916	In Survey, Neo-Classical Revival. Associated with boom between World War I and II.
Siloam Methodist Church		1148 Upland Street	Chester City	1870	In Survey, Neo-Classical Revival. Associated with boom between World War I and II.
<b>Downtown Chester (Business &amp; Historic District)</b>					
Crozer Building		419 Avenue of the States	Chester City	1917	
Philadelphia Electric Company		16-18 E 15th St	Chester City	1925	
Chester Municipal Building		1 E. 4th Street	Chester City	c. 1940	
Chester Times		418 Avenue of the States	Chester City	1891	
First National Bank		420 Avenue of the States	Chester City	1889	
Cambridge Trust Building		501-503 Avenue of the States	Chester City	1923	
Arcade hotel		600 Avenue of the States	Chester City	1890s	
Franklin Building/Feinburg Department Store		500-502 Edgmont Avenue	Chester City	1920s	
<b>Chester PHMC Historical Marker Program (blue sign)</b>					
Finland		Concord Ave. near Pusey St, at monument, Chester			
Chester Fire Department		On Ave. of the States, Chester (On the right when traveling south)			
Christopher Columbus		On 3rd Street, Chester (On the right when traveling north)			
Delaware County, Where Pennsylvania Began		On 2nd Street, Chester (On the right when traveling north)			
First Friends Meeting		On Chestnut Street, Chester			
John Morton		Near 3rd Street, Chester			
Martin Luther King, Jr.		On 2nd Street, Chester (On the right when traveling south)			
Martin Luther King, Jr.		Near Medical Center Blvd., Upland			
Sun Shipbuilding and Dry Dock Company		On 4th Street, Chester (On the right when traveling north)			
Swedish Colonists		On Ave. of the States, Chester (On the right when traveling south)			
Vietnam		On Ave. of the States, Chester (On the right when traveling south)			

**Table B-1**  
**Preliminary List of Potential Signs**  
**(Continued)**

Property Name	Sign-worthy?	Location	Municipality	Date	History
<b>Chester PHMC Historical Marker Program (blue sign) (continued)</b>					
Washington House		On Ave. of the States, Chester (On the left when traveling south)			
William Penn		On Penn St., Chester (On the left)			
Green-Bank		E. 2nd St under walkway bridge			
Rochambeau Route (Narragansett Bay to Yourtown)		US 13 Morton Ave near Melrose Ave			
<b>Chester City Topic / Theme</b>					
History of Music in Chester		to be determined (Ethel Waters Park)			
Shipping on the Delaware-view ships		to be determined			
"What Chester Makes, Makes Chester"		to be determined			
African American History		to be determined			
Colonial History		to be determined			
<b>Eddystone Borough</b>					
<b>Eddystone Borough Properties</b>					
Baldwin Locomotive Works (possible history of locomotive construction)		1510 Chester Pike	Eddystone	1927	At its peak, largest locomotive producer in the world. Also managed Remington Arms Plant. Executive Office building remains as unique example of Deco/Beaux Arts design.
PECO - Eddystone Station		SW of Crum and Little Crum Creeks	Eddystone		
Simpson Print Works Housing District (includes resources below)		Bounded by Eddystone Ave, 2nd Street, 4th Street, and Saville Avenue	Eddystone	c. 1880	Built by William Simpson, owner of Eddystone Printworks. Housing for workers, as well as school, meetinghouse and library.
Lighthouse Hall		205 Eddystone Avenue	Eddystone	1880	Meetinghouse and library for Printworks workers.
Thomas Simpson School		4th St & Saville Ave	Eddystone	c. 1879	School for Printworks worker's children.
<b>Eddystone Borough Topic / Theme</b>					
History of shipping		to be determined			
Freshwater Tidal Wetlands		to be determined			
View of shipping on River		to be determined			
<b>Marcus Hook Borough</b>					
<b>Marcus Hook Properties</b>					
Sun Company		Terminus of Green Street and Delaware Ave	Marcus Hook	1901	Early oil industry dating to 1901 - buildings of various vintages.
American Viscose Company		S. side of Post Road	Marcus Hook	1909	First producer of artificial silk in the US.
Viscose Village		10th Street, Chestnut Street, Spruce Street, and Walnut Street	Marcus Hook	1907-1911	Industrial workers village for Viscose Company

**Table B-1**  
**Preliminary List of Potential Signs**  
**(Continued)**

Property Name	Sign-worthy?	Location	Municipality	Date	History
<b>Marcus Hook Properties (continued)</b>					
Plank House		221 Market Street	Marcus Hook	1683	Oldest structure in Borough. Rumored to be Blackbeard's mistress' house - although never proven.
Marcus Hook Borough Hall		1015 Green Street	Marcus Hook	1939	WPA built borough hall
St. Martin's Episcopal Church and Cemetery		305 Church Street	Marcus Hook	1845	Believed to be second oldest church in PA and fourth oldest in US.
Delaware River Ice Breakers		7 West Delaware Avenue	Marcus Hook	1760s	Nation's first Federal public works.
Militia Encampment - Camp Gaines (site of)		North of Market Street & Post Road	Trainer, Marcus Hook	1814	During the war of 1812, infantry troops were trained and quartered just north of the crossroads of Market Street and Post Road (U.S. 13) and continuing Northeast into Trainer. The encampment known as "Camp Gaines" and later "Fort Snyder," had between 5,000 and 10,000 men stationed there from early September 1814 into early 1815.
Old Market Square Historic District		Market Street from Fourth to the River	Marcus Hook	1699	Site of market chartered in 1699 - helped make this area the commercial center of town for nearly 200 years. One of oldest market districts in PA.
Cokesbury Methodist Church		305 Market Street	Marcus Hook	1871	Built for growing Methodist population in Marcus Hook.
Immaculate Conception Roman Catholic Church		8th & Green Streets	Marcus Hook	1917	Mission church for Italian residents until 1924.
Early sea captain/sailor's housing		12-14 Delaware Avenue	Marcus Hook	early 18th c.	One of earliest remaining buildings in the Borough. Early captain's and sailor housing. Originally connected.
James B. 'Mickey' Vernon Park		On Market Street, Marcus Hook (On the right when traveling north)			
Marcus Hook First Ward Veterans Memorial		On Market Street, Marcus Hook (In the median)			
Marcus Hook World War I Memorial		On Market Street, Marcus Hook (On the left when traveling south)			
Marcus Hook World War II Veterans		On Market Street, Marcus Hook (On the right when traveling west)			
Mary Gillis Troost Tombstone		Near Marcus Hook	Marcus Hook		
Union Gospel Ministry		Market St.	Marcus Hook		
<b>Marcus Hook Topic / Theme</b>					
Marcus Hook Firehouse		8th & Market Street	Marcus Hook		
History of ship building (Pioneer)		to be determined	Marcus Hook		
History of the refining industry		to be determined	Marcus Hook		
History of pirates		to be determined	Marcus Hook		
<b>Ridley Township</b>					
<b>Ridley Township Properties</b>					
Boeing - story of helicopter		to be determined (near Boeing)	Ridley		

**Table B-1**  
**Preliminary List of Potential Signs**  
**(Continued)**

Property Name	Sign-worthy?	Location	Municipality	Date	History
<b>Ridley Township Properties (continued)</b>					
Ketchum, O.W. Terra Cotta Works		to be determined	Ridley		
<b>Ridley Township Topic / Theme</b>					
Heinz Refuge		to be determined (JHNWR)	Ridley		
<b>Tinicum Township</b>					
<b>Tinicum Township Properties</b>					
Corinthian Yacht Club		2nd St, near Taylor Ave	Tinicum	1728; club formed 1892	Early history of building remains mystery - may be brick house of wealthy resident, house of man who fled yellow fever epidemic, or may be Rosedale Inn. Significant club and hotel in Tinicum's era as a resort and recreational era.
Governor Printz Park		2nd St and Taylor Ave	Tinicum	1643	Site of early Swedish settlement.
Lazaretto		Wanamaker Ave at 2nd Street	Tinicum	1799	Quarantine station.
Philadelphia International Airport		to be determined (view of planes)	Tinicum	1937 - various	Outgrowth of 1925 "Municipal Aviation Field" nearby. Site of Hog Island Shipyards was chosen over alternative site in Springfield. Various additions 1950s-2000s.
Westinghouse Village		Saude Ave, Jensen Ave, Seneca Ave	Tinicum	1918	Industrial workers village constructed as rentals for employees of the nearby plant.
Little Tinicum Island		to be determined (Lazaretto)	Tinicum		
St. John the Evangelist Protestant Episcopal Church		3rd and Wanamaker Ave	Tinicum	1892/1929	
<b>Tinicum Township Topic / Theme</b>					
History of Freshwater Tidal Wetlands		to be determined (Ridley Marina)			
Fishing industry		to be determined			
History of airport		to be determined (view of planes)			
Swedish/Early Euro Settlement		to be determined			Earliest European settlers, Printz Park may represent an opportunity to pull people off the trail and capitalize on the existing signage there.
<b>Trainer Borough</b>					
<b>Trainer Borough Properties</b>					
Trainer Methodist Church		3709 W. 9th Street	Trainer	1927	Outgrowth of rapidly expanding Methodist population in area, which started as cottage prayer meetings in various homes. Won first prize in Annual Church Building Competition by the Christian Herald.
<b>Trainer Borough Topic / Theme</b>					
History of Refining Industry		to be determined			



## **APPENDIX C**

### **POTENTIAL SIGNAGE SCORING SHEET**

**Table C-1**  
**Potential Signs Scoring Sheet**

Potential Signs Scoring Sheet												
Please review this list and identify sites you feel would make for an interesting interpretive sign to people visiting the area. Please use the following criteria to rate the sites high (H), medium (M), or low (L) and place an "X" in the corresponding box for the criteria (see below) which contributed to your decision. Also, if there are any sites you feel should be removed from the list for any reason (demolished, too obscure, etc.), please note on the sheet.												
<b>Criteria:</b>												
1. Is the location "tourism worthy" and suitable for an interpretive sign?												
2. Is the location historically or architecturally significant?												
3. Does the location contribute to a Coastal Zone theme: Manufacturing and Industry, Port Community/Shipbuilding, Early European Settlement, Government?												
4. Clustering: are there other similar cultural resources nearby?												
5. Proximity to river corridor/ECG proposed route and other tourist resources (parks, restaurants, bike routes, etc)?												
6. Pedestrian friendliness of the intersection and/or surrounding area?												
7. Is there potential to find a sign "champion," such as a local civic organization, business, etc.?												
<b>Note: This is raw preliminary data and may contain errors</b>												
Property Name	1	2	3	4	5	6	7	H, M, L	Address	Municipality	Date	History
<b>Chester City</b>												
<b>Chester City Properties</b>												
Pennsylvania Railroad Passenger Station									6th St. between Ave of the States and Welsh St	Chester	1903	Originally constructed by Penn RR as one of main depots on the line traveling from Philadelphia to Wilmington to DC.
US Post Office									400 Edgmont Ave.	Chester	1936	WPA project. Designed by leading Philadelphia architect Henry D. Dagit.
Pennsylvania National Bank									406-408 Avenue of the States	Chester	1850	Early bank - First National Bank/Pennsylvania National Bank. Later purchased by Delaware National Bank.
1724 Chester Courthouse									Market Street below 5th St.	Chester	1724	First County courthouse and then Chester City Hall. Renovated in 1924 as part of bicentennial campaign. Oldest extant public building in continual use.
Old Swedish Burial Ground									Between E 3rd St, Welsh St, and Avenue of the States	Chester	1702	Established by colonial Swedish settlers, who represented first wave of European settlement in area.
Wolf Building (Delaware County National Bank)									1 W. 3rd Street	Chester	1882	Originally Delaware County National Bank, designed by prominent architect Patrick Welsh.
Penn's Landing									Penn & Front Streets	Chester	1682/1882	William Penn landing site.
Waterside Station of the Philadelphia Electric Company									2501 Seaport Drive	Chester	1916-1918	Built following the increased demand for electricity in Chester, resulting from the buildup of war industries and population.
Alfred O. Deshong Estate & Museum									1020 Avenue of the States	Chester	1850/1913	House (1850) of John O. Deshong. Alfred Deshong's father. Museum (1913) built to house the art collection of Alfred, following his death.
Sun Hill Industrial District									Morton Ave, Vaclain, Curry & Baldwin	Chester	1916	Sites associated with Sun Ship Building Company/housing.
Saint Daniel's Methodist Episcopal Church									315 Edwards St.	Chester		
Ruth L. Bennett Improvement Club										Chester		
Daniel W. Jeffries School									Hyatt St.	Chester		
Saint Paul's Episcopal Church Graveyard										Chester		
Booker T. Washington School									W. 7th Street	Chester		

**Table C-1**  
**Potential Signs Scoring Sheet**  
**(Continued)**

Property Name	1	2	3	4	5	6	7	H, M, L	Address	Municipality	Date	History
<b>Chester City Properties (continued)</b>												
W. 8th Street Historic District									W. 8th Street	Chester		
Frederick Douglas Jr. High										Chester		
South Chester United Methodist Episcopal Church									2100 W. 3rd st	Chester		
Chester Armory									712 Sproul St.	Chester		
Simeon C. Cotton									NE corner 2nd & Clayton	Chester	c. 1876	Early cotton mill. In 1892, taken over by Thurlow Cotton Manufacturing Company. Eventually the mill was purchased by Chester Lace Company.
St Anthony of Padua Church									3rd & Concord	Chester	1913	Founded by group of Italians who immigrated to Chester just prior to WWI.
Immaculate Heart of Mary									1408 West 2nd Street	Chester	1894	Founded as the congregation of St. Michael's Church outgrew its space. Land donated by local congressman. Slowed by financial panic of 1893 - excavation was done by the parishioners after their shifts ended in factories nearby.
Chester Arms Hotel									401-411 Edgmont Ave	Chester	1918	Started by George Shober as combined apartment house and restaurant. In 1927, additional brick section added when Shober Hotel was purchased and renamed Chester Arms.
Lodge XII October, Order of Sons of Italy in America									128-130 E. 4th Street	Chester	1820	One of early remaining residences in the city . Became Lodge for the Order in the late 19th century and reflects Chester's position as major immigration port.
Old Main and Chemistry Building									14th Street between Walnut and Melrose Aves	Chester		On the campus of Widener University.
John Spence, Inc. Building									15 E. 8th Street	Chester	1916	In Survey. Neo-Classical Revival. Associated with boom between World War I and II.
Siloam Methodist Church									1148 Upland Street	Chester	1870	In Survey. Neo-Classical Revival. Associated with boom between World War I and II.
<b>Downtown Chester (Business and Historic District)</b>												
Crozer Building									419 Avenue of the States	Chester	1917	
Philadelphia Electric Company									16-18 E 15th St	Chester	1925	
Chester Municipal Building										Chester	c. 1940	
Chester Times									418 Avenue of the States	Chester	1891	
First National Bank									420 Avenue of the States	Chester	1889	
Cambridge Trust Building									501-503 Avenue of the States	Chester	1923	
Arcade hotel									600 Avenue of the States	Chester	1890s	
Franklin Building/Feinburg Department Store									500-502 Edgmont Avenue	Chester	1920s	
<b>Chester PHMC Historical Marker Program (blue sign)</b>												
Finland									Concord Ave. near Pusey St, at monument. Chester			
Chester Fire Department									On Ave. of the States, Chester (On the right when traveling south)			
Christopher Columbus									On 3rd Street, Chester (On the right when traveling north)			
Delaware County, Where Pennsylvania Began									On 2nd Street, Chester, (On the right when traveling north)			

**Table C-1**  
**Potential Signs Scoring Sheet**  
**(Continued)**

Property Name	1	2	3	4	5	6	7	H, M, L	Address	Municipality	Date	History
<b>Chester PHMC Historical Marker Program (blue sign)</b>												
First Friends Meeting									On Chestnut Street, Chester	Chester		
John Morton									Near 3rd Street, Chester	Chester		
Martin Luther King, Jr.									On 2nd Street, Chester (On the right when traveling south)			
Martin Luther King, Jr.									Near Medical Center Blvd., Upland			
Sun Shipbuilding and Dry Dock Company									On 4th Street, Chester (On the right when traveling north)			
Swedish Colonists									On Ave. of the States, Chester (On the right when traveling south)			
Vietnam									On Ave. of the States, Chester (On the right when traveling south)			
Washington House									On Ave. of the States, Chester (On the left when traveling south)			
William Penn									On Penn St., Chester (On the left)			
Green-Bank									E. 2nd St under walkway bridge			
Rochambeau Route (Narragansett Bay to Yourktown)									US 13 Morton Ave near Melrose Ave			
<b>Chester City Topic Ideas</b>												
History of music in Chester									to be determined			
Shipping on the Delaware-view ships									to be determined			
African American History									to be determined			
Colonial History									to be determined			
<b>Eddystone Borough</b>												
<b>Eddystone Properties</b>												
Baldwin Locomotive Works (possible history of locomotive construction)									1510 Chester Pike	Eddystone	1927	At its peak, largest locomotive producer in the world. Also managed Remington Arms Plant. Executive Office building remains as unique example of Deco/Beaux Arts design.
PECO - Eddystone Station									SW of Crum and Little Crum Creeks	Eddystone		
Simpson Print Works Housing District									Bounded by Eddystone Ave, 2nd Street, 4th Street, and Saville Avenue	Eddystone	c. 1880	Built by William Simpson, owner of Eddystone Printworks. Housing for workers, as well as school, meetinghouse and library.
Includes:												
Lighthouse Hall									205 Eddystone Avenue	Eddystone	1880	Meetinghouse and library for Printworks workers.
Thomas Simpson School									4th St & Saville Ave	Eddystone	c. 1879	School for Printworks worker's children.
<b>Eddystone Topic Ideas</b>												
History of shipping									to be determined			
Tidal wetlands									to be determined			
View of shipping on River									to be determined			

**Table C-1**  
**Potential Signs Scoring Sheet**  
**(Continued)**

Property Name	1	2	3	4	5	6	7	H, M, L	Address	Municipality	Date	History
<b>Marcus Hook Borough</b>												
<b>Marcus Hook Properties</b>												
Sun Company									Terminus of Green Street and Delaware Ave	Marcus Hook	1901	Early oil industry dating to 1901 – buildings of various vintages.
American Viscose Company									S. side of Post Road	Marcus Hook	1909	First producer of artificial silk in the US.
Viscose Village									10th Street, Chestnut Street, Spruce Street, and Walnut Street	Marcus Hook	1907-1911	Industrial workers village for Viscose Company
Plank House									221 Market Street	Marcus Hook	1683	Oldest structure in Borough. Rumored to be Blackbeard's mistress' house - although never proven.
Marcus Hook Borough Hall									1015 Green Street	Marcus Hook	1939	WPA built borough hall.
Delaware River Ice Breakers									7 West Delaware Avenue	Marcus Hook	1760s	
St. Martin's Episcopal Church and Cemetery									305 Church Street	Marcus Hook	1845	Believed to be second oldest church in PA and fourth oldest in US.
Militia Encampment - Camp Gaines (site of)									N of Market Street & Post Road	Trainer Marcus Hook	1814	During the war of 1812, infantry troops were trained and quartered just north of the crossroads of Market Street and Post Road (U.S. 13) and continuing Northeast into Trainer. The encampment known as "Camp Gaines" and later "Fort Snyder," had between 5,000 and 10,000 men stationed there from early September 1814 into early 1815.
Union Gospel Ministry												
Marcus Hook Firehouse												
Cokesbury Methodist Church									305 Market Street	Marcus Hook	1871	Built for growing Methodist population in Marcus Hook.
Old Market Square Historic District									Market Street from Fourth to the River	Marcus Hook	1699	Site of market chartered in 1699 - helped make this area the commercial center of town for nearly 200 years. One of oldest market districts in PA.
Immaculate Conception Roman Catholic Church									8th & Green Streets	Marcus Hook	1917	Mission church for Italian residents until 1924.
Early sea captain/sailor's housing									12-14 Delaware Avenue	Marcus Hook	1800s	One of earliest remaining buildings in the Borough. Early captain's and sailor housing. Originally connected.
<b>Marcus Hook PHMC Historical Marker Program (blue sign)</b>												
James B. 'Mickey' Vernon Park									On Market Street, Marcus Hook (On the right when traveling north)			
Marcus Hook First Ward Veterans Memorial									On Market Street, Marcus Hook (In the median)			
Marcus Hook World War I Memorial									On Market Street, Marcus Hook (On the left when traveling south)			
Marcus Hook World War II Veterans									On Market Street, Marcus Hook (On the right when traveling west)			
Mary Gillis Troost Tombstone									Near Marcus Hook			
<b>Marcus Hook Topic Ideas</b>												
History of ship building (Pioneer)									to be determined			
History of the refining industry									to be determined			
History of pirates									to be determined			

**Table C-1**  
**Potential Signs Scoring Sheet**  
**(Continued)**

Property Name	1	2	3	4	5	6	7	H, M, L	Address	Municipality	Date	History
<b>Ridley Township</b>												
<b>Ridley Township Properties</b>												
Boeing - story of helicopter									to be determined	Ridley		
Keichum, O.W. Terra Cotta Works									to be determined	Ridley		
Heinz Refuge									to be determined	Ridley		
<b>Tinicum Township</b>												
<b>Tinicum Township Properties</b>												
Cominthan Yacht Club									2nd St. near Taylor Ave	Tinicum	1728; club formed 1892	Early history of building remains mystery - may be brick house of wealthy resident, house of man who fled yellow fever epidemic, or may be Rosedale Inn. Significant club and hotel in Tinicum's era as a resort and recreational era
Governor Printz Park									2nd St and Taylor Ave	Tinicum	1643	Site of early Swedish settlement.
Lazaretto									Wanamaker Ave at 2nd Street	Tinicum	1799	Quarantine station.
Philadelphia International Airport									to be determined	Tinicum	1937-various	Outgrowth of 1925 "Municipal Aviation Field" nearby. Site of Hog Island Shipyards was chosen over alternative site in Springfield. Various additions 1950s-2000s.
Westinghouse Village									Saude Ave, Jensen Ave, Seneca Ave	Tinicum	1918	Industrial workers village constructed as rentals for employees of the nearby plant.
Little Tinicum Island									to be determined	Tinicum		
St. John the Evangelist Protestant Episcopal Church									3rd and Wanamaker Ave	Tinicum	1892/1929	
<b>Tinicum Township Topic Ideas</b>												
History of tidal wetlands									to be determined			May be possible to partner with Marinas for a sign to bring people down to the piers.
Fishing industry									to be determined			
History of airport									to be determined			
Swedish/Early Euro Settlement									to be determined			Earliest European settlers, Printz Park may represent an opportunity to pull people off the trail and capitalize on the existing signage there.
<b>Trainer Borough</b>												
<b>Trainer Borough Properties</b>												
Trainer Methodist Church									3709 W. 9th Street	Trainer	1927	Outgrowth of rapidly expanding Methodist population in area, which started as cottage prayer meetings in various homes. Won first prize in Annual Church Building Competition by the Christian Herald.
<b>Trainer Borough Topic Ideas</b>												
History of Refining Industry									4101 Post Road	Trainer		Discuss origins of the refining and chemical industries (Bear Creek, Sun Oil).

## **APPENDIX D**

### **RANKED LIST OF POTENTIAL SIGNS**

**Table D-1**  
**Ranked List of Potential Signs**

This list is a tabulation of the scores from the steering committee worksheet. Those signs noted in *italics*\* are *PHMC signs* (also noted by blue box in # column)

<b>Scoring</b>				
<b>H</b> = 3 points. <b>M</b> = 2 points <b>L</b> = 1 point				
<b>#</b>	<b>Sign</b>	<b>Score</b>	<b>Municipality</b>	<b>Location</b>
1	Boeing - Story of helicopter	18	Ridley	Near Boeing complex, in view of wind tunnel or other landmark
2	<i>American Viscose Company*</i>	17	Marcus Hook	South side of Post Road
3	<i>Lazaretto Quarantine Station*</i>	17	Tinicum	Wanamaker Ave at 2nd Street
4	Old Market Square Historic District	17	Marcus Hook	Market Street from Fourth to the River
5	Thomas Simpson School	17	Eddystone	4th St & Saville Avenue
6	Baldwin Locomotive Works (history of locomotive construction)	16	Eddystone	1510 Chester Pike
7	<i>Martin Luther King, Jr.*</i>	16	Chester	On 2nd Street, Chester (on the right when traveling south)
8	Waterside Station of the Philadelphia Electric Company	16	Chester	2501 Seaport Drive
9	Alfred O. Deshong Estate & Museum	16	Chester	1020 Avenue of the States
10	<i>1724 Chester Courthouse: Center of Chester Historic District*</i>	15	Chester	Market Street below 5th Street
11	African American History	15	To be determined	To be determined
12	Heinz Refuge	15	Ridley	401 Swarthmore Avenue (Ridley Marina)
13	History of Ship Building (Pioneer)	15	To be determined	To be determined
14	<i>Old Swedish Burial Ground*</i>	15	Chester	Between E. 3rd Street, Welsh Street, and Avenue of the States
15	<i>Penn's Landing*</i>	15	Chester	Penn & Front Streets
16	<i>Rochambeau Route (Narragansett Bay to Yourtown)*</i>	15	To be determined	US 13 Morton Ave near Melrose Avenue
17	Shipping on the Delaware (view of ships from shore)	15	To be determined	To be determined
18	St. Martin's Episcopal Church and Cemetery	15	Marcus Hook	305 Church Street
19	Lighthouse Hall	15	Eddystone	205 Eddystone Avenue
20	Colonial History	14	To be determined	To be determined
21	<i>Governor Printz Park*</i>	14	Tinicum	2nd St and Taylor Avenue
22	History of the Refining Industry	14	Trainer	4101 Post Road
23	Viscose Village	14	Marcus Hook	10th Street, Chestnut Street, Spruce Street, and Walnut Street
24	Delaware River Ice Breakers	14	Marcus Hook	7 West Delaware Avenue
25	History of Music in Chester	14	Chester	Ethel Waters Park
26	Simpson Print Works Housing District	14	Eddystone	Bounded by Eddystone Avenue, 2nd Street, 4th Street, and Saville Avenue



**Table D-1**  
**Ranked List of Potential Signs**  
**(Continued)**

#	Sign	Score	Municipality	Location
27	<i>Sun Shipbuilding and Dry Dock Company*</i>	13	Chester	On 4th Street, Chester (on the right when traveling north)
28	First National Bank	13	Chester	420 Avenue of the States
29	Sun Hill Industrial District	13	Chester	Morton Avenue, Vauclain, Curry & Baldwin
30	Wolf Building (Delaware County National Bank)	13	Chester	1 W. 3rd Street
31	<i>First Friends Meeting*</i>	12	Chester	On Chestnut Street
32	Plank House	12	Marcus Hook	221 Market Street
33	<i>William Penn*</i>	12	Chester	102 Penn Street, Chester (on the left)
34	Little Tinicum Island (view from shore)	12	Tinicum	Lazaretto or nearby park
35	Corinthian Yacht Club	11	Tinicum	2nd St, near Taylor Avenue
36	Early Sea Captain/Sailor's Housing	11	Marcus Hook	12-14 Delaware Avenue
37	<i>John Morton*</i>	11	Chester	Near 3rd Street, Chester
38	Swedish Colonists	11	Chester	On Avenue of the States, Chester (on the right when traveling south)
39	Swedish/Early Euro Settlement	11	Tinicum	To be determined
40	Ketchum, O.W. Terra Cotta Works	11	Ridley	To be determined
41	Old Main and Chemistry Building	11	Chester	14th Street between Walnut and Melrose Avenues
42	Westinghouse Village	11	Tinicum	Saude Ave, Jensen Ave, Seneca Avenue
43	Cokesbury Methodist Church	10	Marcus Hook	305 Market Street
44	History of Freshwater Tidal Wetlands	10	Ridley	401 Swarthmore Avenue (Ridley Marina)
45	<i>Martin Luther King, Jr. *</i>	10	Upland	Near Medical Center Blvd., Upland,
46	Pennsylvania Railroad Passenger Station	10	Chester	6th St, between Avenue of the States and Welsh Street
47	Philadelphia Electric Company	10	Chester	16-18 E 15th Street
48	Sun Company	10	Marcus Hook	Terminus of Green Street and Delaware Avenue
49	Delaware County, Where Pennsylvania Began	10	Chester	On 2nd Street, Chester (on the right when traveling north)
50	History of Airport	10	To be determined	In view of planes taking and off and landing
51	Marcus Hook Borough Hall	10	Marcus Hook	1015 Green Street
52	<i>Finland*</i>	9	Chester	Concord Ave. near Pusey St, at monument
53	Saint Paul's Episcopal Church Graveyard	9	Chester	Near E 3rd St, Welsh St, and Avenue of the States
54	US Post Office	9	Chester	400 Edgmont Avenue
55	Chester Armory	9	Chester	712 Sprout Street
56	Chester Municipal Building	9	Chester	1 East 4th Street
57	Chester Times	9	Chester	418 Avenue of the States

**Table D-1**  
**Ranked List of Potential Signs**  
**(Continued)**

#	Sign	Score	Municipality	Location
58	Christopher Columbus	9	Chester	On 3rd Street, Chester, (On the right when traveling north)
59	Crozer Building	9	Chester	419 Avenue of the States
60	PECO - Eddystone Station	9	Eddystone	SW of Crum and Little Crum Creeks
61	Pennsylvania National Bank	9	Chester	406-408 Avenue of the States
62	Philadelphia International Airport	9	Tinicum	To be determined
63	Ruth L. Bennett Improvement Club	9	Chester	To be determined
64	Fishing Industry	8	To be determined	To be determined
65	History of Shipping	8	To be determined	To be determined
66	Militia Encampment - Camp Gaines (site of)	8	Trainer/Marcus Hook	N of Market Street & Post Road
67	Cambridge Trust Building	8	Chester	501-503 Avenue of the States
68	Franklin Building/Feinburg Department Store	8	Chester	500-502 Edgmont Avenue
69	History of Pirates	8	Marcus Hook	To be determined
70	James B. 'Mickey' Vernon Park	8	Marcus Hook	On Market Street, Marcus Hook (on the right when traveling north)
71	John Spence, Inc. Building	8	Chester	15 E. 8th Street
72	Arcade Hotel	7	Chester	600 Avenue of the States
73	Booker T. Washington School	7	Chester	W. 7th Street
74	Chester Arms Hotel	7	Chester	401-411 Edgmont Avenue
75	Chester Fire Department	7	Chester	On Avenue of the States, Chester (on the right when traveling south)
76	Daniel W. Jeffries School	7	Chester	Hyatt Street
77	Frederick Douglas Jr. High	7	Chester	7th and Central
78	<i>Green-Bank*</i>	7	Chester	E. 2nd St under walkway bridge
79	Immaculate Conception Roman Catholic Church	7	Marcus Hook	8th & Green Streets
80	Immaculate Heart of Mary	7	Chester	1408 West 2nd Street
81	Lodge XII October, Order of Sons of Italy in America	7	Chester	128-130 E. 4th Street
82	Marcus Hook Firehouse	7	Marcus Hook	8th & Market Streets
83	Marcus Hook First Ward Veterans Memorial	7	Marcus Hook	On Market Street, Marcus Hook (in the median)
84	Marcus Hook World War I Memorial	7	Marcus Hook	On Market Street, Marcus Hook (on the left when traveling south)
85	Marcus Hook World War II Veterans	7	Marcus Hook	On Market Street, Marcus Hook (on the right when traveling west)
86	Mary Gillis Troost Tombstone	7	Marcus Hook	Near Marcus Hook
87	Saint Daniel's Methodist Episcopal Church	7	Chester	315 Edwards Street
88	Siloam Methodist Church	7	Chester	1148 Upland Street

**Table D-1**  
**Ranked List of Potential Signs**  
**(Continued)**

#	Sign	Score	Municipality	Location
89	Simeon C. Cotton	7	Chester	NE corner 2nd & Clayton
90	South Chester United Methodist Episcopal Church	7	Chester	2100 W 3rd Street
91	St. Anthony of Padua Church	7	Chester	3rd & Concord
92	St. John the Evangelist Protestant Episcopal Church	7	Tinicum	3rd and Wanamaker Avenue
93	Freshwater Tidal Wetlands	7	Ridley	401 Swarthmore Avenue (Ridley Marina)
94	Trainer Methodist Church	7	Trainer	3709 W. 9th Street
95	Union Gospel Ministry	7	Marcus Hook	Market Street
96	Vietnam	7	Chester	On Avenue of the States (on the right when traveling south)
97	View of Shipping on River	7	To be determined	To be determined
98	W. 8th Street Historic District	7	Chester	8th Street
99	<i>Washington House*</i>	7	Chester	On Avenue of the States (on the left when traveling south)

## **APPENDIX E**

### **TOP RANKED RESOURCES AND THEMES**

#### **TABLE AND MAP**

**Table E-1**  
**Top Ranked Signs with Themes and Clusters**

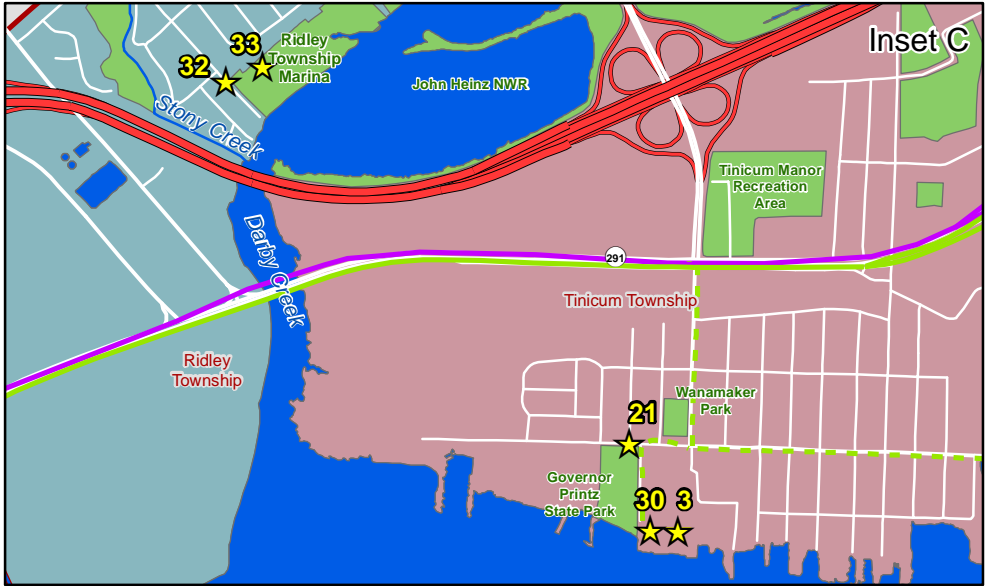
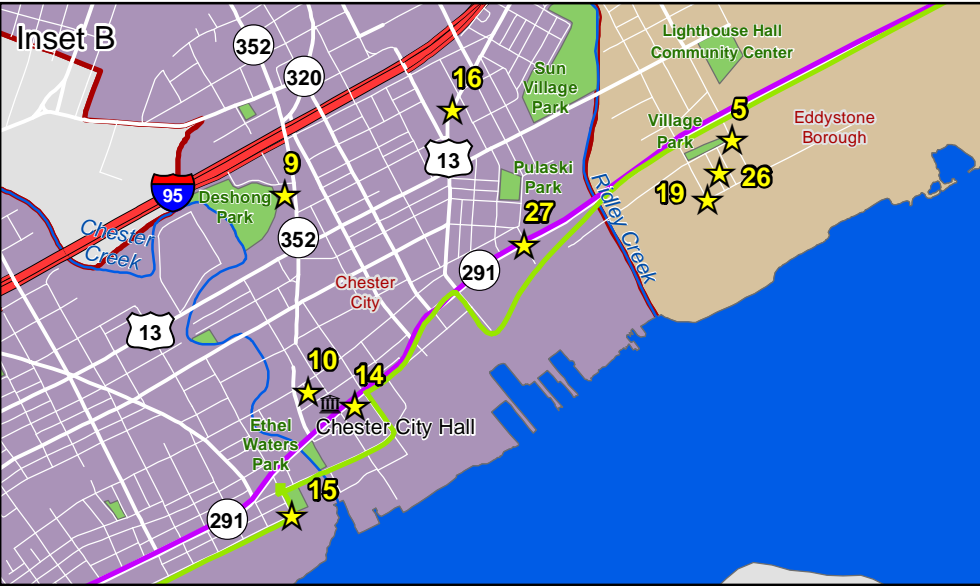
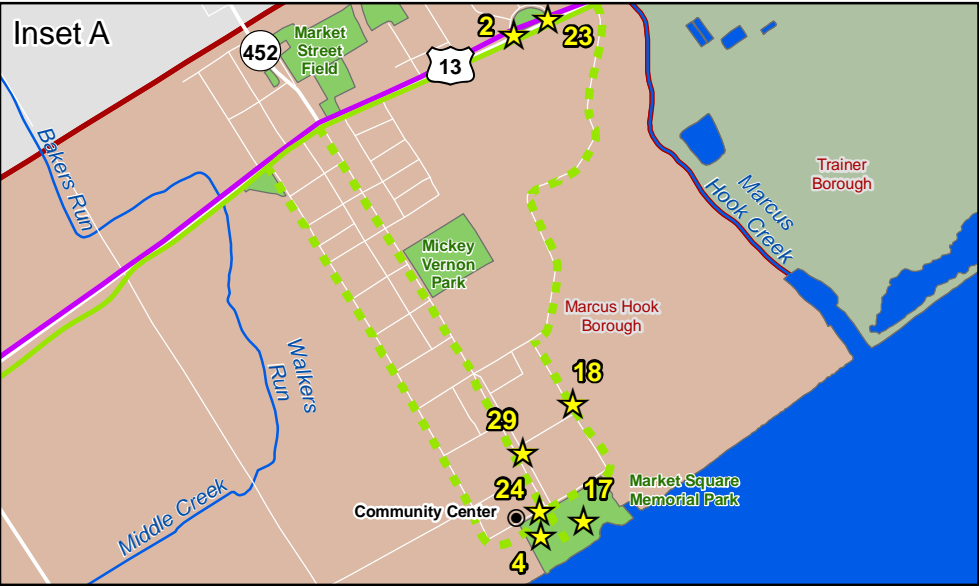
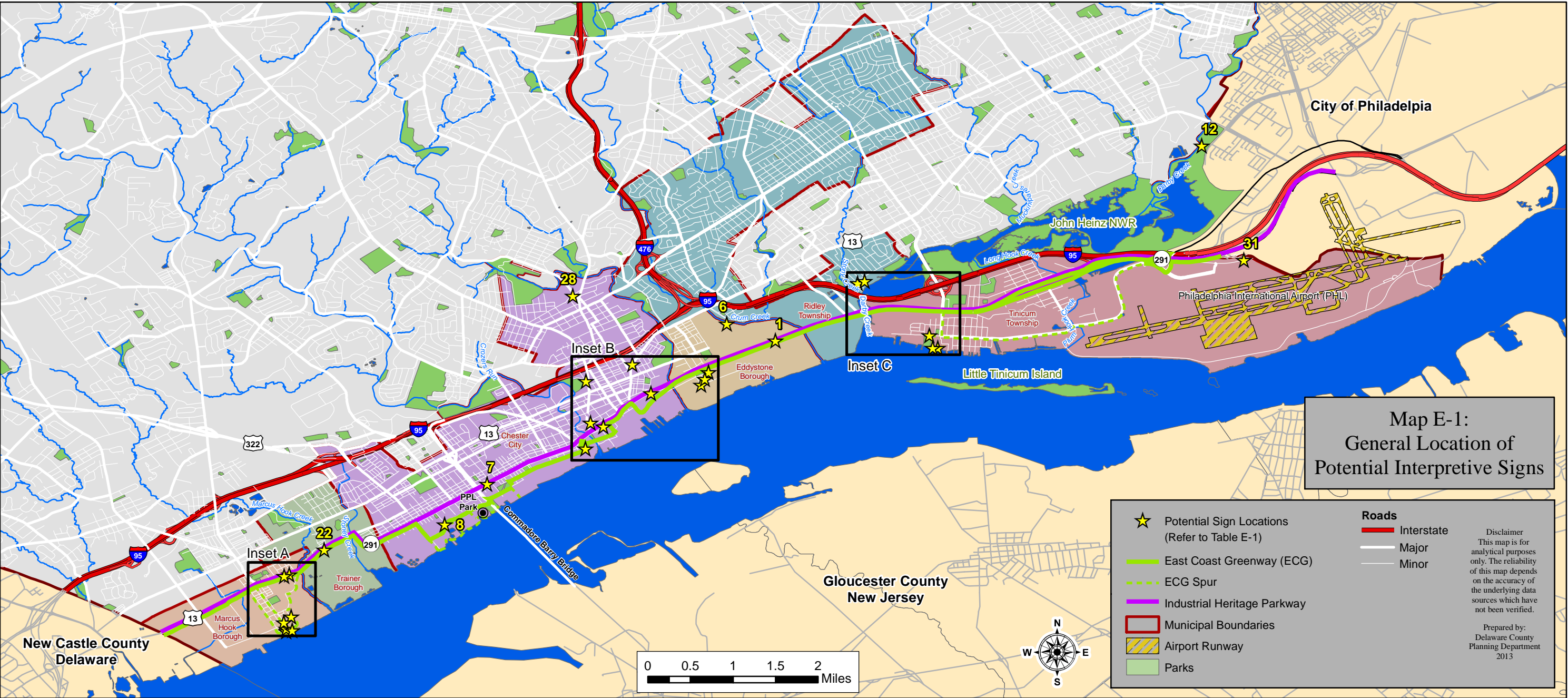
Sites without specific locations (such as those with multiple possibilities) were not mapped. Those signs noted in *italics*\* are PHMC signs (also noted by blue box in # column). Sign titles noted with a number in parenthesis, such as Freshwater Tidal Wetlands (93), denote a resource that was originally ranked low (#93) but was included because of significance and/or subject matter.

Clusters (located in proximity to other notable resources)		Themes:				
CHC	Chester City	I Industry/Manufacturing				
EDD	Eddystone	N Natural/Environmental				
MH	Marcus Hook	C Cultural Heritage				
T	Tinicum	HA Historic Architecture				
O	Other (specify and code)	E Economics/Commerce and Government				
#	Sign	Score	Theme(s)	Cluster	Municipality	Location
1	Boeing (story of helicopter)	18	I, E		Ridley	Along south side of 291, near Boeing complex (wind tunnel)
2	<i>American Viscose Company*</i>	17	I		Marcus Hook	South side of Post Road
3	<i>Lazaretto Quarantine Station*</i>	17	C, E, HA	T	Tinicum	Wanamaker Avenue at 2nd Street
4	Old Market Square Historic District	17	E, C	MH	Marcus Hook	Market Street from Fourth to the River (Market Square Park)
5	Thomas Simpson School	17	C, I	EDD	Eddystone	4th St & Saville Avenue
6	Baldwin Locomotive Works	16	I, E		Eddystone	1510 Chester Pike
7	<i>Martin Luther King, Jr.*</i>	16	C		Chester	On 2nd Street (on the right headed south)
8	Waterside Station of the Philadelphia Electric Company	16	I		Chester	2501 Seaport Drive
9	Alfred O. Deshong Estate & Museum	16	HA		Chester	1020 Avenue of the States
10	<i>1724 Chester Courthouse and Historic District*</i>	15	E, C, HA	CHC	Chester	Market Street below 5th Street
11	African American History	15	C		To be determined	To be determined
12	Heinz Refuge	15	N		Ridley	8601 Lindbergh Boulevard, Philadelphia
13	History of Shipbuilding	15	I, N		To be determined	To be determined
14	<i>Old Swedish Burial Ground*</i>	15	C	CHC	Chester	Between E 3rd Street, Welsh Street, and Avenue of the States
15	<i>Penn's Landing*</i>	15	C, E	CHC	Chester	Penn & Front Streets
16	<i>Rochambeau Route (Narragansett Bay to Yourktown)*</i>	15	E, C		To be determined	US 13 Morton Avenue near Melrose Avenue
17	Shipping on the Delaware	15	N, E	MH	Marcus Hook	To be determined
18	St. Martin's Episcopal Church and Cemetery	15	C	MH	Marcus Hook	305 Church Street
19	Lighthouse Hall (related #26 Simpson Printworks district)	15	E, HA	EDD	Eddystone	205 Eddystone Avenue
20	Colonial History	14	E, C	CHC	To be determined	To be determined
21	<i>Governor Printz Park*</i>	14	E, N, C	T	Tinicum	2nd Street and Taylor Avenue
22	History of the refining industry	14	I		Trainer	Near Monroe Energy on Post Road
23	<i>Viscose Village*</i>	14	I, HA		Marcus Hook	10th Street, Chestnut Street, Spruce Street, and Walnut Street
24	Delaware River Ice Breakers	14	C, E, HA	MH	Marcus Hook	7 West Delaware Avenue
25	History of Music in Chester	14	C	CHC	Chester	Ethel Waters Park
26	Simpson Print Works Housing District	14	C, I	EDD	Eddystone	Eddystone Avenue, 2nd & 4th Streets, and Saville Avenue
27	<i>Sun Shipbuilding and Dry Dock Company*</i>	13	I		Chester	On 4th Street (on the right when traveling north)

**Table E-1**  
**Top Ranked Signs with Themes and Clusters**  
**(Continued)**

#	Sign	Score	Theme(s)	Cluster	Municipality	Location
28	<i>First Friends Meeting* (31)</i>	12	C, HA	CHC	Chester	520 E. 24th Street
29	Plank House (32)	12	C, HA	MH	Marcus Hook	221 Market Street
30	Little Tunicum Island (34)	12	N	T	Tunicum	Lazaretto property (view from shore)
31	History of Airport (50)	10	N, E	T	Tunicum	In view of planes taking off and landing
32	Fishing Industry (64)	9	N, E, I		Ridley	401 S Swarthmore Avenue
33	Freshwater/Tidal Wetlands (93)	7	N	T	Ridley	401 S Swarthmore Avenue





## **APPENDIX F**

### **RESOURCE DESCRIPTIONS**



## RESOURCE & TOPIC DESCRIPTIONS

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The following are brief descriptions of the highest ranked resources as determined by the project steering committee. Each resource corresponds to a keyed number from the list of Top Ranked Resources with Themes and Clusters (Appendix E). **Numbers noted in parentheses, such as Tidal Wetlands (93), indicate lower ranked resources that were included in order to account for all resource types.** Sites noted with an asterisk (\*) indicate those sites or topics with existing PHMC Blue Markers.

Listed with the descriptions are sources used in gathering preliminary information on the subject. These resources will require additional research and sources of information. Availability of information varies, but many of the resources and subjects discussed below are covered in previous plans and inventories prepared by the Delaware County Planning Department, as well as other commonly consulted resources. These include:

- *Delaware County Waterfront Resources Management Plan* (1992)
- *Delaware County Coastal Zone Compendium of Waterfront Provisions* (1998)
- Delaware County Municipal Historic Sites Surveys (various)
- *History of Delaware County, Pennsylvania*, Henry Graham Ashmead (1884), which can be found at [www.delcohistory.org](http://www.delcohistory.org)

### 1) Boeing

Though now a dominant force in the world of aviation technology, Boeing's venture into the helicopter business has very humble, local beginnings. The Philadelphia site (in Ridley Township), now responsible for the Chinook and Osprey helicopter programs, has its roots in the P-V Engineering Forum. In 1940, Frank Piasecki and Harold Venzi formed the Forum in nearby Roxborough with the goal of designing a viable helicopter platform. By 1943, the Forum had successfully built their first prototype, the PV-2, making it only the second helicopter flown in the United States.

In 1944, having caught the eye of the U.S. Navy, the group received a contract for the development of a tandem rotor design. This new breed of helicopter, designated the XHRP-X by the Navy, featured two counter-rotating rotors and was capable of producing much greater thrust and stability than a single rotor. In order for the rotors to not counteract or collide with one another, the rear of the fuselage was curved upward to elevate the rear rotor. Due to this odd design, the helicopter became known affectionately as the "Flying Banana," a name that endured with subsequent Piasecki helicopters. The Navy, as well as the Marines and Coast Guard, quickly realized the Flying Banana's potential for rescue missions, troop transport, cargo, and, eventually, combat duties. Though helicopters never saw significant action in the WWII effort, the technology had begun to prove its potential by wars end and became an integral element of subsequent war efforts in Korea and Vietnam, among others. In 1946, the Forum was renamed the Piasecki Helicopter Corporation, and later Vertol Aircraft Corporation, before being acquiring by Boeing in March of 1960.

**Sources:**

- The Boeing Company. 2012. *History: Chronology*.  
<http://www.boeing.com/history/chronology/index.html>
- Holmes, Doug. "Rocky Road: Philadelphia Site No One-hit Wonder." *Boeing Frontiers Online* 4.3 (2005).  
<http://www.boeing.com/news/frontiers/archive/2005/july/mainfeature.html>

**2) American Viscose Company and Viscose Village (#23)\***

American Viscose Company (AVC) was the first manufacturer of rayon (artificial silk) in the United States. The invention of rayon led American Viscose to help produce materials for parachutes, waterproof packaging, maps, flags, uniforms, men's suiting, children's rompers, and rugs just to name a few. AVC manufactured rayon until 1954, when operations ceased due to antiquated machinery. The factory was redesigned to produce cellophane after a merger with Sylvania Industrial Corporation. By 1963, American Viscose Company merged with FMC Corporation and all operations ceased a year later.

Viscose Village, built in 1912-1915, was a planned industrial community for Viscose Company employees. The village contained 261 residences, two boarding houses, a general store, and a dining hall and recreation building. These homes are two-story brick and stucco buildings. Viscose Village also contained paved streets, sidewalks, sewers, fencing, and landscaping, long before these amenities were considered standard for home building. The Village itself shared a set of similar elements, such as raised basements, room arrangement, street facades, and rear yards.

**PHMC Blue Marker:** *The first company in North America to successfully manufacture an artificial fiber (rayon). Plant employees, many of whom were women, lived in Viscose Village, a planned community built in 1912-1915 and designed by Ballinger and Perrot of Phila. in the English Domestic Revival style. The Marcus Hook plant contributed significantly to the country's defense in both World Wars-- supplying fiber for many military applications.*

**Sources:**

- Delaware County Planning Department. 1992. *Delaware County Waterfront Resources Management Plan*.
- Delaware County Planning Department. 1981, various. *Historic Sites Survey for Marcus Hook Borough*.
- Higgins, Alan. "Viscose Village Historic Resource Survey Form." Bureau for Historic Preservation, Harrisburg, PA.

### 3) Lazaretto Quarantine Station\*

#### ***PHMC National Register Listed 1971***

Built in 1799, the Lazaretto was originally used as a quarantine station for immigrants and cargo entering the city of Philadelphia by way of the Delaware River. The Lazaretto had been built due to increases in cases of smallpox, yellow fever, cholera, and other epidemics within the Philadelphia area. The Lazaretto served its function as a quarantine station until 1885, when the quarantine operations were moved to Marcus Hook, and later Lewes, Delaware. In 1893, the Philadelphia Athletic Club purchased the Lazaretto and made it a resort location for the wealthy. The Lazaretto changed hands again in 1913, when the U.S. Army Signal Corps used the site as a seaplane base and training facility for pilots. Today, the site is listed in the National Register of Historic Places.

**PHMC Blue Marker:** *A rare surviving example of a quarantine station, the Lazaretto was the introduction to America for many immigrants. Established in 1799 in reaction to a yellow fever epidemic, it operated until 1893 to inspect cargo and passengers for infectious diseases. Affected cargo was fumigated or destroyed and ill passengers were hospitalized and quarantined until recovery or death. The cemetery was here and original structures remain nearby.*

#### **Sources:**

- Delaware County Planning Department. 1992. *Delaware County Waterfront Resources Management Plan*.
- Delaware County Planning Department. 2005. *Delaware County Rt. 291/13 Industrial Heritage Parkway and Green Landscaping and Signage Guidelines*.
- Pennsylvania Historical & Museum Commission. 2012. "PHMC Historical Markers." *Pennsylvania Historical Marker Program*.  
<http://www.pahistoricalmarkers.com>

### 4) Old Market Square Historic District

Old Market Square stretches from Fourth Street to the Delaware River bank. Granted a charter in 1699, to hold a weekly market (on Fridays), this area was set up to the dimensions laid out in the grant. It was a large market permitted to sell food, goods, and livestock. Before 1800, a two-story brick market house was built in the center of Market and Second streets and Market Lane. The second floor of this brick structure was used as a meeting hall (building demolished in 1869-70).

#### **Sources:**

- Delaware County Planning Department. 1992. *Delaware County Waterfront Resources Management Plan*.
- Delaware County Planning Department. 1981, various. *Historic Sites Survey for Marcus Hook Borough*.

## **5) Thomas Simpson School**

*Part of Simpson Print Works resource cluster.* School provided for children of print facility workers. (see #26 below)

## **6) Baldwin Locomotive Works**

### ***PHMC National Register Eligible 1993***

Founded by Matthias W. Baldwin in 1830s Philadelphia, the Baldwin Locomotive Works flourished in the late 19<sup>th</sup> century as the world's foremost manufacturer of steam-powered locomotives. In 1909, the company moved its activities to Eddystone Borough, acquiring 184-acres of farmland. At its climax, Baldwin Locomotive developed 90.9 acres of this land with 26 miles of railroad tracks, linking 90 buildings with the executive office building as its architectural centerpiece. Along with manufacturing thousands of locomotives for domestic and international use, the locomotive company became a major supplier of war materials for U.S. and Allied forces in both World Wars, due to the modernization of train engines from steam powered to diesel driven.

The development of this site aligns with the integrity of the coastal region as a once vital industrial zone. The Baldwin Administrative Office continues to be the dominant structure in the area, rising 8 stories at center with 4 solid lines extending out to create an even cruciform. The design of this building was considered highly innovative for its time by allowing the maximum amount of air and light to enter while also reducing the amount of non-productive space to a minimum. Additional remaining structures include the past erecting and boiler shop of the locomotive company. These buildings are now separately owned, but remain as an industrial use, though they have undergone harsh renovations.

### **Sources:**

- Delaware County Planning Department. Various. *Historic Sites Survey for Eddystone Borough.*

## **7) Martin Luther King, Jr. (Calvary Baptist Church 1616 W. 2nd Street)\***

### ***PHMC National Register Eligible 2002; Marker 1984***

The present Calvary Baptist Church was built in 1959, and sits directly along Route 291. The front façade of this 3-bay 1 ½ story church is dominated by a Federal style porch with 4 large decorative columns and a spire rising from the center of the roof. The entrance of the church is given additional significance by the marble tomb of its most prominent pastor Dr. J. Pius Barbour, who served the church from 1933-1974. Dr. Barbour was the first African-American graduate of the predominately white Crozer Seminary. He epitomized the importance of black preachers, of the time, to be “socially bilingual” in his ability to transcend the racial divides of Chester City, mitigating ills of the Civil Rights Movement in the 1960s.

Dr. Barbour earned several political appointments and was also involved in numerous Chester City policy development committees. The church and Dr. Barbour's significance is solidified by his mentoring of Dr. Martin Luther King Jr., whom he took into his congregation in the fall of 1948 when King entered the Crozer Seminary. Dr. Barbour undertook this relationship by request of Mr. King Sr., who was a close friend of his from their years spent at Morehouse College. Dr. King Jr. and Dr. Barbour maintained a close personal relationship that was created by their mutual experiences of attending both Morehouse College and Crozer Seminary. King not only taught Sunday school at the church but also led service on occasion. Their relationship was maintained well over time, and Dr. King's personal, academic, political, and religious views can undoubtedly be found to have been shaped by his 3 years spent with Dr. Barbour at the Calvary Baptist Church.

**PHMC Blue Marker:** *King lived three years in this community and ministered under the mentorship of J. Pius Barbour. He graduated from Crozer Theological Seminary, 1951. A leader of the 1963 March on Washington, King won a Nobel Peace Prize, 1964.*

**Sources:**

- Jones, Kirk B. "The Activism of Interpretation: Black Pastors and Public Life." *Christian Century*. 13 Sept. 1989: 817.
- Jones, Kirk B. "King Had A Mentor in Chester." *Delaware County Times*. 16 Jan 1989.
- Pennsylvania Historical & Museum Commission. 2012. "PHMC Historical Markers." *Pennsylvania Historical Marker Program*.  
<http://www.pahistoricalmarkers.com>

## **8) Waterside Station of the Philadelphia Electric Company**

### ***PHMC National Register Listed 2007***

Chester Waterside Station is a monument to the production and marketing of electricity in early 20th Century America. Wartime demand for light and power led Philadelphia Electric to commission the plant for the company's Chester, PA subsidiary in 1916. Conceived by architects John T. Windrim and engineer William C. L. Eglin, the design featured "recent advances" in generating technology and industrial construction. A work of "City-Beautiful" classicism, it also reflects the sponsor's desire to express stability, permanence and civic responsibility at a time when electric utilities faced considerable public scrutiny. This aesthetic became a hallmark of the company.

Novel equipment, materials and planning strategies did much to determine Chester's architectural program. In conceiving the station's coal, steam and electro-mechanical systems, Eglin and his assistants sought an ideal balance between economy and efficiency. Affording low rates to customers and solid returns to investors, this balance would help validate private stewardship of public utilities. Chester went far toward

satisfying these requirements. It standardized certain aspects of Philadelphia Electric's system and influenced the engineering of later company plants. As the Chester Station aged, it continued to serve as a technological testing ground. Periodic incorporation of new developments in power generation sustained the plant's productive life until 1981.

**Sources:**

- Library of Congress. 2012. "Delaware County Electric Company, Chester Station, Delaware River at South end of Ward Street, Chester, Delaware County, PA." *Historic American Engineering Record*.  
<http://www.loc.gov/pictures/collection/hh/item/pa3680/>

**9) Alfred O. Deshong Estate & Museum**

***PHMC National Register Eligible 1988***

In 1913, prominent businessman Alfred O. Deshong left his family's estate to Chester City, along with \$1 million to create an art gallery and park. Built by John O. Deshong, in 1850, the Deshong Mansion is the centerpiece of the estate which once featured an arboretum, open meadows, gardens, ball courts, pools, iron fences, and stone walls. Along with the main mansion, the Deshong Memorial Art Gallery built in 1913, is also still standing. Unlike the mansion, the art gallery is believed to be in fair architectural condition with high integrity, per the 2002 update to the Chester City Historic Resource survey.

\*Outside of actual Industrial Heritage Parkway corridor

**Sources:**

- Delaware County Planning Department. *Historic Sites Survey for Chester City*. 2001.

**10) 1724 Chester Courthouse: Center of Chester City Historic District\***

***PHMC National Register Listed 1971***

Built in 1724, the Old Chester County Courthouse, also known locally as the Colonial Courthouse, is one the oldest public buildings still standing in the United States, predating major landmarks such as Independence Hall in Philadelphia (begun in 1732 and completed 1753) and Faneuil Hall in Boston (1742). The structure served as the first Chester County Courthouse until the county seat was moved to a more central location in nearby West Chester, PA. Three years later, in 1789, the County was divided in two. The more eastern and earlier inhabited portions along the Delaware River became Delaware County. Areas to the west of West Chester retained the name Chester County. At this time, Chester became the (Delaware) County seat once again, and the courthouse was returned to official use. In 1850, the county seat was again shifted to a more central location, in Media. With the move, the courthouse was put to use as the Chester City Hall. This historic structure is set back from the current Avenue of the States in a brick-

paved plaza with situated landscaping. The building was recently renovated and is used to hold occasional meetings for historic and other groups.

In addition to the 1724 Courthouse, listed below are structures with Moderate-High integrity located within the central business and historic district in downtown Chester. The numbers to the left correspond to the Chester City *Central Business District Historic Resource Survey* property index (available for viewing at the Planning Department).

- (2) Williams Penn's Landing\*:  
PHMC National Register Listed 1971
- (5) Delaware County National Bank / Wolf Building 1882  
PHMC National Register Listed 1987
- (6) Old Swede's Burial Ground / St. Paul's Episcopal Church Graveyard\*:  
PHMC National Register Eligible 1983
- (11) PA Railroad Chester Station  
PHMC National Register Eligible 1993
- (17) PA National Bank  
PHMC National Register Eligible 2002
- (18) Crozer Building  
PHMC National Register Eligible 2004
- (21) Appleby House / Penn Club 1885
- (22) Philadelphia Electric Company 1925
- (23) Bell Telephone Building 1906
- (24) 29<sup>th</sup> E. 5<sup>th</sup> Street; 1930
- (26) BPOE Lodge/ Chester Municipal Building Annex 1905
- (27) Chester City Municipal Building\* c. 1940
- (28) 19 W. 5<sup>th</sup> Street c. 1925-1930
- (30) Y.W.C.A 1914
- (43) First National Bank 1889
- (45) Cambridge Trust Building 1923
- (46) Cambridge Building c. 1875 – 1880
- (47) 508 – 510 Avenue of the States 1910
- (49) M.J. Freed Furniture Store Warehouse 1880
- (50) 518-520 Avenue of the States 1890
- (51-58) Commercial Strip 1880-1930
- (59) Arcade Hotel 19890
- (70) Taylor Foundation Building c. 1930's
- (71) 425 Edgmont Avenue c.1885
- (72) H. Feinberg's Furniture / Stern's Electrical Appliances & Furniture c.1920's
- (73) 501 Edgmont Ave. 1840
- (74) Ocheltree Building 1910
- (78) Bell Telephone Offices & Exchange 1929-1930
- (79) 525 Welsh St. c. 1890
- (80) 527 Welsh St. 1900
- (81) 611 Welsh St. 1910
- (89) Lodge XII October, Order of Sons of Italy in America 1820

- (90) 225-227 E. 4<sup>th</sup> St. 1890
- (91) 229 – 231 E. 4<sup>th</sup> Street 1890
- (92) Black Mansion/ Young Men's Hebrew Association "YMHA" 1875
- (132) First Keystone Bank Building 1940

**Sources:**

- Delaware County Planning Department. *Historic Sites Survey for Chester City*. 2001.

## **11) African American History**

African American history runs deep in Delaware County. During the area's colonial period, the era of African emigrants entering the region through redemptive servitude began. Through this process, Africans were able to reserve a place on a ship traveling to the settling British Colonies. The first slave documented in the area, known then as New Sweden, traveled here in 1637 aboard the "Griffin," and was one of few settlers to remain in the colony after this first expedition. He went on to serve under Governor Printz of Tinicum in 1644.

Given Delaware County's (and Pennsylvania's) history as a Quaker settlement, neither redemptive servitude nor slavery lasted nearly as long as it did in settlements immediately to the south, such as the State of Delaware, where slavery remained unless a slave could provide documentation proving they were granted their freedom. In the mid-19<sup>th</sup> Century, Delaware County served as a starting point for a new life for many slaves fleeing along the Underground Railroad from the south, utilizing Route 13, among other thoroughfares. This made the County a significant mile marker on the trek to the north.

**Sources:**

- Ashmead, Henry Graham. 1884. *History of Delaware County, Pennsylvania*. [www.delcohistory.org](http://www.delcohistory.org)
- Rodgers, Loretta. "The Trackless Train: Tracking Delco's Role in the Underground Railroad." *Delco Times* 27 Feb. 1999. Reprinted at: <http://www.delcohistory.org/articles/undergroundrr.htm>

## **12) John Heinz National Wildlife Refuge at Tinicum**

The Refuge was established by an Act of Congress in 1972, to protect the last 200 acres of freshwater tidal marsh in Pennsylvania. Over the years, the Refuge has become a resting and feeding area for more than 300 species of birds, 80 of which nest there. Home to rare and endangered species, the Refuge also provides for passive recreational uses and as a scenic/cultural resource to visitors to the area. The Refuge offers a wide variety of views ranging from the Philadelphia skyline to vast areas of marshes and bogs. The



Heinz Refuge is a federally protected site administered by the U.S. Fish and Wildlife Service.

**Sources:**

- U.S. Fish & Wildlife Service. 2012. *John Heinz National Wildlife Refuge* (official website). <http://www.fws.gov/northeast/heinz/>

### **13) History of Ship Building**

Chester had a significant role in the shipping industry along the Delaware. Chester was the site of the largest shipyard after the civil war, with companies such as the John Roach Delaware River Iron Ship Building and Iron Works and the Sun Shipbuilding & Drydock Company (later called the Penn Shipyard and Dry Dock Company). Roach Shipyard was where the first screw propellers and double hulled ships were constructed in the United States. Roach Shipyard also constructed much of the U.S. Navy's "Great White Fleet". The Sun Shipbuilding & Drydock Company was primarily a merchant ship building company but also contributed to wartime shipbuilding to aid the country in World War II.

**Sources:**

- Delaware County Planning Department. *Historic Sites Survey for Chester City*. 2001.

### **14) Old Swedish Burial Ground\***

Also known as St. Paul's Burying Ground, this cemetery lies at the site of the first St. Paul's Episcopal Church, erected c. 1702 on the site of an existing Swedish cemetery. Though no longer standing, the foundation of the church remains. The cemetery is the final resting place for many prominent locals, including John Morton, signer of the Declaration of Independence, and Mr. and Mrs. David Lloyd, first Chief Justice of Penn's Colony. In 1957, the congregation deeded the property to the City of Chester to be maintained as a public park.

**PHMC Blue Marker:** *Site of first St. Paul's Episcopal Church, built in 1702. The grave of John Morton, a signer of the Declaration of Independence, is located just south of here.*

**Sources:**

- Pennsylvania Historical & Museum Commission. 2012. "PHMC Historical Markers." *Pennsylvania Historical Marker Program*. <http://www.pahistoricalmarkers.com>

## 15) Penn's Landing\*

### ***PHMC National Register Listed 1971***

William Penn Arrived in Chester aboard the ship “Welcome” in Nov. 1682. Evan Oliver, a passenger on the Welcome wrote in his manuscript, “We arrived at Upland (now Chester) in Pennsylvania in America, ye 28<sup>th</sup> of ye 8<sup>th</sup> month, '82.” This stone also marks the site of Robert Wades Log House, which is mentioned in the 1676 Journal of William Edmundson, a Quaker Minister who traveled in the area before Penn Landed.

Robert Wade bought the log house from one of Governor Printz’s daughters and the Quaker Meeting here in Pennsylvania was held in the Wade house in 1676. The house was directly adjacent to where Penn landed. William Penn spent his first night in Pennsylvania in the Robert Wade house in late October of 1682. This site marks both the landing and the location of an early Quaker Meeting Place.

**PHMC Blue Marker:** *Oct. 29, 1682, soon after finishing a two-months' voyage, William Penn first set foot on his colony of Pennsylvania, granted by Charles II the year before. The site is a block south.*

### **Sources:**

- Delaware County Planning Department. 1970. “Penn’s Landing” *PHMC Nomination Form*.
- Pennsylvania Historical & Museum Commission. 2012. "PHMC Historical Markers." *Pennsylvania Historical Marker Program*.  
<http://www.pahistoricalmarkers.com>

## 16) Rochambeau Route (Narragansett Bay to Yorktown)\*

### ***PHMC National Historic trail 2009***

During the Revolutionary War, General George Washington and Jean Baptiste Donatien de Vimeur, comte de Rochambeau, led their troops on a 600+ mile march from Rhode Island to Virginia. This march resulted in the Franco-American victory over the British General at Yorktown, essentially the end of the war. Their path, known as the Washington Rochambeau Revolutionary Route (W3R), was designated a National Historic Trail in 2009 and is a part of the greater East Coast Greenway.

**PHMC Blue Marker:** *After an encampment of several days in Philadelphia where French troops passed in review before Congress, the French and American armies moved toward Wilmington by the Chester Pike known then as the King's Highway. They encamped here on September 5, 1781.*

**Sources:**

- Pennsylvania Historical & Museum Commission. 2012. "PHMC Historical Markers." *Pennsylvania Historical Marker Program*.  
<http://www.pahistoricalmarkers.com>

**17) Shipping on the Delaware (view of ships from shore)**

During colonial times Marcus Hook served as the first port of call for Philadelphia and rivaled Chester in size. The excellent rail, road, and deep water ship facilities in Marcus Hook attracted new industries dependent upon water for transport rather than for power. Oil refineries were built on the waterfront, starting with the Bear Creek Refining Company in 1892, giving the Borough its primary industry. The deep water harbor also allows for inexpensive delivery of crude oil from West Africa, the North Sea, Texas, Venezuela, and other locations by tanker and efficient export to overseas markets (paraphrased from Marcus Hook's borough page).

**Sources:**

- Delaware County Planning Department. 1992. *Delaware County Waterfront Resources Management Plan*.
- Delaware County Planning Department. 1981, various. *Historic Sites Survey for Marcus Hook Borough*.
- "Brief History of Marcus Hook." Borough of Marcus Hook. 2012. *Welcome to Marcus Hook* (official website).  
[http://www.marcushookboro.com/new\\_page\\_7.htm](http://www.marcushookboro.com/new_page_7.htm)

**18) St. Martin's Episcopal Church and Cemetery**

Land was given for a church and burial ground to Walter Martin in 1699. In 1702, the first church was constructed here and, by 1745, a small brick church had replaced the original. The present day structure is a Greek Revival church built on the foundations of the two previous structures. The church has graves of two 18<sup>th</sup> Century rectors in the basement of the structure as well. In 1967, the congregation had outgrown the structure and moved to a new church in Boothwyn. The church sustained moderate damage from an oil tanker, Corinthos, exploding in 1975, but still maintains the original interior woodwork, altar rails, and pews. St. Martin's is believed to be the second oldest church in Pennsylvania and the fourth oldest in the United States.

**Sources:**

- Delaware County Planning Department. 1981, various. *Historic Sites Survey for Marcus Hook Borough*.

## **19) Lighthouse Hall**

Part of Simpson Print Works resource cluster. Meeting Hall provided for print facility workers (see #26 below)

## **20) Colonial History**

The first European travelers to settle along this portion of the Delaware River were the Swedes in 1643. They established their settlement in what is now Tinicum Township. Like subsequent waves of Europeans, the primary objective of these settlers was to set up trading posts and ports in order to monopolize future European settlement. The rich soils of the county supported agricultural growth, allowing an influx of Quaker settlers from West Jersey, prior to William Penn's arrival. Under British rule Penn laid claim to the area in 1682, naming the area Chester and making it the first seat of government. Chester, however, was relinquished of its capital city title when Penn moved the seat to Philadelphia after disputes over ownership of the land with Lord Baltimore, who held a land grant from Britain which appeared to also give him right to portions of the area. The ports in this portion of the county did, however, remain important in the colonial history of Pennsylvania. The market in Chester, chartered in 1701 as one of only three markets in Pennsylvania, has remained a major trade port for over three hundred years.

### **Sources:**

- Delaware County Planning Department. 1992. *Delaware County Waterfront Resources Management Plan*.
- Ashmead, Henry Graham. 1884. *History of Delaware County, Pennsylvania*. [www.delcohistory.org](http://www.delcohistory.org)

## **21) Governor Printz Park\***

Encompassing five acres, Governor Printz Park is located along the banks of the Delaware River in Tinicum Township. The park marks the first settlement in Pennsylvania, New Gottenburg (1643). It is listed in the National Register of Historic Places. Records indicate that the Swedish church, burial ground, and fort were erected on this site. A massive statue of Swedish Governor Johan Printz signifies the Swedes' role in the area's early development.

**PHMC Blue Marker:** *Site of the first permanent settlement in present Pennsylvania in 1643, and of the Swedish Capitol, the Printzhof. Administered by the Pennsylvania Historical and Museum Commission.*

### **Sources:**

- Delaware County Planning Department. 1992. *Delaware County Waterfront Resources Management Plan*.

- Delaware County Planning Department. 2005. *Delaware County Rt. 291/13 Industrial Heritage Parkway and Greenway Landscaping and Signage Guidelines*.
- Pennsylvania Historical & Museum Commission. 2012. "PHMC Historical Markers." *Pennsylvania Historical Marker Program*.  
<http://www.pahistoricalmarkers.com>

## **22) History of the Refining Industry in Delaware County**

### *Bear Creek Refining Company, Marcus Hook:*

The Bear Creek refinery was the first on the Delaware River (1892).

### *Sun Oil Company Refinery, Marcus Hook:*

The Sun Oil Company Refinery was established in Marcus Hook in 1901, following the purchase of 82 acres on the waterfront. Four months later, the plant was in operation, with a 300-mile pipeline connecting the refinery to the oil producing regions of western Pennsylvania. The refinery was immediately prosperous. The refinery continued to grow, expanding to the northern edges of Marcus Hook. The construction of a deep water port provided easier access for tankers and on-site packaging of petroleum products and by-products.

### *Monroe Energy (formerly BP Oil Company) Refinery, Trainer:*

In 1921, the Union Oil Company, a subsidiary of Sinclair Refining Company, bought 242 acres on Trainer's waterfront and along the eastside of Marcus Hook Creek. This purchase, and expansion from their original holdings in Marcus Hook, allowed the company to quadruple the company's production. At one time, this was one of the largest refineries on the east coast of the United States. (It was recently purchased by Monroe Energy for use by Delta Airlines.)

### **Sources:**

- Delaware County Planning Department. 1992. *Delaware County Waterfront Resources Management Plan*.
- "Key Events in History of Sunoco Plant in Marcus Hook" *Delaware County Times*. 6 Sept. 2011. <http://www.delcotimes.com/articles>

## **23) Viscose Village**

Worker housing associated with the American Viscose Company (see #2 above). Master planned community built for employees of the American Viscose Company.

## **24) Delaware River Ice Breakers (Piers)**

These diamond-shaped, granite piers built in 1785 hold the distinction of being the first federally-funded public works project in the nation. The structures helped to keep ice from forming along the Delaware River during the winter. These icebreakers, still in use today, were built to protect ship hulls that were being damaged in the Marcus Hook anchorage.

### **Sources:**

- Delaware County Planning Department. 1992. *Delaware County Waterfront Resources Management Plan*.

## **25) History of Music in Chester**

The Chester area was a hotbed for musicians and other artists who became well known to the entertainment world. Perhaps most famous was Ethel Waters, a jazz singer who was also an Oscar-nominated and Broadway actress, and radio personality whose hits “Stormy Weather,” “Dinah,” and “Am I Blue?” were all inducted into the Grammy Hall of Fame. Other famous natives to the Chester area include: Rock and Roll Hall of Fame inductees Bill Haley and his Comets (“Rock Around the Clock” and “Shake Rattle & Roll”), and the Four Aces, known for their hits “(It’s no) Sin,” “Tell Me Why,” “Bahama Mama” and a version of “Mr. Sandman.” Additional notable musicians include Marcus Belgrave, trumpet player; Alex North, composer; and Clamma Dale, opera singer.

### **Sources:**

- “The Full National Recording Registry.” 2012. *National Recording Preservation Board of the Library of Congress*.  
<http://www.loc.gov/rr/record/nrpb/registry/nrpb-masterlist.html>
- Lutton, Jr., Clarence. 2007. *Chester Music Memories*. Spring Hill Printing Plus: Spring Hill, FL.

## **26) Simpson Print Works Housing District**

This site consists of two free standing buildings and a grid of workers housing. Lighthouse Hall and the Thomas Simpson School House act as cornerstones for an inner lying row-home complex, which together make up the Eddystone Workers Housing District. Lighthouse Hall is a 1 ½ story gable-roof building with sandstone trim and a squat 2 story tower with a pyramidal roof and gable dormers. It was built circa 1880 by William Simpson as a meeting hall and library for workers of his Eddystone Printworks Factory, which was located across the street until WWII. Along with the workers housing, Simpson built the Thomas Simpson School circa 1879. The structure served as a school until 1915, and has since been used for various commercial activities. The row homes that make up the workers housing are contiguous three-story flat-roof structures

compacted along four narrow streets. This group of workers housing was built circa 1872.

The Eddystone Workers Housing District is a fine example of a small-scale industrial community of the post-Civil War period. The district can be recognized as the earliest major industrial facility established within Eddystone Borough. The housing was practical in the sense of design and function; however, with the inclusion of Lighthouse Hall in 1880, the area served as an ornamental anchor to be used a social gathering place.

**Sources:**

- Delaware County Planning Department. Various. *Historic Sites Survey for Eddystone Borough*.

**27) Sun Shipbuilding and Dry Dock Company\***

**PHMC Blue Marker:** *During WWII, Sun was the largest single shipyard in the world, with over 35,000 employees. It introduced the all-welded ship, which significantly increased ship production, and the T-2 oil tanker, which became the standard at all US shipyards. Sun built over 250 WWII tankers, 40% of those built in the world, and repaired over 1500 war-damaged ships. Established by the Pew family, it was located at this site from 1916 to 1982.*

**Sources:**

- Pennsylvania Historical & Museum Commission. 2012. "PHMC Historical Markers." *Pennsylvania Historical Marker Program*.  
<http://www.pahistoricalmarkers.com>

**28) First Friends Meeting (31)\***

Though an important resource at the local and state level, the Friends Meeting lies outside of Industrial Heritage Parkway corridor.

**PHMC Blue Marker:** *Here in 1675, William Edmundson convened the first recorded meeting of Friends (Quakers) within present Pennsylvania. This was at the home of Robert Wade, who in 1682 greeted William Penn upon his arrival in Chester.*

**Sources:**

- Delaware County Planning Department. *Historic Sites Survey for Chester City*. 2001.
- Pennsylvania Historical & Museum Commission. 2012. "PHMC Historical Markers." *Pennsylvania Historical Marker Program*.  
<http://www.pahistoricalmarkers.com>

### **29) Plank House (32)**

The residence, located at 221 Market Street, is often rumored to be the house of the Swedish mistress of the infamous pirate Edward Teach (Blackbeard). The Plank house dates back to the 17<sup>th</sup> century and is the oldest remaining structure in Marcus Hook.

This two-story framed, stucco clad home dates as far back as 1701. It is a colonial vernacular designed residence with a single front entrance. The structure has an asbestos shingle side-gabled roof with a single projecting front dormer creating the only opening on the second floor. Extruding from the left elevation is an enclosed brick chimney. A one-story brick extension was added to the rear of the building along with an enclosed one-story framed porch. A log counting room, demolished in 1878, was in the back yard of the home, which led to the nearby waterfront of the Delaware River.

#### **Sources:**

- Delaware County Planning Department. 1981, various. *Historic Sites Survey for Marcus Hook Borough*.

### **30) Little Tinicum Island (34)**

Owned and managed as a Wild Plant Sanctuary by DCNR's Bureau of Forestry, and part of the William Penn State Forest, Little Tinicum Island is a two mile long, 100+ acre natural area located on the Delaware River. It is positioned between the Philadelphia International Airport and the mouth of Darby Creek, and is only accessible by water. The island, along with the John Heinz National Wildlife Refuge, was acquired to preserve its unique ecology, which includes several wetland species of plants and animals only found along the tidal Delaware Region in Pennsylvania.

Little Tinicum Island is all that is left of a chain of low, sandy, marsh-surrounded islands that used to exist in this portion of the tidal Delaware River. It is one of the few tidal mud flats remaining in Pennsylvania. Excavation for the shipping canal, located on the south side of the island, has caused a change in the patterns of sediment erosion and the deposition. Large wakes, caused by ocean-going freighters, have also caused constant scouring on the south side of the island. The island was further threatened when the oil tanker Athos I hit an abandoned anchor, rupturing the hull, and spilling 30,000 gallons of crude oil into the Delaware River in 2004.

#### **Sources:**

- Pennsylvania Natural Heritage Program. 2011. *A Natural Heritage Inventory of Delaware County, Pennsylvania – Update 2011*. Western Pennsylvania Conservancy. Middletown, Pennsylvania.



### **31) History of the Airport (50)**

Originally used as an Air Mail depot in 1918, and servicing the National Guard until 1925, the Airport did not experience much development until the 1930's with the purchase of Hog Island. Philadelphia Municipal Airport, as it was called during that time, was shut down for commercial use (military use only) during WWI and WWII. Commercial operations resumed in the late 1940's, and successive expansions have occurred in 1950, 1972, 1980, 1990's, and the late 2000's.

#### **Sources:**

- Davenger, Calvin. "PHL: Past and Future." Delaware County Coastal Zone Task Force Meeting. Philadelphia International Airport, Philadelphia, PA. 23 May 2012.
- "History of PHL." Philadelphia International Airport (official website). 2012. <http://www.phl.org/>

### **32) Fishing Industry (64)**

Much of the economic development of Marcus Hook has been related to its location on the Delaware River. During the 18<sup>th</sup> and 19<sup>th</sup> centuries it was a center for small ship construction and for the fishing industry (particularly for shad).

Areas commonly fished along the Delaware River include the creeks of Marcus Hook, Stoney, Chester, Ridley, Crum, Darby, Muckinipates, Hermesprota, and Long Hook. Fish commonly found in the area include: striped bass, American shad, catfish, carp, and white perch. Other fish found in the Delaware include trout, Northern pike, pickerel, American eel, river herring, walleye, hickory shad, and the Delaware River blue crab.

#### **Sources:**

- Delaware County Planning Department. 1981, various. *Historic Sites Survey for Marcus Hook Borough*.
- Pennsylvania Fish and Boat Commission (official website). 2012. <http://www.fish.state.pa.us/>

### **33) Freshwater Tidal Wetlands (93)**

The Tinicum Marsh system is all that remains of a once expansive freshwater tidal wetland that covered approximately 10-20 sq. mi. (6,400-12,800 acres) of southern Philadelphia and Delaware Counties. Historically, marshland west of the Schuylkill River survived in a relatively natural state until the 1800's, when they were diked and levied in order to drain the land for agricultural, grazing, and other uses.

Freshwater intertidal marshes can be found in the intertidal zone (where tidal and non-tidal areas meet) of tidally-influenced rivers and streams. The marsh and associated mudflat (technically a separate habitat) are submerged during high tide and exposed at low tide. Certain species are dependent on the cycle of exposure and inundation, while others are uniquely suited to the permanently saturated areas. Marshes are important transition zones between the water (creeks, rivers, lakes, and seas) and land. They can help to absorb and filter flood waters, thereby mitigating flooding. Marshes (and the associated wildlife) serve as the kidneys of a watershed by filtering sediments, excess nutrients, and other pollutants.

**Sources:**

- “Wetlands Public Factsheet.” Partnership for the Delaware Estuary. 2012. *Delaware Tidal Wetlands Program*.
- Pennsylvania Natural Heritage Program. 2011. *A Natural Heritage Inventory of Delaware County, Pennsylvania – Update 2011*. Western Pennsylvania Conservancy. Middletown, Pennsylvania.
- Zimmerman, E., T. Davis, G. Podniesinski, M. Furedi, J. McPherson, S. Seymour, B. Eichelberger, N. Dewar, J. Wagner, and J. Fike (editors). 2012. *Terrestrial and Palustrine Plant Communities of Pennsylvania, 2nd Edition*. Pennsylvania Natural Heritage Program, Pennsylvania Department of Conservation and Natural Resources, Harrisburg, Pennsylvania.  
<http://www.naturalheritage.state.pa.us/community.aspx?=-30024>

## **APPENDIX G**

### **GRANT FUNDING PROGRAMS**

## **STATE AND FEDERAL GRANT FUNDING SOURCES**

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Below is a general list and description of a few grant programs for which interpretive signage projects in the IHP Corridor may qualify. Availability of funds and eligibility may vary from program to program, and from year to year. Contact the Planning Department for more information on available grants and possible funding and implementation strategies.

### **STATE GRANT PROGRAMS**

#### **PA Department of Environmental Protection**

##### **Coastal Zone Management Program (CZM)**

The Pennsylvania Coastal Resources Management (CRM) Program receives annual funding from the U.S. Department of Commerce, National Oceanic and Atmospheric Administration (NOAA), Office of Ocean and Coastal Resource Management. These funds are provided to help implement Pennsylvania's adopted coastal zone management program policies through grants to local governments, incorporated nonprofit organizations, and state agencies.

The CZM program funds projects that address the following program policies: coastal hazard areas, dredging and spoil disposal, fisheries management, wetlands, public access for recreation, historic sites and structures, port activities, energy facilities placement, intergovernmental coordination, public education and involvement, and ocean resources. Interpretive signage can be a component of any of these types of projects.

For more information:

- <http://www.dep.state.pa.us/river/czmp.htm>
- <http://www.dep.state.pa.us/river/grants/grants.htm>

#### **PA Department of Conservation and Natural Resources**

##### **Community Conservation Partnerships Program (C2P2)**

DCNR provides grants, technical assistance, information exchange, and training for a number of programs involving greenways, open spaces, community parks, rail trails, river corridors, natural areas, indoor and outdoor recreation, and environmental education, including:

- Heritage Parks Grants
- Community Recreation Planning, Acquisition and Development Grants
- Land Trust Grants
- Rivers Conservation Planning, Acquisition and Development Grants
- Rails-to-Trails Planning, Acquisition and Development Grants
- Recreational Trails Program Grants

- Snowmobile/ATV Trail Acquisition and Development Grants
- Land and Water Conservation Fund Grants

Grants generally require a 50% match except for some technical assistance grants and projects eligible as small community projects.

For more information:

- <http://www.dcnr.state.pa.us/brc/grants/index.aspx>

### **River Conservation Grants (part of C2P2)**

These planning and implementation grants require a minimum 50% match for eligible river corridor related transportation activities. Grants for planning may be used to identify significant natural and cultural resources, threats, concerns and special opportunities and to develop river conservation plans (RCP). Grants for implementation are available to carry out projects or activities defined in approved RCPs. An RCP has been prepared for the IHP communities, making them eligible for these funds. Projects may include investigation into river access, water quality monitoring, and preparation of ordinances and zoning documents. River access includes the creation of bicycle and pedestrian paths near the waterfront. Interpretive signage can be a component of any of these types of projects.

### **PA Historical and Museum Commission**

#### **Historic Preservation Project Grants**

Administered by the Pennsylvania Historical and Museum Commission, these grants are available for cultural resource surveys, National Register nominations, planning and development assistance, educational and interpretive programs, and archaeology. Among other key focus areas, these grants are intended for projects that promote awareness of preservation issues and improve the ability of communities to support preservation of historic and archaeological resources. Grants can also be used for supporting activities that promote or enhance the understanding of Pennsylvania's prehistoric or historic archaeological resources.

For more information:

- [http://www.portal.state.pa.us/portal/server.pt/community/grants/3794/keystone\\_historic\\_preservation\\_project\\_grants/426654](http://www.portal.state.pa.us/portal/server.pt/community/grants/3794/keystone_historic_preservation_project_grants/426654)

### **FEDERAL/COUNTY**

#### **Community Development Block Grant (CDBG) Program**

Delaware County receives an annual grant from the Community Development Block Grant (CDBG) Program, operated by the Federal Department of Housing and Urban Development (HUD). The CDBG Program offers a high level of flexibility in choosing

activities that best meet the needs of the local communities. Grants are disbursed through an application process to eligible entities in the County who meet the program's goal of developing viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities. Interpretive signage may be considered an eligible activity in the Coastal Zone. Seventy percent of each block grant award must be used for activities that benefit low- and moderate-income persons. The County Office of Housing and Community Development (OHCD) is responsible for administering this program.

For more information:

- <http://www.co.delaware.pa.us/hcd/cdbg.html>