



Trainer
Marcus Hook



Renaissance Program

Planning Area 1 Action Plan

DELAWARE COUNTY PENNSYLVANIA



LOWER CHICHESTER TOWNSHIP
MARCUS HOOK BOROUGH
TRAINER BOROUGH



Lower Chichester

Renaissance Program Planning Area 1 Action Plan

DELAWARE COUNTY PENNSYLVANIA

Prepared by Heyer, Gruel + Associates for Delaware County Council
in cooperation with Lower Chichester Township, Marcus Hook Borough
and Trainer Borough.



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MARCUS HOOK BOROUGH
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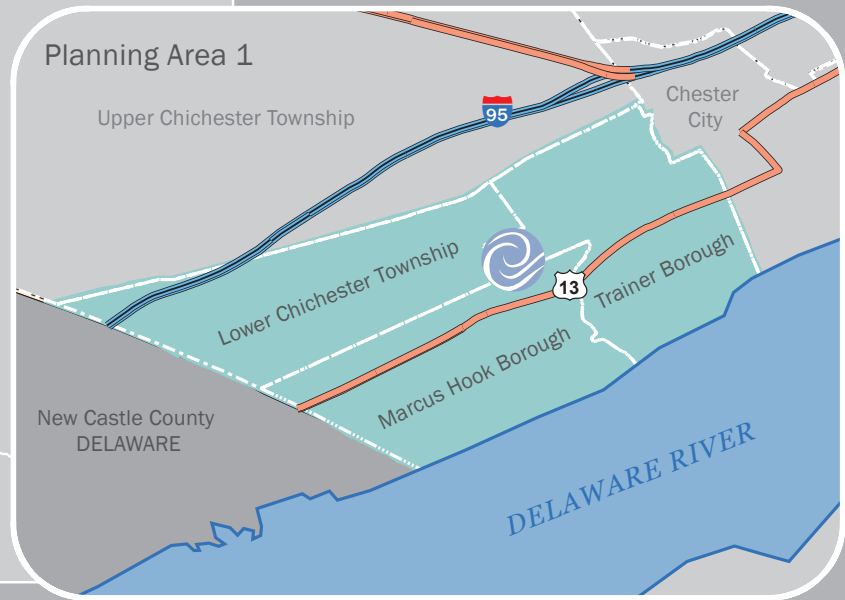
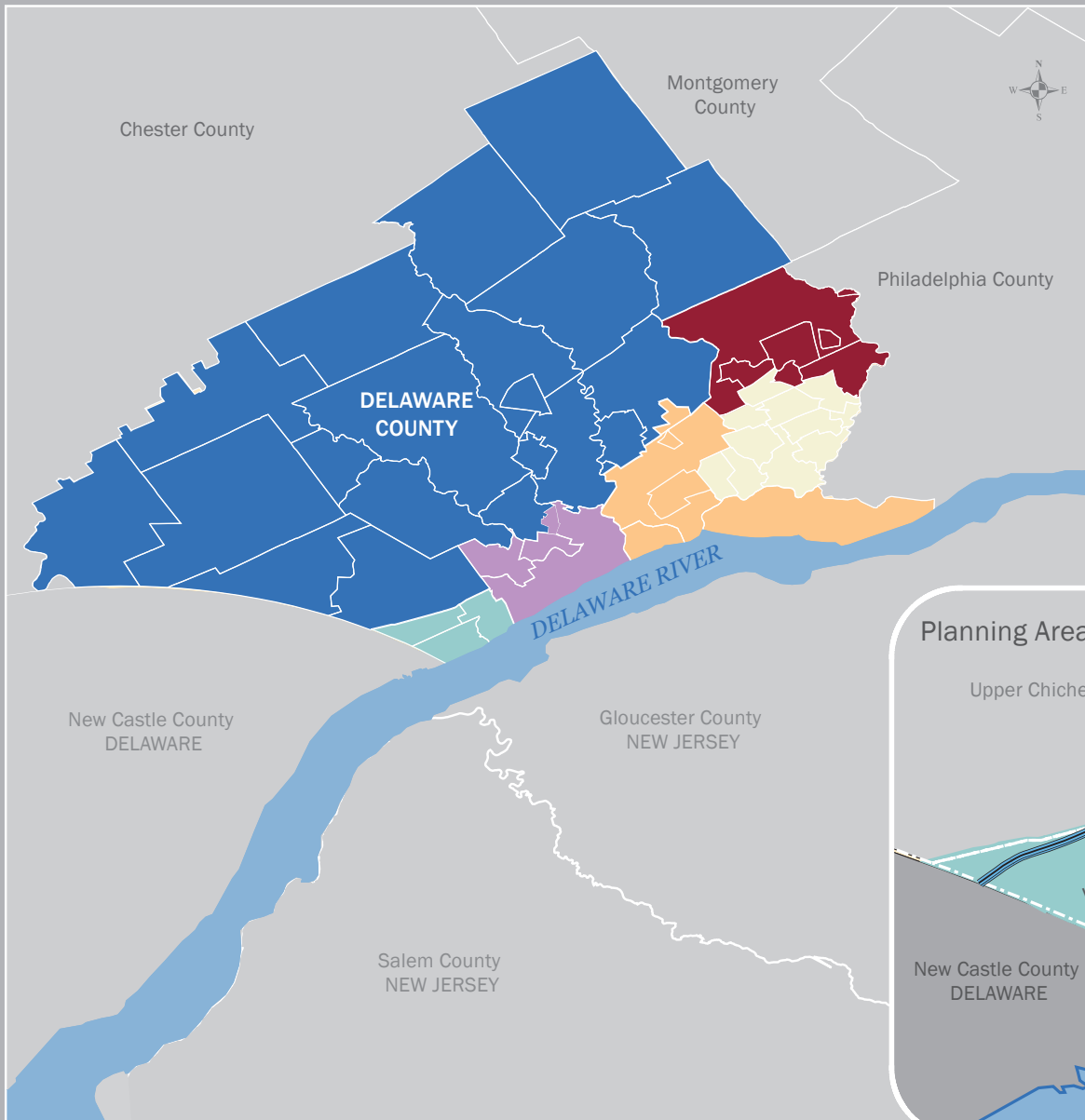
Renaissance Program Planning Area 1 Action Plan

DELAWARE COUNTY PENNSYLVANIA

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Renaissance Program Planning Area 1 Action Plan

DELAWARE COUNTY PENNSYLVANIA

LEGEND

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LOWER CHICHESTER TOWNSHIP
MARCUS HOOK BOROUGH
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- Planning Area 1
- Planning Area 3
- Planning Area 5
- Planning Area 2
- Planning Area 4
- Open Space Mapping Program



INTRODUCTION

According to the 2000 U.S. Census, Delaware County is one of the fastest growing and most affluent counties in the State of Pennsylvania. Delaware County contains a mix of urban, older suburban, newer suburban and rural communities. This mix gives Delaware County its unique character, but also presents significant planning challenges.

Many of the County's southern and eastern municipalities are older and fully developed. They face problems of aging infrastructure and declining investment. Communities in the western part of the County are younger and rapidly growing and face problems resulting from sprawl and unplanned development.

In 2002, the Delaware County Council initiated a two-pronged planning initiative designed to address the diverse needs of both developing and developed communities to simultaneously confront both sprawl and revitalization. One of the key goals of Delaware County's planning initiatives is to redirect regional growth away from suburban greenfields and refocus on developed areas. These two programs, the Delaware County Open Space Mapping Program and the Delaware County Renaissance Program are designed to encourage the County's 49 municipalities to create strategic plans for promoting orderly land development and revitalization while protecting their most important remaining open properties. These initiatives are aimed at conserving open space in 20 western municipalities while promoting redevelopment in the other 29 municipalities in the eastern and southern parts of the County.

Through the Renaissance Program, 29 municipalities have prepared 5 multi-jurisdictional Action Plans to address problems facing older communities resulting from rising social need and declining resources. This initiative recognizes the complex interrelationship of problems facing older municipalities, including economic development, housing, infrastructure, transportation, and public safety. To this end, the Renaissance Program divided the 29 municipalities in the southern and eastern part of the County into 5 separate Planning Areas.

This Plan presents the Action Plan for Renaissance Planning Area 1, which includes the municipalities of Trainer Borough, Marcus Hook Borough and Lower Chichester Township. Each of these municipalities are faced with a common set of challenges based upon their shared history, regional location and unique land use pattern, which includes residential neighborhoods and downtowns set amidst heavy industrial activities such as oil refineries and manufacturing plants. Additionally, all three are physically constrained from the rest of the County by Interstate 95.

In many ways, Trainer, Marcus Hook and Lower Chichester function as a single entity, with three separate governments. Residents freely share commercial, recreational and transportation assets. This Plan seeks to build upon these assets and increase inter-jurisdictional cooperation to develop shared solutions to common problems. The intent is to focus resources and forge a greater degree of functional integration among the municipalities .





This Action Plan is the result of a six month process of independent analysis and municipal and public participation to address the five primary and five secondary planning issues identified by County Council. The five primary planning issues are:

- Economic development of downtown areas and former industrial sites, including rehabilitating commercial buildings, developing main street programs, assisting in the retention of existing businesses, attracting new businesses, creating industrial parks and redeveloping brownfields.
- Housing, including constructing new housing, acquiring land for housing, rehabilitating existing housing, developing home ownership programs, and converting non-residential buildings into residential uses.
- Infrastructure, including installing, constructing, repairing, or expanding storm sewers, sanitary sewers, and water facilities.
- Transportation, including constructing, repairing, or expanding sidewalks, pedestrian connections, traffic lights, roads, traffic calming facilities, parking facilities, bicycle facilities, and transit facilities as well as improving truck access along streets.
- Public Safety, including increasing the number of police officers, using police bike patrols, increasing community policing techniques (including town- and neighborhood-watch programs), constructing police substations, installing street lights, creating computerized crime maps, producing police service improvement plans, and creating graffiti removal programs.

Secondary planning issues include:

- Urban Open Space, including acquiring land, clearing flood-prone areas, developing downtown pocket parks and central plazas, and recreational and related facility improvements.
- Streetscape Improvements, including planting street trees and landscaping as well as installing street furnishings.
- Historic Preservation, including improving historic facades, developing historic districts and design guidelines, creating historic tours, instituting signage programs for businesses in historic districts, and conducting historic surveys.
- Directional and Informational Signage, including installing directional signage for tourist attractions, government buildings, institutions, retail business districts, and industrial areas, as well as upgrading street name signs.
- Cultural and Arts Attractions, including constructing new facilities, improving existing facilities, and developing programs and advertising.
- Other Innovative Projects to Address Unique Aspects of the Community.

This Plan establishes a long-range economic development and revitalization vision, outlines goals to realize the vision, assesses current conditions, prioritizes specific projects and programs to be implemented over a five-year period and identifies sources of funding and technical assistance. The result is the creation of a five-year revitalization strategy that leads toward sustainable economic development, enhanced quality of life and improved linkages for all residents within the Planning Area.



VISION STATEMENT

It is the year 2010 and the communities of Marcus Hook, Lower Chichester and Trainer have a new vitality that is readily apparent to anyone traveling through these towns. The refurbished train station has spurred new private investment in the form of mixed-use development in both Lower Chichester and Marcus Hook. The former FMC/Viscose site has been adaptively reused. Viscose Village has reestablished its identity and is a designated National Historic District fostering reinvestment. A new regional greenway has been created along Marcus Hook Creek. The Borough of Trainer has a new municipal complex. All three communities have completed streetscape projects and the communities' commercial areas are a vibrant hub of pedestrian activity.

All three communities have seen significant reinvestment in their housing stock and experienced significant increases in owner occupied housing. New housing has taken the form of adaptively reused industrial buildings, new mixed-use station area housing, and redevelopment of former housing sites at lower densities; yielding larger, modern, family oriented housing. All three communities have become solid, desirable mixed income towns with their own identities and a strong sense of community.

GOALS

This Action Plan seeks to realize the Vision of a series of healthy residential neighborhoods and vibrant commercial areas interconnected by a network of open spaces and pedestrian/bikeways. To reach this vision, the following goals have been developed to address the primary and secondary issues of the Action Plan and further the established vision:

Economic Development

- Redevelop former FMC/Viscose site
- Redevelop sites that are located adjacent to refineries that contain "low end" commercial/industrial uses.
- Create mixed used transit oriented development around the relocated train station with connections and streetscape improvements to Lower Chichester.
- Redevelop the Marcus Hook and Lower Chichester Business Districts along Market Street.
- Promote opportunities for recreational and historic tourism.

Transportation

- Reroute the 114/113 busses to serve the commercial districts.
- Relocate the train station/reconstruct the Marcus Street Bridge.
- Minimize truck traffic on "local" roads.
- Identify intersections that need improvements. (e.g. Ridge Road and Market Street).





Public Safety/Community Facilities

- Establish a web site for the Planning Area I municipalities.
- Assess the adequacy of municipal facilities both in terms of their space needs and their physical plants.
- Prepare a feasibility study of establishing a greenway park along Marcus Hook Creek.
- Look for opportunities to work together cooperatively (e.g. equipment sharing).
- Establish public safety programs to complement other action plan projects and strategies.

Streetscape

- Implement the Route 13/452 Beautification Plan and the Route 291/13 Industrial Heritage Parkway/ East Coast Greenway Plan.
- Coordinate streetscape improvements with regional corridor projects.
- Create a uniform design theme with distinct community identities for gateways within each community.
- Create strong streetscape connections between the relocated station and the Market Street waterfront.
- Create way finding signage throughout the Planning Area I municipalities.
- Evaluate the feasibility of placing utilities underground along Market Street.
- Work with local industry to create attractive landscaped streetscapes.

Housing

- Increase the number of owner occupied housing units.
- Identify housing in need of rehabilitation.
- Link housing and mass transit.
- Create incentives for market rate owner occupied housing.
- Create partnerships with local employers to encourage workers to live in Planning Area 1.
- Capitalize on niche housing markets around the station.
- Pursue employer sponsored home ownership programs.
- Retain a marketing consultant to prepare a Housing Market Study.

Open Space

- Develop a multi-use trail/greenway along the Linwood Railroad spurline.
- Upgrade and/or continue to maintain at a high level existing playgrounds, ballfields and parks.
- Establish a greenway park along Marcus Hook Creek.
- Establish an open space network connecting the municipalities within the Planning Area.
- Utilize an open space network to establish pedestrian connections between communities within the Planning Area and to the regional open space network.



PLAN PRINCIPLES

Trainer, Marcus Hook and Lower Chichester are each defined as first generation suburbs. According to the 1998 Delaware Valley Regional Planning Commission report *The Future of First Generation Suburbs in the Delaware Valley*, first generation suburbs include both older industrial communities and communities that developed rapidly in the years immediately following World War II. These communities, after following an initial growth period have entered into a period, of stagnant growth and population and employment decline. This plan is based on the following three core principles of first generation redevelopment.

Sustainability

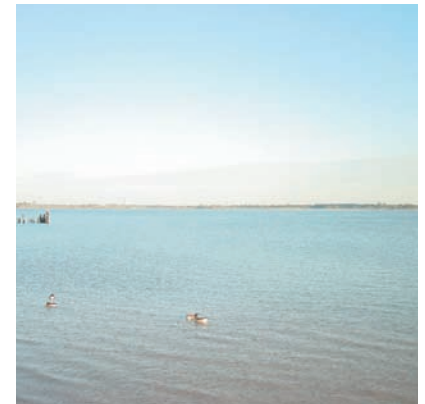
State and County initiatives seeking to limit sprawl in rural areas and redirect investment toward older, more developed areas with existing physical and transportation infrastructure present significant economic development opportunities for Trainer, Marcus Hook and Lower Chichester. These opportunities will come in the form of both private and public investment. This Plan establishes a framework to ensure the sustainability of new investment and that planning initiatives improve the economic vitality, social health and environmental quality of the entire Planning Area.

Connectivity

The 21st century is increasingly about connections and access. This plan establishes a framework to promote connections within the Planning Area and between the Planning Area and the region. These connections are both physical and social, including an enhanced pedestrian/bikeways network that links residential neighborhoods with public transportation and commercial areas and social connections that promote increased cooperation between communities. The goal is to provide a variety of options to increase access to the multitude of opportunities for all members of the Planning Area.

Cooperation

The three municipalities are becoming increasingly interdependent in terms of economics, housing, infrastructure, transportation and public safety. This Plan creates key physical and programmatic linkages to foster continued inter-jurisdictional planning efforts between the municipalities and State and private funding technical assistance partners. This plan establishes attainable projects and programs, which can serve as springboard to increased cooperation and mutual resolution of shared issues.





EXISTING CONDITIONS

Delaware County Planning Area 1 consists of three small municipalities—Marcus Hook Borough, Trainer Borough, and Lower Chichester Township—located in the southwest corner of Delaware County, Pennsylvania. These municipalities, which can be considered suburban to Philadelphia, Chester, and Wilmington, have their own unique identity and rich historical legacy based on their location on the Delaware River and a common sense of civic pride and accomplishment. The three municipalities share a common origin as parts of the farming community of Chichester Township, which has its roots in early 17th-century European settlements. For many years, significant hunting and fishing took place in the riparian environment of Chichester, which provided habitat for a wide variety of animal life. The river also lent itself to the development of a ship-building industry starting in the 1700s.

In the 19th century, industrial development came to the area as mills were developed on streams throughout the Township. The three municipalities took their current form in the early 1900s as refineries, manufacturing, and suburban development replaced the area's earlier, water-based industries and the municipalities separated from the original Township. This historical legacy is reflected in the physical form of these municipalities, with their traditional main streets, tidy residential neighborhoods, and large industrial facilities.



The municipalities of Planning Area 1 face both opportunities and constraints as they work toward renewal. Positive attributes include the waterfront location, convenient transportation links, a strong employment base, and small-town ambience and pride. The communities also face many challenges, including a small, declining population base, high levels of industrial truck traffic, incompatible land uses, underutilized parcels, and significant environmental cleanup costs. Taking advantage of the opportunities for renewal while reducing the impacts from the Area's constraints is the challenge posed by the Renaissance planning process.



Renaissance Program

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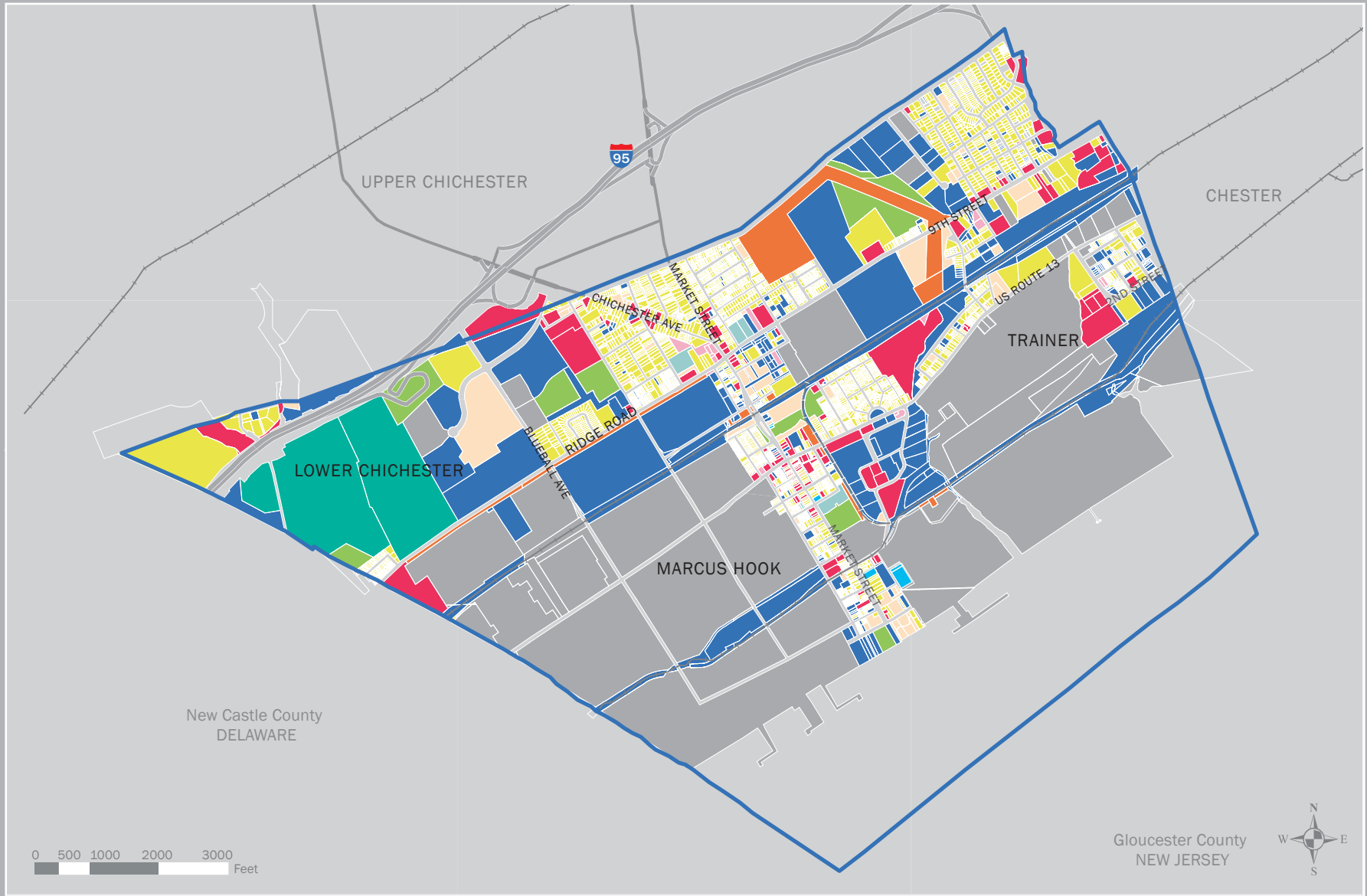
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LOWER CHICHESTER TOWNSHIP
 MARCUS HOOK BOROUGH
 TRAINER BOROUGH

Renaissance Program
 Planning Area 1 Aerial

- Lower Chichester
- Marcus Hook Borough
- Trainer Borough



Renaissance Program Planning Area 1 Action Plan

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LOWER CHICHESTER TOWNSHIP
MARCUS HOOK BOROUGH
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Existing Land Use

- Planning Area 1
- Residential
- Commercial

- Industrial
- School
- Public Facilities

- Public Utilities
- Church
- Cemetery

- Park and Recreation Facilities
- Tax Exemption
- Other



Demographics and Housing

Population

Planning Area 1 has a relatively small land area and population. In a County with 550,864 residents, the three municipalities have only 7,806 residents altogether, or 1.4 percent of the total population. The land area is similarly small compared to the County as a whole: Planning Area 1 makes up 3.18 square miles of the County's 184 square miles, or 1.7 percent. Moreover, the population of the Planning Area has declined even as the County has grown slightly. From 1990 to 2000, the three municipalities in the study area lost a total of 642 residents, making up 7.6% of the 1990 population, while the County grew by 3,213, or 0.6%. The following table illustrates the 1990 and 2000 population for each municipality, the Planning Area as a whole, and Delaware County.

Planning Area 1 lost population under age 18 and over 65 from 1990 to 2000, indicating a decline in both the population of school age children and of seniors. The decline in the population under 18 was in line with the decline in the general population. However, the decline in the senior population was significantly larger than the overall decline in Marcus Hook and Trainer. In Lower Chichester the number of residents over 65 was essentially unchanged from 1990 to 2000. Overall, the population of seniors over 65 in the Planning Area declined by 15.5%, while the population under 18 declined by 4.6%. Thus, the population of seniors was declining faster than the population as a whole, while the population under 18 experienced a slower rate of decline than the overall rate of 7.6%. Table 2 shows population change by age for the three municipalities and for Planning Area 1 as a whole:

TABLE 1
POPULATION CHANGE 1990 - 2000

Area	2000 Population	1990 Population	Numeric Change	Percent Change
Lower Chichester	3,591	3,632	-41	-1.1%
Marcus Hook	2,314	2,545	-232	-9.1%
Trainer	1,901	2,271	-370	-16.3%
Planning Area 1 Total	7,806	8,477	-671	-7.9%
Delaware County	550,864	547,651	+3,213	+0.6%

Source: U.S. Census Bureau, Delaware County Planning Department

TABLE 2
POPULATION BY AGE

Area	Population under 18 in 2000	Population under 18 in 1990	Percent Change from 1990	Population over 65 in 2000	Population over 18 in 1990	Percent Change from 1990
Lower Chichester	1,047	1,071	-4.6%	380	378	+0.5%
Marcus Hook	650	684	-2.2%	258	337	-23.4%
Trainer	527	576	-5.0%	264	352	-25.0%
Planning Area 1	2,224	2,331	-4.6%	902	1,067	-15.5%



Economic Status

The economy of Planning Area 1 is dominated by large oil refining industries, which provide a significant number of jobs. However, the municipalities have identified a mismatch between the available jobs and the skills of residents. The small population base means that economic diversification into services and other “information age” industries will be difficult; however, the area can draw on a large metropolitan population with its convenient transportation links. Two indicators of economic stress in Planning Area 1 are the relatively low median household income and relatively high poverty rate. The median household income in each municipality is lower than that for Delaware County as a whole. In addition, each municipality has a higher percentage of individuals below the poverty line than the County, and there has been a marked increase in the poverty rate in both Marcus Hook and Trainer between 1990 and 2000. While striking, these poverty rate increases are not unexpected in older suburbs that are beginning to deal with the effects of disinvestment. The following table shows median household income and poverty status for each municipality, the Planning Area, and Delaware County.

TABLE 3
ECONOMIC STATUS DATA

Area	Median Household Income, 2000	Household Income as % of County Median, 2000	Individuals in Poverty, 2000	Poverty Rate, 2000	Poverty Rate, 1990	Change in Poverty Rate, 1990-2000
Lower Chichester	\$32,648	87.4%	365	10.1%	9.5%	+0.6 percentage points
Marcus Hook	\$22,723	60.9%	499	21.6%	13.9%	+7.7 percentage points
Trainer	\$28,164	75.4%	302	15.9%	10.8%	+5.1 percentage points
Planning Area 1	\$27,845	74.6%	1,166	14.9%	10.0%	+4.9 percentage points
Delaware County	\$37,337	---	42,411	7.7%	6.8%	+0.9 percentage points

Source: Delaware County Planning Department, U.S. Bureau of the Census





Housing

Along with the population, the number of housing units in Planning Area 1 has been declining in recent years, and few residential building permits have been issued. Increases in the number of housing units were reported in both Marcus Hook and Lower Chichester, but these gains were not enough to offset Trainer's loss. From 1990 to 2000, 115 housing units were lost in Trainer, while Marcus Hook and Lower Chichester gained 38 and 21 units, respectively.

Only 14 building permits were issued in the entire Planning Area between 1991 and 2001. Eight of these permits were issued in Trainer, while the remainder was split between Marcus Hook and Lower Chichester. However, this building permit data may be incomplete, as several units have been constructed or rehabilitated recently in Marcus Hook by the Marcus Hook Development Corporation.

In addition, the vacancy rate in the Planning Area was higher in 2000 than in the County as a whole. Over 10 percent of housing units were vacant in Marcus Hook and Trainer in 2000. Marcus Hook also had lower than average owner occupancy, with more than half of the Borough's housing units occupied by renters. Trainer and Lower Chichester's owner occupancy rates were comparable to those of Delaware County as a whole.

The following table shows the number of housing units, number of building permits issued, housing vacancy rate, and percentage of owner-occupied housing for each of the three municipalities as well as Planning Area 1 as a whole and Delaware County.

**TABLE 4
HOUSING DATA, 1990 AND 2000**

Area	Housing Units, 2000	Housing Units, 1990	Numeric Change, 1990-2000	Number of Residential Building Permits Issued, 1991-2001	Vacancy Rate, 2000	Percent Owner Occupied, 2000
Lower Chichester	1,356	1,335	+21	3	5.8%	69.6%
Marcus Hook	1,025	987	+38	3	10.3%	44.4%
Trainer	797	912	-115	8	10.7%	69.3%
Planning Area 1	3,178	3,234	-56	14	8.5%	60.3%
Delaware County	216,978	211,024	+5,954	11,296	4.5%	68.4%

Source: Delaware County Planning Department, U.S. Bureau of the Census





Housing goals identified through the Renaissance planning process include a desire to increase the percentage of owner-occupied housing, create incentives for market-rate owner-occupied housing, capitalize on the market for housing near the Marcus Hook train station, and develop programs to encourage employees to live in Planning Area 1. The relatively high vacancy rate in Trainer and Marcus Hook presents an opportunity to increase the number of residents in Planning Area 1 by renovating or replacing existing vacant housing.

The area also benefits from the Marcus Hook Development Corporation, which has constructed and renovated housing in Marcus Hook over the past decade. The housing stock in all three municipalities can be characterized as having a close-knit, small-town feel. Particularly important for Marcus Hook is the neighborhood known as Viscose Village, which was developed as a planned community for workers at the adjacent industrial facility in the early 1900s. Upgrades and continual improvements to the housing stock in this and other neighborhoods throughout the Planning Area are a key goal.



Transportation

General Description

- Planning Area 1 has many transportation advantages:
- The area is located on the East Coast's major Interstate highway, I-95, and has three interchanges with this highway.
- The local road network is interconnected and provides access to surrounding municipalities and counties.
- The area has convenient access to the Philadelphia International Airport, the region's major air travel hub, located just a few miles to the northeast.
- Between the Planning Area and the airport, the Commodore Barry Bridge connecting Pennsylvania with New Jersey provides access to the area's neighbors across the Delaware River as well as the New Jersey Turnpike.
- The Marcus Hook train station provides SEPTA access to locations throughout southeastern Pennsylvania. SEPTA also provides bus service in the Planning Area. Nearby Amtrak stations in Wilmington and Philadelphia, reachable via SEPTA or by car, allow for access to cities throughout the eastern seaboard.

No major changes are proposed for the Planning Area's current transportation infrastructure network. The area is built out from a land use perspective and any future changes to accommodate capacity would likely involve an expansion of existing facilities rather than new construction. In the absence of major new infrastructure projects, the area can concentrate on improving existing facilities and making pedestrian connections to improve the area's livability.



In addition to road, air, and rail transportation linkages, Planning Area 1 has substantial opportunities to provide pedestrian and bicycle linkages throughout the natural and built environment. Taking advantage of these opportunities for linkages is a major goal identified by the Renaissance Plan. An important segment of the East Coast Greenway, a bicycle trail that will link rural and urban environments from Florida to Maine, is slated to traverse the Planning Area. The greenway will connect the area to surrounding communities and will provide access within the Planning Area to the Delaware River waterfront and the Marcus Hook train station. It will also contribute to the beautification of Route 13.

Current Projects and Issues

Planning Area 1 is located along the Route 291/13 highway corridor, known as Delaware County's Industrial Heritage Parkway. This corridor was a traditional through route. Interstate 95 has largely usurped this route, but this corridor still provides access to current and former industrial facilities along its route. Bicycle and pedestrian improvements along this route are proposed for the East Coast Greenway, which takes advantage of the flat topography of Route 291/13 to connect Wilmington with Philadelphia.

An important segment of the Greenway will be located on or adjacent to Route 13 in Marcus Hook and Trainer, which provides economic development opportunities for both communities. On-street Greenway links will also be provided from Route 13 to Market Square Memorial Park in Marcus Hook and the Marcus Hook train

station. Connecting the park and the train station with the Greenway is a high priority for the area because it will provide a substantial livability improvement that will contribute to the area's attractiveness as a residential and commercial center.

The East Coast Greenway along Route 13 will conflict with the road's current use as an alternate or detour route for Interstate 95. The 2002 Marcus Hook Comprehensive Plan calls for the relocation of the SEPTA train station in Marcus Hook to the eastern side of Main Street. The relocation of the train station will need to be coordinated with the extension of the Greenway from Route 13 to the station.

Truck and rail freight are major issues for the municipalities within Planning Area 1. The area is home to numerous truck generators, particularly the large oil refinery complexes. The Marcus Hook Comprehensive Plan recommends that the Borough pursue National Highway System (NHS) designation for roadways that provide access to these facilities. With NHS designation, these roadways would become eligible for federal funding for roadway improvements. The area also includes freight rail lines, which are utilized by local industries. These rail lines include many sidings that provide access to industrial properties, some of which remain active. Safety upgrades are necessary for road crossings at rail sidings and other at-grade crossings. Similar truck and rail freight issues should be addressed in Lower Chichester and Trainer.





Historic Issues

Marcus Hook, Lower Chichester and Trainer share a common history of over 300 years. This history is evident in the compact form and industrial presence located within all three municipalities. The colonial and industrial past contribute to the proud and unique character of the Planning Area.

The Planning Area contains several important examples of residential, commercial and industrial architecture from different historic periods of the past 300 years. These examples are important cultural resources that significantly contribute to the quality of life in each municipality. Marcus Hook, Lower Chichester and Trainer began preparing a strategy to preserve these assets beginning with the 1978 Joint Comprehensive Plan. This Plan identified four significant historic assets and presented options and recommendations for their preservation. Marcus Hook in its 2002 Comprehensive Plan, which identified 27 separate historic resources in the Borough, expanded this effort. Trainer and Lower Chichester plan to include historic preservation elements in future comprehensive plans.

The historic resources of the Planning Area represent an underutilized resource, which could be tapped to attract economic development and improve the quality of life. For instance, the

Marcus Hook Waterfront Area contains a critical mass of late 18th century and mid 19th century residential architecture that may attract tourists to the municipalities, with proper marketing. The American Viscose Administration Building, built in 1910 is an excellent example of turn of the century industrial architecture. Communities throughout the world are redeveloping these structures as mixed-use commercial/residential developments.





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Historic Resources
Marcus Hook

— Planning Area 1

● Historic Sites

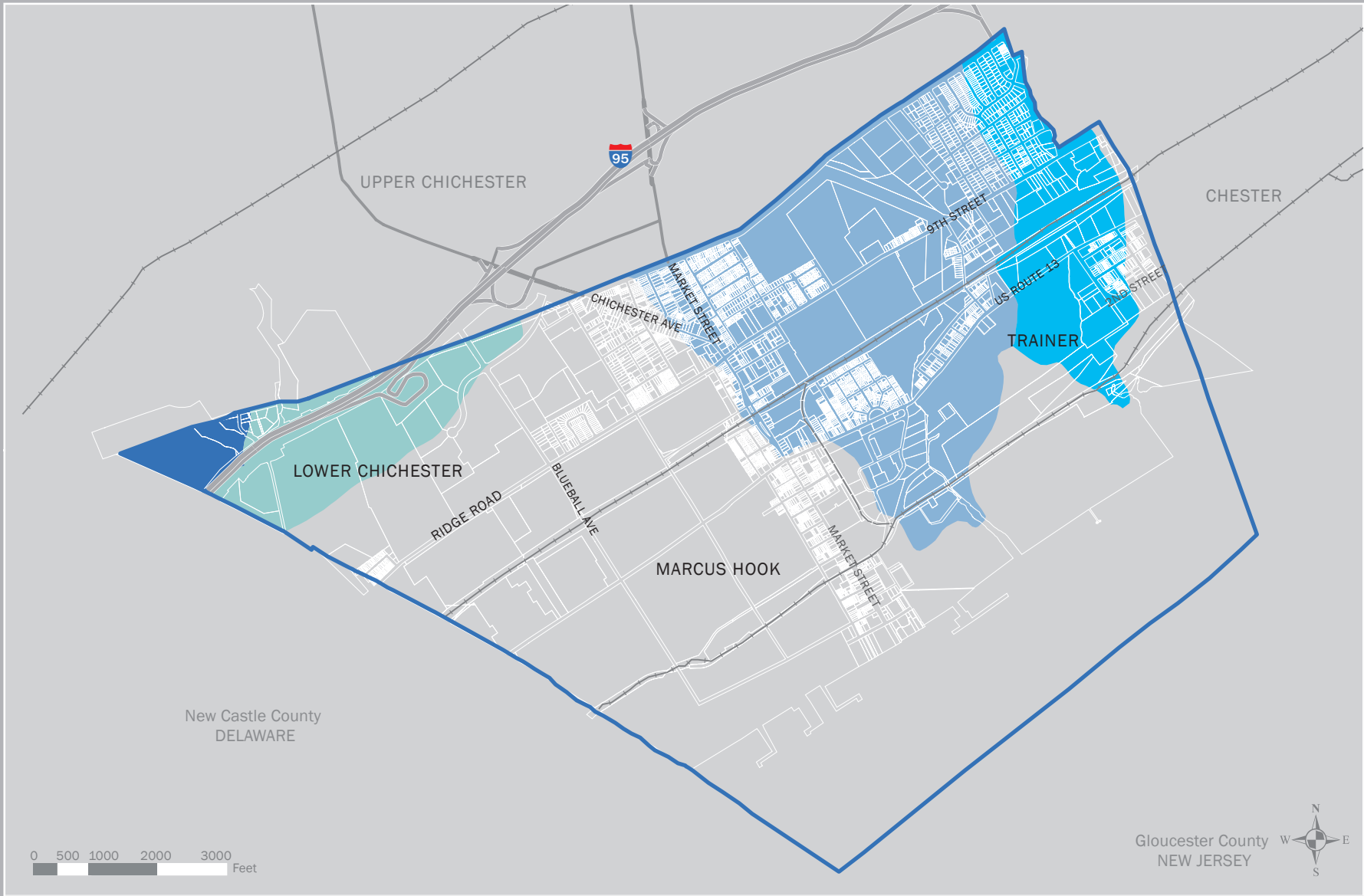


Environment and Utilities *Watersheds*

Parts of four Watershed Management Areas extend into Planning Area 1: Marcus Hook Creek, Stoney Creek, Naamans Creek, and West Branch Naamans Creek. The largest such area is Marcus Hook Creek, which includes roughly half of Lower Chichester's built-up residential and commercial area as well as Viscose Village in Marcus Hook and the western half of Trainer. The Stoney Creek area includes the eastern half of Trainer, while portions of the northwestern section of Lower Chichester are located in the Naamans Creek and West Branch Naamans Creek Watershed Management Areas.



A large and important portion of the Planning Area, including the Market Street core of Marcus Hook, most of Marcus Hook's industrial facilities, and western Lower Chichester, is not located inside a Watershed Management Area but rather drains directly into the Delaware River.



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Watershed Management Areas

— Planning Area 1

● Marcus Hook Creek

● Naaman Creek

● Stoney Creek

● West Branch Naaman Creek



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Wetlands and Floodplains

— Planning Area 1

○ Floodplains

● Wetlands



Floodplains and Wetlands

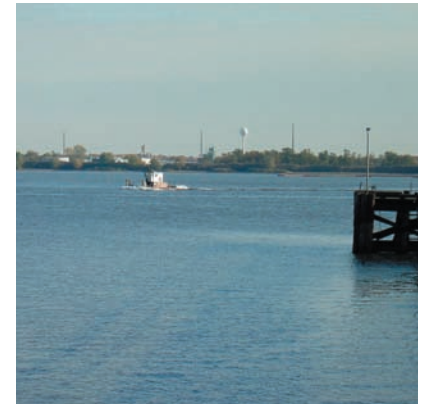
For a low-lying area near a major river, surprisingly little land in Planning Area 1 lies within a floodplain or wetland. In the 1800s, the area was noted by hunters for the large population of birds harbored by its marshlands along the Delaware River; since that time, industrial activity has led to significant filling that has likely reduced the amount of floodplain and destroyed most of the wetlands.

The area's most significant floodplains are located in southern Marcus Hook near the Delaware River and include most of Marcus Hook's waterfront properties including Market Square Memorial Park. Other floodplains form a corridor along Marcus Hook Creek, which is mostly located in Trainer but also form a portion of the boundary between Marcus Hook and Trainer; along Naamans Creek near Interstate-95 in Lower Chichester; and along Stoney Creek in Trainer.

The area has seven remaining large isolated patches of wetland, most of which measure roughly 10 acres in area. Patches of herbaceous wetland are located along the Delaware River in Trainer, along Marcus Hook Creek south of Viscose Village, and adjacent to the residential core of Lower Chichester. A patch of wooded wetland is located in northern Trainer.

Sewerage

Planning Area 1's wastewater is pumped out of the area to the Western Regional Treatment Plant in Chester, which is owned by the Delaware County Regional Water Quality Control Authority (DELCORA). This treatment plant discharges into the Delaware River upstream of Planning Area 1. The three municipalities in the Planning Area are fully sewered. Sewage from Marcus Hook and Lower Chichester is sent through the Marcus Hook Pump Station to the treatment plant. Trainer's sewage passes through the Stoney Creek Interceptor, located in Chester, to the plant. Collector sewers are managed by each municipality itself. Many of the collector sewers are more than 70 years old and require regular monitoring, maintenance, and upgrading.





Renaissance Program Planning Area 1 Action Plan

DELAWARE COUNTY PENNSYLVANIA

Existing Sewer System

LEGEND

PREPARED BY HEYER, GRUEL + ASSOCIATES



LOWER CHICHESTER TOWNSHIP
MARCUS HOOK BOROUGH
TRAINER BOROUGH

- Planning Area 1
- Lower Chichester Sewer Area
- Marcus Hook Sewer Area
- Trainer Sewer Area
- Lower Chichester Sewers
- Marcus Hook Sewers
- Trainer Sewers
- Lower Chichester Pump Stations
- Marcus Hook Pump Stations
- Trainer Pump Stations



OPPORTUNITIES AND CONSTRAINTS

Opportunities

- Waterfront location.
- Convenient access to all modes of transportation.
- Convenient commuting to Philadelphia and Wilmington.
- Strong industrial base.
- Strong sense of community.
- Defined downtown.
- Park system.
- Existing infrastructure availability.
- Significant redevelopment opportunities.
- Historically significant location and sites.
- Classic walking scale mixed use communities.
- Traditional pedestrian friendly town layout.
- Affordable housing.
- Gateway to Pennsylvania from Delaware.

Constraints

- Percent of renter occupied housing.
- Low price of exiting housing versus new construction costs.
- Incompatible land uses.
- Lack of sufficient population with disposable income to support extensive commercial activities.
- Industries generating high volumes of truck traffic.
- Environmentally contaminated sites with high clean up costs.
- Fiscal and regulatory constraints on redevelopment.
- Inability to solve problems at local level due to lack of resources.
- Significant underutilized parcels.
- Size, age, and configuration of housing.
- Mismatch between local employers and resident labor force.
- Located in region of disinvestments.





STRATEGY

This Plan presents a five year Action Plan for Delaware County Renaissance Planning Area 1, which is comprised of the municipalities of Marcus Hook Borough, Trainer Borough and Lower Chichester Township. Renaissance Planning Areas have been established to coordinate planning efforts between municipalities that exhibit a strong intermunicipal relationship based upon common geography, shared history and socioeconomic factors.

The Action Plan for Delaware County Renaissance Planning Area 1 provides a coordinated approach to direct private and public investment. This Plan identifies critical issues impacting economic growth, housing, transportation, infrastructure and public safety and develops short-term (1-year) and long-term (5-year) strategies to address these issues. These issues, projects and programs have been developed through a six month process facilitated by the Delaware County Planning Department and included a series of meetings with stakeholders and the public from each municipality.

These strategies include projects and programs of high or medium priority. This Plan contains three programs, which have each been identified as high priority. Programs consist of strategies to solve complex problems requiring multifaceted solutions, such as increasing homeownership or increasing public safety. Programs, generally involve establishing partnerships between municipalities, government agencies and the private market to develop long-term, sustainable solutions.

High priority projects seek the short-term implementation of “ready to go” projects, which have been designed, engineered and have received some degree of funding or commitment, such as the construction of the East Coast Greenway; Route 13/452 Beautification and the Route 291/13 Industrial Heritage Parkway in Marcus Hook and Trainer Borough. Medium priority projects are more long-term in nature and seek funding for design/planning and engineering to become high priority projects. Each project contains a detailed completion timetable, cost estimate and sources of funds. The section on funding sources contains details regarding the rationale/eligibility requirements for funding, amount of funds available, restrictions and amount of local match that may be required.

Long-term projects span more than one municipality and reflect coordinated, long-range efforts to jointly solve problems and share resources. Long-term projects are intended to build upon the groundwork established by short-term projects. For instance, the immediate expansion of Market Square Memorial Park in Marcus Hook will create a regional waterfront destination to be directly linked with longer-term projects, such as the Marcus Hook Creek Greenway or indirectly linked through other planned pedestrian/bicycle connections.



THE ACTION PLAN

Problems of land use, transportation, open space and infrastructure rarely stop at municipal borders. This Plan recognizes the functional interrelationship among Marcus Hook, Trainer and Lower Chichester and the need to develop coordinated solutions to shared issues. Based on County planning initiatives and current cooperative efforts, the three municipalities will become increasingly interconnected throughout intervening years.

A key principle of the Renaissance planning strategy is to recognize that in many ways the three municipalities function as a single town, although one with three distinct neighborhoods and commercial centers. This principle allows the development of a planning strategy that avoids the unnecessary duplication of resources, services and efforts traditionally generated at the municipal planning level.

When taken as whole, the most pressing need of all three communities is to establish linkages to reinforce core assets and support projects with multi-jurisdictional impact between each municipality. For instance, the train station in Marcus Hook serves as the transportation hub for all three municipalities, not just Marcus Hook. Instead of developing separate transportation strategies for each municipality, this plan seeks to establish a network of pedestrian/bikeways that links every commercial area, residential neighborhood and recreational space to the train station.

This pedestrian/bicycle network functions as a 'super greenway' that utilizes existing streetscapes, parks and open spaces as 'spokes' to connect 'hubs' of residential, commercial, transportation,

recreational, civic and cultural activity. This open space/pedestrian/bicycle network will improve the quality of life for all residents by strengthening neighborhoods, revitalizing commercial centers, supporting public transportation, repairing infrastructure, preserving cultural assets and conserving natural resources. Hubs of activity have been identified as:

- Commercial – Including Route 13 in Marcus Hook, Ridge Road in Trainer and the intersection of Market Street and Ridge Road in Lower Chichester. These areas are classic neighborhood oriented commercial districts. Increased pedestrian and bicycle traffic will create more demand for locally oriented businesses. Increased access by foot or bike will make these areas more available to all residents, particularly the young and old. This plan seeks to develop local commercial areas that are no longer than a safe, five minute bike ride from surrounding residential neighborhood. This Plan seeks to develop plans for the Ridge Road and Market Street Corridors that identify physical and economic improvements and increase access to residential neighborhoods. Each plan will include the construction of pedestrian-bicycle friendly streetscape improvements. Additionally, this plan establishes a program for the redevelopment of the former FMC/Viscose site into a mixed-use commercial center. The redevelopment of this site will adaptively reuse the historically designated Viscose building, add supporting buildings, and establish public open spaces along and adjacent to Marcus Hook Creek. It is envisioned that this site will become not only an employment center, but also a core attraction along the Industrial Heritage Parkway.





- Transportation – Focused upon the Marcus Hook Train Station. Marcus Hook is currently preparing a Plan to significantly enhance the station and the area around the station. Plans include relocating and expanding the station north of Market Street and developing new housing and commercial activity in the immediate vicinity. The intent is to develop a 21st century, mixed-use, multi-modal transit facility. When fully realized, this facility will attract the critical mass of new and existing residents to support economic redevelopment of the Route 13, commercial corridor in Marcus Hook and the Market Street/Ridge Road Intersection in Lower Chichester. This Plan seeks to build upon the efforts of Marcus Hook by developing a complementary Transit Oriented Development Plan for Lower Chichester Township.
- Recreational – Kids rarely care what municipality a park is located in; they just care that they can get to it. The current street network of the Planning Area restricts park access and requires kids to walk/ride in traffic or be shuttled by automobile. This Plan links the three largest parks from each municipalities together through a continuous pathway. This path will allow kids from all three municipalities to play soccer in Hewes Avenue Park in Lower Chichester in the morning, baseball in Johnson Park in Trainer in the afternoon and frisbee in Market Square Memorial Park in Marcus Hook in the evening.
- Civic – People shouldn't have to drive to get to 'Town Hall'. Traditionally, municipal buildings were located in the center of towns, where everyone could walk to them.

This Plan connects existing municipal buildings in Marcus Hook and Lower Chichester to residential neighborhoods via sidewalks/bikepaths and explores options to further integrate Trainer into the network. The idea is that improved access would increase use of these complexes and they could be further developed as sites of community activity'.

- Cultural – The mere act of walking or biking down the street and saying hello to a neighbor increases cultural activity. This Plan promotes casual social interaction through a vibrant streetscape and active cultural participation by establishing spaces for public events. The current space places for public gathering is Market Square Memorial Park in Marcus Hook, but will include Johnson Park in Trainer and Hewes Avenue Park in Lower Chichester after completion of this Action Plan.



To connect these hubs of activity, a series of interconnected spokes have been identified. Each spoke directly links a residential neighborhood with at least one activity center. Spokes may take the form of streetscape improvements, corridor improvements or greenways. Whatever their form, each spoke contains provisions for a pedestrian/bikeway and identifies linkages to other spokes. Taken together, the spokes identified in this Plan will form a mutually reinforcing network of connections providing a variety of internal transportation options within the Planning Area. This Plan identifies five spokes, two oriented east/west and three that are oriented north/south. These include:

- Marcus Hook Creek Greenway – The Greenway will establish a pedestrian/bikeway meandering within the floodplain of the Marcus Hook Creek from Township Line Road in Trainer to Market Square Memorial Park in Marcus Hook. Plans for the greenway will include design/engineering solutions to connect the residential core of Trainer with Johnson Park via 10th Street and to mitigate steep grade changes between the Creek and Ridge Road. Additionally, the Greenway will feature environmental improvements within the floodplain to reduce flooding and mitigate non-point source pollution.
- Route 13 Corridor Improvements – The Route 13 Corridor extends the north/south length of the Planning Area. This corridor has long been identified as a potential pedestrian/bikeway. This Plan seeks to construct

improvements necessary to implement the national East Coast Greenway and County Industrial Heritage Parkway through Marcus Hook and Trainer Boroughs. An additional component includes streetscape improvements in Marcus Hook. Together, these improvements will establish a vibrant pedestrian-bike friendly corridor that links Trainer and Marcus Hook and connects the entire Planning Area to national and regional pedestrian/bikeways.

- Ridge Road Corridor Improvements – The Ridge Road Corridor is the central north/south spoke within the Planning Area and runs south from the border with Chester City in Trainer to Hewes Avenue Park in Lower Chichester. This corridor contains the commercial and municipal centers of Trainer and Lower Chichester and is directly adjacent to the residential cores of both communities. This spoke will establish direct connections within and between these communities. This spoke serves as a central spine and links the two east/west spokes, the Marcus Hook Creek Greenway and Market Street Corridor.
- Township Line Road/Laughead Avenue Pedestrian Bikeway – The Township Line Road/Laughead Avenue Pedestrian Bikeway serves as the western north/south spoke of the Planning Area open space network. This spoke connects the Marcus Hook Greenway in Trainer with streetscape improvements along Market Street in Lower Chichester. This will allow residents of Lower Chichester to access Johnson Park and residents of Trainer to access

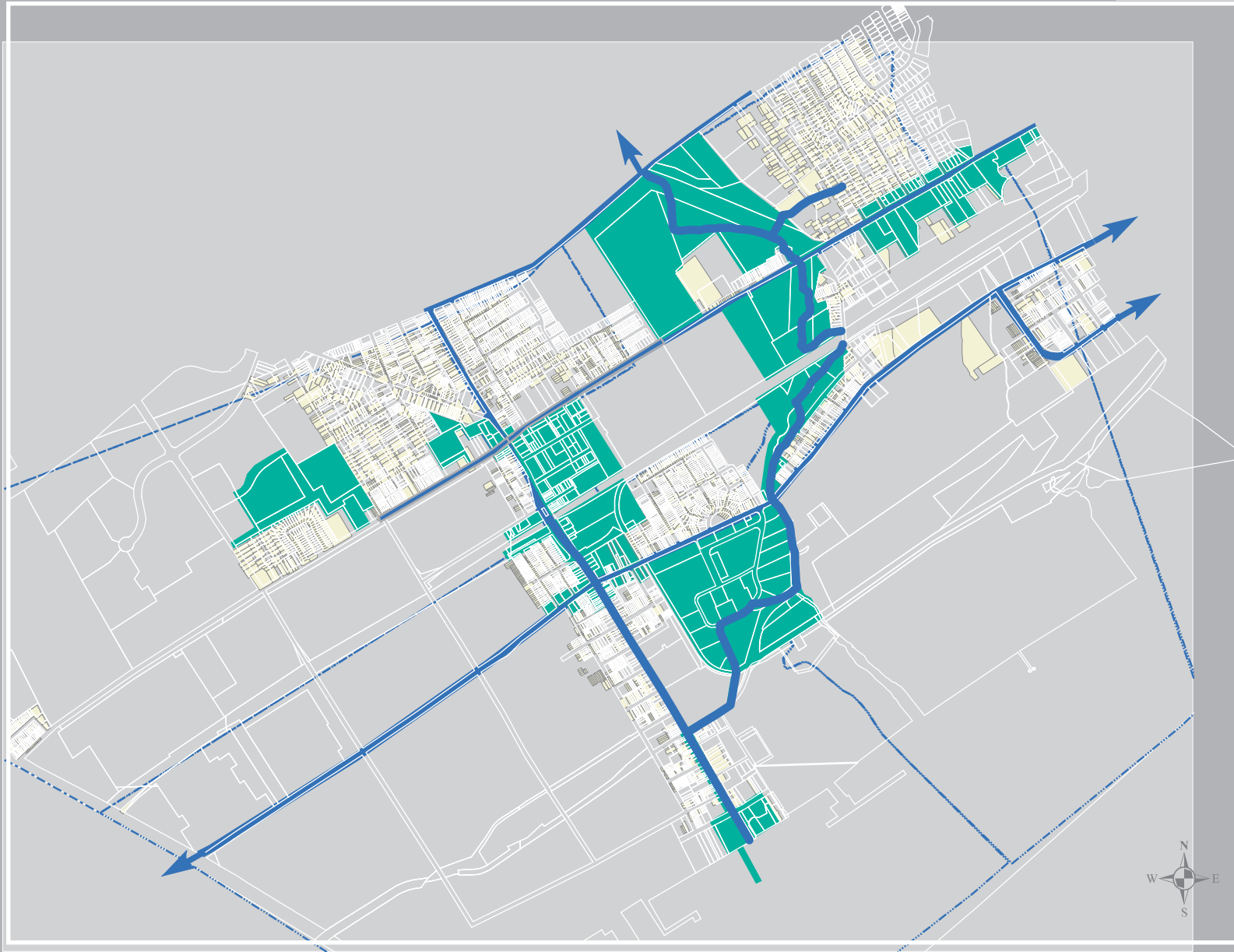




- the Marcus Hook/Lower Chichester Train Station, among other places in the Area.
- Market Street Corridor Improvements - Market Street Corridor Improvements establish a direct spoke between the station area and the Township Line Road/Laughead Avenue Pedestrian Bikeway.

When combined together the projects, programs, hubs and spokes of this Action Plan present a coordinated strategy to attract new economic development, preserve existing residential neighborhoods and conserve environmental resources. This Plan establishes a framework to make the municipalities of Marcus Hook, Trainer and Lower Chichester better places to raise a family or visit, not just pass through. The mutual cooperation, shared resources and linkages established with this Plan begins the transformation of these municipalities of first generation suburbs of the 20th century to next generation integrated communities of the 21st century.





Renaissance Program

Planning Area 1 Action Plan

DELAWARE COUNTY PENNSYLVANIA

LEGEND

PREPARED BY HEYER, GRUEL + ASSOCIATES



LOWER CHICHESTER TOWNSHIP
MARCUS HOOK BOROUGH
TRAINER BOROUGH

Hubs and Spokes

● Spokes

● Hubs

● Residential

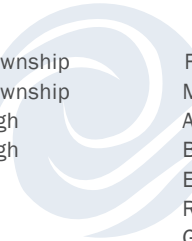
→ Connections to regional open space network



PLANNING AREA 1 Process

As part of the Action Plan, a Task Force was established for Planning Area 1 with representatives from Trainer Borough, Marcus Hook Borough and Lower Chichester Township. Karen Holm of the Delaware County Planning served as the County liaison. The Task Force membership was as follows:

Lower Chichester Township	Rocco Gaspari, Jr. <i>Commission President</i>
Lower Chichester Township	Mary Ellen Romanelli, <i>Manager</i>
Marcus Hook Borough	Albert Argentine, <i>Council President</i>
Marcus Hook Borough	Bruce Dorbian, <i>Manager</i>
Trainer Borough	Eugene Maysky, <i>Mayor</i>
Trainer Borough	Regina Beck, <i>Council President</i>
Trainer Borough	George F. Shertenlieb, <i>Vice President</i>



Task Force meetings were held monthly on a rotating basis throughout the Planning Area. All meetings were noticed and open to the public. With one minor exception, all municipalities were represented at every meeting. In addition to Task Force meetings, municipal tours and field visits were conducted with Task Force representatives.

At the request of the municipalities, individual meetings were held with the governing bodies of each municipality to gain consensus on key concepts prior to the preparation of this Plan. The draft plan including all projects and program descriptions were reviewed by Task Force members.



PROJECT PRIORITIZATION

The wide range of projects and programmatic issues were discussed from very small projects to major policy changes. The initial list was limited to only projects which were deemed to be either high or medium priority. Project prioritization was based upon a consensus of Task Force representatives as to relative importance.

RELATIONSHIP TO OTHER PLANNING EFFORTS

This Plan has been developed in accordance with recent State, County and Local Planning initiatives including:

- Growing Greener
- Open Space
- Industrial Heritage Parkway
- East Coast Greenway
- Marcus Hook Transit Oriented Development



The background is a solid blue color with several large, overlapping, semi-transparent wavy patterns in a lighter shade of blue. A thin white horizontal line is positioned above the text, and a thicker dark blue horizontal bar is positioned below it, both spanning the width of the text.

projects & programs



Renaissance Program

Planning Area 1 Action Plan
DELAWARE COUNTY PENNSYLVANIA

Project Overview

LEGEND

PREPARED BY HEYER, GRUEL + ASSOCIATES



LOWER CHICHESTER TOWNSHIP
MARCUS HOOK BOROUGH
TRAINER BOROUGH

- | | | | |
|---|---|--|--|
| <ul style="list-style-type: none"> — Route 13 Corridor Improvements ● Market Square Memorial Park Expansion ● Storm Water/ Drainage Improvements | <ul style="list-style-type: none"> ● TOD Feasibility Study ● FMC/Viscose Site — Route 13 Corridor Improvements Trainer | <ul style="list-style-type: none"> — Ridge Road Streetscape Improvements — Market Street Corridor Improvements | <ul style="list-style-type: none"> — Township Line Road/ Laughead Avenue Pathway/ Streetscape Improvements ● Hewes Avenue Park Facilities Analysis ● Marcus Hook Creek Greenway |
|---|---|--|--|



Delaware County Construction Projects, Design Projects and Programs Matrix

CONSTRUCTION PROJECTS

Project	Municipality	Priority	Time Frame	Critical Elements	Optional Elements
Market Square Memorial Park Expansion	Marcus Hook	High	Short-term	Economic Development	Urban Open Space
Route 13 Corridor Improvements	Marcus Hook	High	Short-term	Transportation	Streetscape Improvements
Route 13 Corridor Improvements	Trainer	High	Short-term	Transportation	Streetscape Improvements
Stormwater/Drainage Improvements	Lower Chichester/Marcus Hook	High	Long-term	Infrastructure	

DESIGN PROJECTS

Project	Municipality	Priority	Time Frame	Critical Elements	Optional Elements
Township Line Road Laughead Avenue Pathways/Streetscape Improvements	Trainer/Lower Chichester	High	Short-term	Transportation	Urban Open Space. Other
Marcus Hook Creek Greenway	Trainer/Marcus Hook	Medium	Long-term	Transportation	Urban Open Space Directional & Informational Signage
TOD Feasibility Study	Lower Chichester/ Marcus Hook	Medium	Long-term	Economic Development Transportation	
Ridge Road Corridor Study	Trainer/Lower Chichester	Medium	Long-term	Economic Development Transportation	Streetscape Improvements
Hewes Avenue Park Facilities Analysis	Lower Chichester	Medium	Long-term		Urban Open Space
Market Street Corridor Improvements	Lower Chichester	Medium	Long-term	Transportation	Streetscape Improvements

PROGRAMS

Program	Municipality	Priority	Time Frame	Critical Elements	Optional Elements
FMC Viscose Site Redevelopment	Marcus Hook	High	Short-term	Economic Development	Historic Preservation
Housing – gap financing	All	High	Short-term	Housing	
Public Safety/Urban Design	All	High	Short-term	Public Safety	



Renaissance Program Planning Area 1 Action Plan

DELAWARE COUNTY PENNSYLVANIA

LEGEND

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LOWER CHICHESTER TOWNSHIP
MARCUS HOOK BOROUGH
TRAINER BOROUGH

**Market Square
Memorial Park
Expansion**

- Connection between Greenway and Park
- Reuse/expand building as recreational center

- Renovate pier for recreational use
- Extend Waterfront Walkway



Project Name

Market Square Memorial Park Expansion (Marcus Hook)

Project Description

This project involves the functional integration of the 1.7 acre former US Army Reserve Facility with the existing Market Street Memorial Park in Marcus Hook Borough. The Reserve Facility was acquired by the Borough, in 2000, for the purpose of expanding waterfront access and recreational opportunities. It includes three separate parcels, several buildings and a 425 foot long wood pier extending into the Delaware River.

This project seeks to implement the recommendations presented in the November 2001, Market Square Memorial Park Expansion Study, which include:

- Redevelopment of the existing building into a community recreational facility; including a new fitness center;
- Renovation of the existing 425'-foot long pier;
- Construction of necessary infrastructure and site amenities.
- Extension of the existing waterfront walkway.

This project is intended to create new and enhance existing physical amenities in the vicinity of Marcus Hook Memorial Park for the purpose of attracting new residents, retaining existing residents and promoting recreational tourism opportunities in the Bor-

ough. This project involves renovation of the existing building into community recreational center, with a new gym and the renovation of an existing pier to support new recreational activities, such as boating and/or fishing. The Borough has completed a study, which includes cost estimates for the project. The Borough has a commitment for \$263,000 from the County and a \$50,000 grant from CZM. The Borough is providing \$50,000 in matching funds for extension of the remaining walkway project.

Priority Level:

High

Project Location

The site is adjacent to Memorial Square Park, in Marcus Hook (See *Project Map*).





Municipalities and/or Renaissance Planning Areas Impacted

Direct Impact	Indirect Impact
Marcus Hook Borough	Trainer Borough
	Lower Chichester Township
	Renaissance Planning Area 1

Impacts and Benefits

- *Marcus Hook Borough*
 - This project continues Borough efforts at creating public access to the Delaware River waterfront. This project also continues the economic revitalization of the Lower Market Street section of the Borough by creating essential amenities, which are necessary for expanding the existing residential base. The pier improvements will further the Borough's recreational tourism strategy by expanding the range of activities available in this area.
- *Trainer Borough*
 - This project expands waterfront recreational access for this neighboring community.
- *Lower Chichester Township*
 - This project expands waterfront recreational access for this neighboring community.

- *Renaissance Planning Area 1*
 - This project is an important component of the planned Area wide open space network linking the civic, economic and recreational resources of the three communities together through a series of recreational trails and streetscape improvements. The Delaware waterfront serves as a major recreational attraction in this plan.

Regional Benefits/Linkages

The Marcus Hook waterfront is one of few public access points to the Delaware River for the entire region between Philadelphia and Wilmington. Improvements to the Marcus Hook waterfront are regionally, providing linkages for residents from the rest of the region with the recreational and historic assets of the Delaware River. This project is intended to be linked to the larger open space recreational network of Delaware County through connections at the head of Marcus Hook Creek at the border of Upper and Lower Chichester Township. This project serves to physically and culturally reconnect Delaware County with the Delaware River.



Relationship to Goals

This project supports the vision statement of Renaissance Planning Area 1, which envisions reinvestment in the housing stock and significant increases in owner-occupied housing. This project is consistent with the stated goal of creating strong connections with the Market Street waterfront.

This project is also consistent with several of the stated goals contained within the Borough's 2002 Comprehensive Plan including:

- Offering age-appropriate recreational facilities and programs to residents of all ages;
- Utilizing Market Square Memorial Park and vicinity for boating, fishing, and a multitude of other recreational activities, Borough wide festivals and events, and limited commercial activities;
- Providing a setting that encourages people to locate, remain or return to Marcus Hook out of choice because the community offers a healthy and enriching environment in which to raise families;
- Preserves its cultural resources by supporting the rehabilitation of historically or architecturally significant structures and sites;
- Capitalizes on unique cultural characteristics to develop new retail, service and tourism opportunities;
- Supports planned and designed public spaces and facilities that promote the maximum opportunity for social interaction and engagement.

This project is also consistent with several policies of the Comprehensive Plan including:

- Supporting the proposed Market Square Redevelopment area for single-family detached and senior housing units;
- Connecting all non-industrial holdings in the vicinity of Market Square Memorial Park with a system of coordinated walkways/bikeways. Plantings, signage and other equipment and facilities to unify the waterfront area;
- Establishing the Market square Memorial park area as a destination by providing activities and amenities to attract and serve visitors from the Borough, County and region;
- Encouraging participation in community activities to bring residents together and foster community pride.
- Increasing the livability of the Borough by providing pedestrian linkages between Market Square Memorial park and other parks, trails, the CBD, train station, and other important destinations.





Organization

Lead Parties	Participating Governmental Institutions
Borough of Marcus Hook	Delaware County

Time Schedule

Activity	Completion Period
Develop new gym/community center	2 years
Renovate existing Pier	1 year

Cost Estimate

The \$1.2 million project has a commitment of \$263,000 from the County, \$50,000 from CZM and \$50,000 from the Borough.

Activity	Cost	Funding Required
Develop new gym in community center by armory Renovate existing Pier	\$1,200,000	\$837,000



Technical Support and Funding Options

Activity	Technical Support	Funding Options
Develop new gym/ community center. Renovate existing Pier	Delaware County Planning Department	Currently have a \$263,000 existing Grant from County and \$50,000 CZM grant
Extend Waterfront Walkway	Delaware County Conservation District	US EPA Sustainable Development Challenge Grants
	PA DEP	US EPA National Estuary Grant Program
	PA Environmental Council	National Park Service Trails and Conservation Assistance Program
	PA Horticultural Society	DCNR Rivers Conservation Program
		DCNR Community Grants
		American Canoe Association
		William Penn Foundation
		Leo Model Foundation
		Renaissance Program Funds



Renaissance Program

Planning Area 1 Action Plan
 DELAWARE COUNTY PENNSYLVANIA

LEGEND

PREPARED BY HEYER, GRUEL + ASSOCIATES

Route 13 Corridor Improvements~ Marcus Hook

- Off Street Improvements East Coast Greenway
- - - On Street Improvements East Coast Greenway
- Gateway
- Route 291/13 Corridor Industrial Heritage Parkway
- Corridor Improvements Marcus Hook



LOWER CHICHESTER TOWNSHIP
 MARCUS HOOK BOROUGH
 TRAINER BOROUGH



Project Name

Route 13 Corridor Improvements (Marcus Hook)

Project Description

This project involves the implementation of major streetscape improvements detailed within the Industrial Heritage Parkway and the Marcus Hook Streetscape Improvement Plans. These improvements include: gateway signs, banners, way-finding signage, landscaping, and bikeway/pedestrian improvements. Together, these improvements are intended to enhance the existing physical appearance and pedestrian environment of Marcus Hook Borough.

The Borough has already received a \$1.5 million transportation enhancement grant and another \$ 125,000 in commitments from local private industries. Once the gap in soft costs is fully funded, this project is ready to be constructed.

Priority Level:

High

Project Location

This project runs along Route 13 from the Delaware State Line through the Borough to the municipal border with Trainer Borough

(See Project Map).

Municipalities and/or Renaissance Planning Areas Impacted

Direct Impact	Indirect Impact
Marcus Hook Borough	Trainer Borough
	Renaissance Area 1
	Delaware County
	State of Pennsylvania

Impacts and Benefits

- *Marcus Hook Borough*
 - This project significantly enhances the physical appearance and pedestrian environment of the Borough. This project will improve conditions for existing workers and employees, encourage new investment, spur redevelopment of older industrial sites, reinforce partnerships between the Borough and existing businesses, such as refineries where improvements will take place and serve as the impetus for future tourist/ recreational opportunities. This project will also improve the environment of the Borough through landscape and street tree plantings, which will filter the air and water.
- *Trainer Borough*
 - This area serves as a gateway between Trainer Borough and Marcus Hook Borough.





- *Renaissance Area 1*
 - This area serves as a gateway between Renaissance Planning Area 1 and the State of Delaware.
- **Delaware County**
 - This area serves as a gateway between Delaware County and the State of Delaware.
- *State of Pennsylvania*
 - This area serves as a gateway between the State of Pennsylvania and the State of Delaware.

Regional Benefits/Linkages

This project will significantly upgrade the physical appearance of an important part of the lower Delaware waterfront, south of Philadelphia. This area has long been associated with current and former heavy industrial activities. This project will begin the process of reconnecting this area with the waterfront, and associated waterfront activities. This will further improve the overall quality of life for the entire region both physically and environmentally.



This project is an important component of the East Coast Greenway, which will eventually provide access to waterfront communities along the east coast, from Maine to Florida. This project will also initiate linkages to the Delaware River waterfront, an underutilized resource for all residents of the region, including Delaware County.

Relationship to Goals

This project is consistent with the Renaissance Planning Area vision of establishing healthy, attractive, pedestrian oriented communities. This project is also consistent with numerous Renaissance Planning Area I goals and objectives including:

- Implement the Route 13/452 Beautification Plan/ East Coast Greenway Plan.
- Coordinate streetscape improvements with regional corridor projects.
- Create a uniform design theme with distinct community identities for gateways within each community.
- Work with local industry to create attractive landscaped streetscapes.
- Create way-finding signage throughout the Planning Area I communities.



Organization

Lead Parties	Participating Governmental Institutions	Private Entities
Borough of Marcus Hook	Delaware County PennDOT	Sunoco and other private industry

Time Schedule

Activity	Completion Period
Environmental Clearance	3 months
Design	9 months
Utility Relocation	1 month
Construction	6 months





Cost Estimate

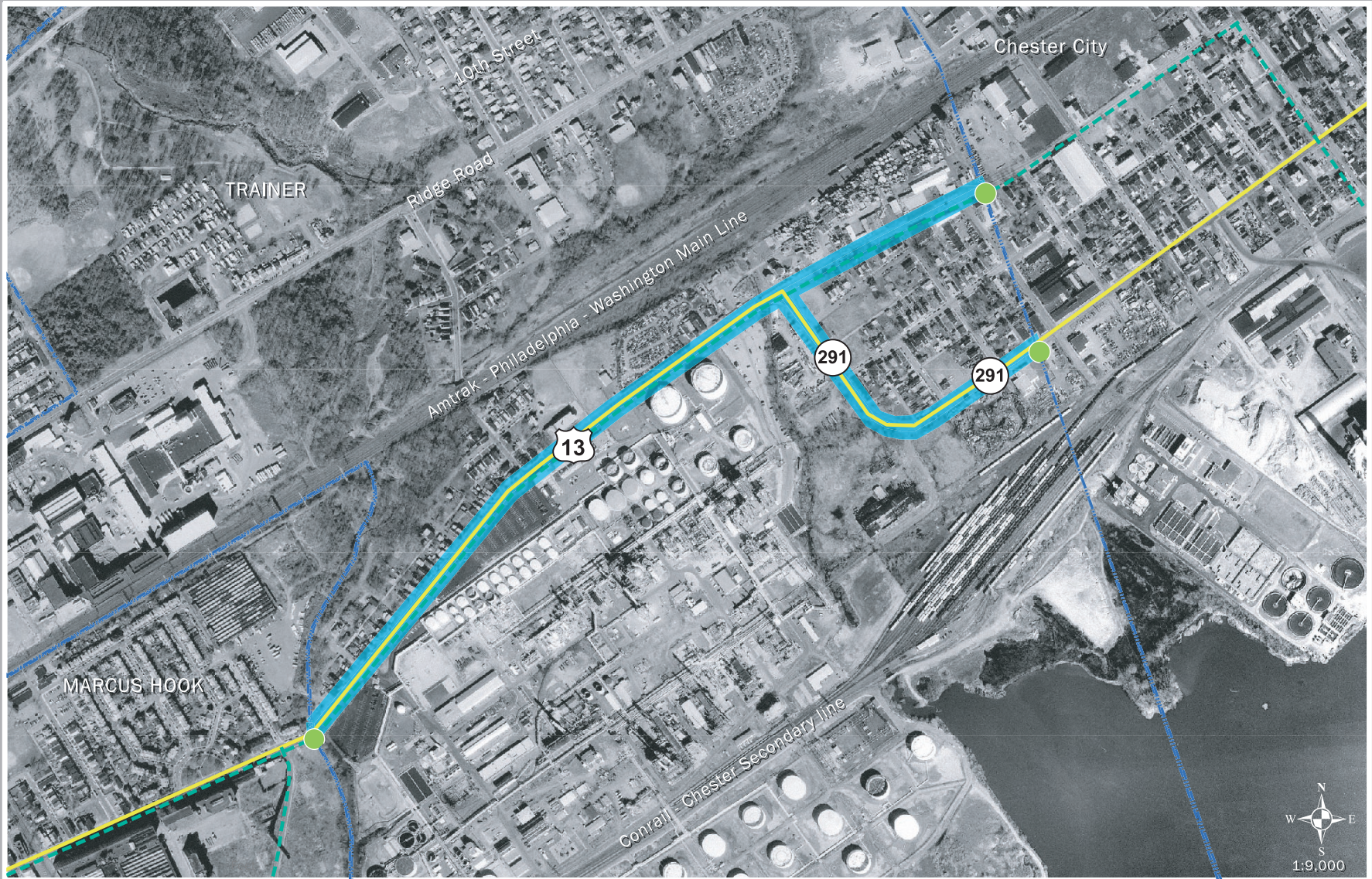
The Borough has received a \$1.5 million Transportation Enhancement Grant for construction costs. The grant does not cover soft costs such as design. Soft costs are estimated to be \$200,000. The Borough has received a commitment of \$125,000 from private industry to cover the majority of the soft costs. The Borough requires approximately \$50,000 to complete funding of all soft costs.

Activity	Cost	Total
Streetscape Improvements as per Plan	Soft Costs - + \$200,000	
	Construction Activities Construction - \$1,310,000	
	Inspection - (15% of construction) - \$196,000	
		Total Construction - \$1,506,500 Total funding gap - \$50,000 (soft costs)



Technical Support and Funding Options

Activity	Technical Support	Funding options
Add new Marcus Hook municipal gateway signs	Borough Engineer	
Install Marcus Hook "Industrial Heritage Parkway" banners	Coastal Zone Management Task Force should be responsible for initiating banner design and production to maintain consistency. Borough Engineer should be consulted with installation.	DCPD Transportation Enhancements Funds
Install wayfinding signage for regional attractions on I-95 and to direct truck traffic onto Naamans Road	Borough Engineer and PennDOT	PennDOT
Install landscaping between State Line and Green Street per Marcus Hook Streetscape Project	Borough Engineer and DCPC	Borough and Industrial Owners during planning and engineering phase Tea-21 grants for installation phase
Pre engineering Streetscape		\$25,000 Borough - \$10,000 Sunoco - \$15,000 (Approved 2001)
Streetscape Improvements as per Plan Pre-Construction Activities Environmental Clearance Design ROW Acquisition Utility Relocation		Local/private funds Local/private funds Private in-kind contribution
Construction Activities Construction Inspection		Borough received Transportation enhancement grant \$1.5 M
Soft costs		Renaissance Program Funds



Renaissance Program

Planning Area 1 Action Plan
 DELAWARE COUNTY PENNSYLVANIA

LEGEND

PREPARED BY HEYER, GRUEL + ASSOCIATES

Route 13 Corridor
Improvements ~ Trainer

--- On Street Improvements
 --- East Coast Greenway

--- Route 291/13 Corridor
 --- Industrial Heritage Parkway

■ Corridor Improvements Trainer
 ● Gateway



LOWER CHICHESTER TOWNSHIP
 MARCUS HOOK BOROUGH
 TRAINER BOROUGH



Project Name

Route 13 Corridor Improvements (Trainer)

Project Description

This project involves the implementation of streetscape improvements detailed within the Industrial Heritage Parkway Plan. These improvements are intended to enhance the existing physical appearance and pedestrian environment of Trainer Borough along Route 13. The improvements include graphics, landscaping, signage, and bikeway striping. The Borough has received a commitment of \$14,000 from private industry. Once the additional \$34,000 gap in funds is committed, the project is ready to be implemented.

Priority Level:

High

Project Location

This project runs along Route 13 from the Marcus Hook Borough municipal border through the Borough to the municipal border with Chester City (See Project Map).

Municipalities and/or Renaissance Planning Areas Impacted

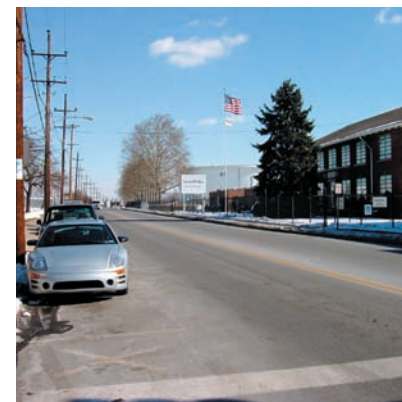
Direct Impact	Indirect Impact
Trainer Borough	Marcus Hook Borough
	Renaissance Area 1
	Renaissance Area 2

Impacts and Benefits

- *Trainer Borough*
 - This project significantly enhances the physical appearance and pedestrian environment of the Borough. This project will improve conditions for existing workers and employees, encourage new investment, spur redevelopment of older industrial sites, reinforce partnerships between the Borough and existing businesses, such as refineries where improvements will take place and serve as the impetus for future tourist/recreational opportunities.

- *Marcus Hook Borough*
 - This area serves as a gateway between Trainer Borough and Marcus Hook Borough. Improvements reinforce and complement similar corridor enhancement efforts, particularly in Marcus Hook.

- *Renaissance Area 1*
 - This project is a significant effort to enhance an important Area-long corridor.





Regional Benefits/Linkages

This project will significantly upgrade the physical appearance of an important part of the lower Delaware waterfront, south of Philadelphia. This area has long been associated with current and former heavy industrial activities. This project will begin the process of reconnecting this area with the waterfront, and associated waterfront activities. This will further improve the overall quality of life for the entire region both physically and environmentally.

This project is an important component of the East Coast Greenway, which will eventually provide access to waterfront communities along the east coast, from Maine to Florida. This project will also initiate linkages to the Delaware River waterfront, an underutilized resource for all residents of the region, including Delaware County. This project also fosters mutual cooperation between Trainer and Marcus Hook in establishing multi-jurisdictional solutions to shared issues.

Organization

Lead Parties	Participating Governmental Institutions	Private Entities
Trainer Borough	Delaware County Planning Department Penn DOT	Phillips/Conoco and other private industry

Relationship to Goals

This project is consistent with the Renaissance Planning Area vision of establishing healthy, attractive, pedestrian oriented communities. This project is also consistent with numerous Renaissance Planning Area goals and objectives including:

- Implement the Route 13/452 Beautification/East Coast Greenway Plan.
- Coordinate streetscape improvements with regional corridor projects.
- Create a uniform design theme with distinct community identities for gateways within each community.
- Work with local industry to create attractive landscaped streetscapes.
- Create way finding signage throughout the Planning Area 1 communities.



Time Schedule

Activity	Completion Period
Install Trainer "Industrial Heritage Parkway" banners	Within one year
Oil Tanker Supergraphic "Gateway"	Within one year
Install Gateway flowering Vines at property line fence	Within one year
Narrow travel lanes on Route 13 and create bikeway and striping	Within one year
Install "Share the Road" signs	Within one year
Install "East Coast Greenway" Signs	Within one year
Install identification signs at stream crossings (Marcus Hook and Stoney Creek)	Within one year

Cost Estimate

The Borough has received a commitment of \$14,000 from Phillips/Conoco. The Borough requires an additional \$33,000 to implement the project.

Activity	Cost	Total
Install Trainer "Industrial Heritage Parkway" banners	12@ \$350 each	\$4,200
Oil Tanker Supergraphic "Gateway"	Lump Sum	\$10,000
Install Gateway flowering Vines at property line fence	200 Linear feet @ \$10. per foot	\$2,000
Narrow travel lanes on Route 13 and create bikeway and striping	\$10,000 Linear feet @ \$1.per foot	\$10,000
Install "Share the Road" signs	8 signs @ \$500 each	\$4,000
Install "East Coast Greenway" Signs	8 signs @ \$1,500 each	\$12,000
Install identification signs at stream crossings (Marcus Hook and Stoney Creek)	8 signs @ \$500 each	\$4,000
Total of all items		\$46,200



Technical Support and Funding Options

Activity	Technical Support	Funding Options
Install Marcus Hook “Industrial Heritage Parkway” banners	Coastal Zone Management Task Force should be responsible for initiating banner design and production to maintain consistency. Borough Engineer should be consulted with installation.	DCPD Transportation Enhancements Funds Renaissance Program Funds
Oil Tanker Supergraphic “Gateway”		Private property owner, Borough, Transportation Enhancements, Renaissance Program Funds, CZM
Install Gateway flowering Vines at property line fence	Borough (PA Horticultural Society)	Borough, Transportation Enhancements Renaissance Program Funds, CZM
Narrow travel lanes on Route 13 and create bike-way and striping	Borough Engineer PennDOT	PennDOT, Transportation Enhancements, CMAQ Renaissance Program Funds, CZM
Install “Share the Road” signs Install “East Coast Greenway” Signs Install identification signs at stream crossings (Marcus Hook and Stoney Creek)	Borough, DCPD, Coastal Zone Management Task Force, East Coast Greenway Alliance	PennDOT, Transportation Enhancements, CMAQ Renaissance Program Funds, CZM

Renaissance Program Planning Area 1 Action Plan

DELAWARE COUNTY PENNSYLVANIA

LOWER CHICHESTER TOWNSHIP
MARCUS HOOK BOROUGH
TRAINER BOROUGH





Renaissance Program

Planning Area 1 Action Plan
 DELAWARE COUNTY PENNSYLVANIA

LEGEND

PREPARED BY HEYER, GRUEL + ASSOCIATES



LOWER CHICHESTER TOWNSHIP
 MARCUS HOOK BOROUGH
 TRAINER BOROUGH

Station Area Stormwater/
 Drainage Improvements

- Stormwater/Drainage Improvements



Project Name

Stormwater/Drainage Improvements (Lower Chichester/Marcus Hook)

Project Description

This project includes the construction of a stormwater management facility in Lower Chichester and increased piping capacity. This project includes a 600 foot long, 41foot wide, 6 foot deep basin extending between Ormond Street and the railroad utilizing the Spring Street Row. The project also includes piping necessary to connect with the existing stormwater system.

The improvements are required to eliminate flooding in both Lower Chichester Township and Marcus Hook Borough resulting from inadequate culvert capacity under the Amtrak ROW, which serves as the municipal boundary. Stormwater currently flows east from the Ridge Road/Market Street intersection toward Marcus Hook Creek.

This project is a significant infrastructure improvement and will reduce flooding in the area around the railroad tracks and the Pine Street area in Marcus Hook. This project will also improve water quality by filtering non point source pollutants running into Marcus Hook Creek and the Delaware River.

Priority Level

High

Project Location

The project includes a stormwater management structure to be located in Lower Chichester along Spring Street with additional construction in the Viscose Village Section of Marcus Hook. (See Project Map).

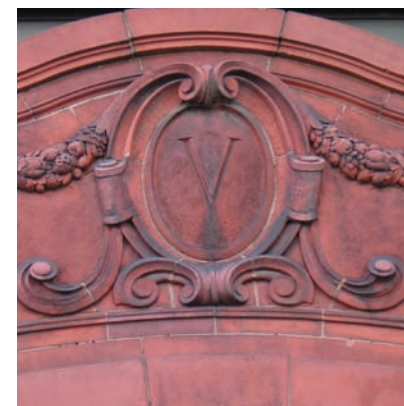
Municipalities and/or Renaissance Planning Areas Impacted

Direct Impact
Lower Chichester Township
Marcus Hook Borough

Impacts and Benefits

This project will contribute to improving the water quality of the region by employing best management practices to filter non-point pollution from entering the Marcus Hook Creek and Delaware River watersheds.

- *Lower Chichester Township*
- This project will eliminate flooding in the Area improving public safety and health and reducing non-point source pollution. This project will directly impact the scale and scope of the anticipated redevelopment efforts around the Market Street/Ridge Road/Train Station Area.





- *Marcus Hook Borough*
- This project will improve public safety and health of the Borough, particularly in the Pine Street area by eliminating flooding, reducing non-point source pollution and reducing potential downstream flooding in the Marcus Hook Creek watershed.

Relationship to Goals

This project seeks to construct a stormwater/drainage improvements in Lower Chichester Township, as recommended in 1995 Lower Chichester Township Stormwater Studies and Marcus Hook as recommended in the Borough's recently completed stormwater study.

This project addresses one of the five primary issues, namely infrastructure. The project represents a "repairing, or expanding storm sewer" project.

Organization

Lead Parties	Participating Governmental Institutions
Lower Chichester Township, Marcus Hook Borough	Delaware County
	PA DEP

Time Schedule

Activity	Completion Period
Solicit RFP. Select Contractor	3 months
Construction	9 months

Cost Estimate

Item	Cost
Construction	\$225,000

*Based upon 2002 Marcus Hook Storm Water Study.
Costs include Marcus Hook and Lower Chichester portions of project.



Technical Support and Funding Options

Activity	Technical Support	Funding Options
Construction of Stormwater/Drainage Improvements.	Delaware County Conservation District	Delaware County Infrastructure Development Program (IDP)
	PA DEP	Pennsylvania Infrastructure Investment Authority (Pennvest)
	PA Environmental Council	William Penn Foundation
		Renaissance Program Funds



Renaissance Program

Planning Area 1 Action Plan
 DELAWARE COUNTY PENNSYLVANIA

LEGEND

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LOWER CHICHESTER TOWNSHIP
 MARCUS HOOK BOROUGH
 TRAINER BOROUGH

Township Line Road
**Laughead Avenue Pathway/
 Streetscape Improvements**

● Township Line Road Streetscape
 Improvements Trainer

● Laughead Avenue Pathway
 Enhancements Lower Chichester



Project Name

Township Line Road/Laughead Avenue Pathways/Streetscape Improvements (Lower Chichester and Trainer)

Project Description

This project involves the design of an approximately 3400-foot long 7-foot wide multi-use bicycle/pedestrian pathway from Yates Avenue in Lower Chichester to Nealy Boulevard in Trainer Borough along the eastern side of Township Line Road. This pathway provides an important pedestrian connection along a stretch of Township Line Road that does not contain sidewalks. Currently, pedestrians and bicyclists are forced to walk the approximately ¾ mile long stretch along a narrow shoulder, endangering their safety, as well as, that of passing motorists. In addition, this project includes enhancements to the existing sidewalk between Yates Road and Market Street, such as sidewalk repairs, lighting and street trees. The project will also require clearing and grading of a section of the Township Line Road right-of-way.

Completion of this project will result in the production of a streetscape improvement plan, which includes engineering/landscape architectural specifications, cost estimates and potential funding sources. This will create a project package that can be further funded for implementation.

Priority Level

High

Project Location

The existing sidewalk enhancements and new pathway will extend from Market Street in Lower Chichester Avenue to Nealy Boulevard in Trainer Borough along the east side of Township Line Road (See Project Map).

Municipalities and/or Renaissance Planning Areas Impacted

Direct Impact	Indirect Impact
Trainer Borough	Renaissance Planning Area 1
Lower Chichester Township	Marcus Hook Borough

Impacts and Benefits

- *Trainer Borough/Lower Chichester Township*
- This project creates a linkage between the residential cores of Trainer Borough and Lower Chichester Township. It also creates a linkage between these neighborhoods and the Marcus Hook Creek Greenway and Market Square Memorial Park. These linkages will improve the health, safety and quality of life of these municipalities by:
 - Separating pedestrians and cars on a busy stretch of Township Line Road.
 - Providing important recreational opportunities.
 - Reducing automobile trips between municipalities





- *Renaissance Planning Area 1*
- This project is an important link in the open space/ pedestrian network of the Planning Area. It links a number of planned improvements together including:
 - Streetscape improvements along Market Street in Lower Chichester Township. These improvements will provide linkages to activity centers in Lower Chichester and Trainer;
 - Redevelopment of the Marcus Hook Train station into a multi-modal transit village in Marcus Hook and Lower Chichester featuring regional transit connections, new housing and commercial opportunities and;
 - Connections to waterfront amenities in Marcus Hook via Market Street or the Marcus Hook Creek Greenway and;
 - Connections to the revitalized Marcus Hook downtown and;
 - Connections to the national East Coast Greenway/County Industrial Heritage Parkway running along Route 13 in Marcus Hook and Trainer via Market Street or the Marcus Hook Creek Greenway.

Regional Benefits/Linkages

Township Line Road connects the residential neighborhoods of Lower Chichester Township with those of Trainer Borough. The proposed pathway also serves as an important linkage in the open space network of the Planning Area by connecting Lower Chichester Township with the proposed Marcus Hook Creek Greenway and ultimately to the Market Square Memorial Park on the banks of the Delaware River.

This project provides an important connection within the Renaissance Planning Area 1 open space network. Its location at the edge of the Planning Area provides connections to the larger regional open space network on the north side of Township Line Road in Upper Chichester Township. The connection is planned to extend west along the utility easement and eventually reach Brandywine State Park. The regional connection to the County open space network is currently being developed under the County open space mapping program.

Relationship to Goals

This project is consistent with the Renaissance Planning Area vision of establishing healthy, attractive, pedestrian oriented communities. This project is also consistent with the Renaissance Planning Area goals of:

- Establish an open space network connecting the municipalities within the planning area.
- Utilize an open space network to establish pedestrian connections between communities within the planning area and to the regional open space network.

Organization

Lead Parties
Penn DOT
Borough of Trainer
Lower Chichester Township



Time Schedule

Activity	Completion Period
Development of RFP; Selection of Consultant	3 months
Preparation of Engineering Documents, Cost Estimates & Funding Sources	9 months

Cost Estimate

Activity	Cost
Design	\$50,000

Technical Support and Funding Options

Activity	Technical Support	Funding Options
Design	PennDOT Township/Borough Engineers Clean Air Council Bicycle Coalition of Greater Philadelphia	(PennDOT) Transportation Enhancements Program are available for designing nontraditional transportation projects, such as sidewalks, pathways and landscaping. (DCNR) Community Grants are available to assist communities in planning and implementing recreationally focused projects. (DCNR) Recreational Trails Grants are available to assist local governments develop & improve trails used for motorized and non-motorized recreational purposes.
		Renaissance Program Funds



Renaissance Program Planning Area 1 Action Plan

DELAWARE COUNTY PENNSYLVANIA

LEGEND

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LOWER CHICHESTER TOWNSHIP
MARCUS HOOK BOROUGH
TRAINER BOROUGH

Marcus Hook Creek
Greenway Area

- Trail
- 10th St. Connection

- Marcus Hook Creek Greenway
- Signage Improvements

- Pedestrian Foot Bridge
- Johnson Parkway



Project Name

Marcus Hook Creek Greenway (Trainer and Marcus Hook)

Project Description

This Project seeks to develop a comprehensive plan for the creation of the Marcus Hook Creek Greenway. This project involves the creation of a two-mile-long greenway along Marcus Hook Creek from Township Line Road in Trainer Borough to Market Square Memorial Park in Marcus Hook. The Marcus Hook Creek Greenway is a central axis of the planned Renaissance Area 1 pedestrian/bicycle open space network linking residential neighborhoods with economic, transportation, civic, recreational and cultural activities within each municipality. This Greenway will provide active and passive recreational activities and will help to conserve and protect an important environmental asset within the Planning Area.

The approximately five-mile long Marcus Hook Creek is an important watershed in eastern Delaware County and flows from Upper Chichester Township to the Delaware River. The two-mile portion that flows through the Planning Area is an underutilized natural amenity and also serves as a repository for a significant amount of storm water from all three municipalities. The creek is bordered by Johnson Park and utility easements in Trainer and by industrial and former industrial uses in Marcus Hook.

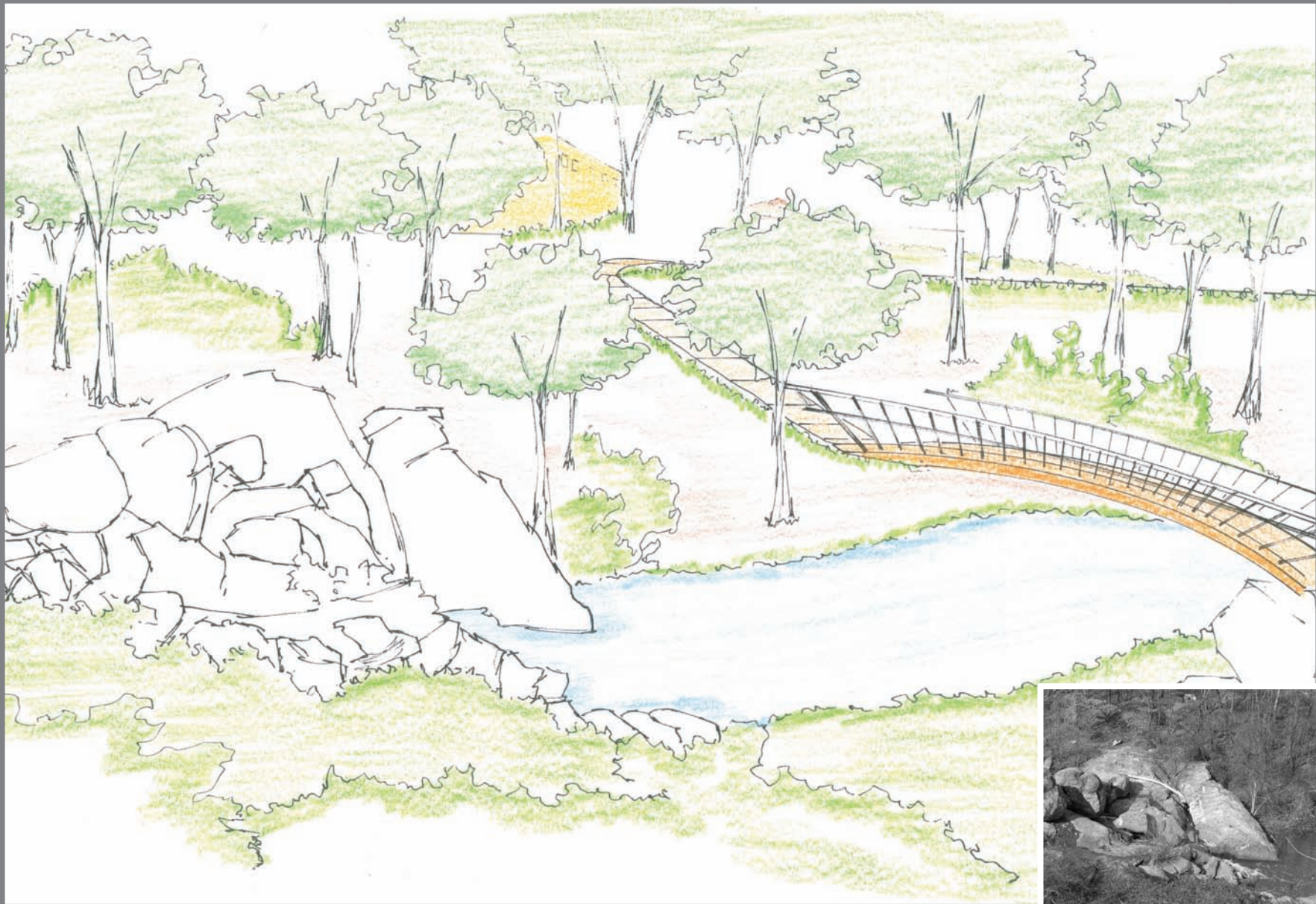
The creek lacks public access and suffers from erosion, pollution and invasive species, due to its use as an untreated storm water channel. A Comprehensive Greenway Plan should be developed to address environmental issues and to establish a pedestrian/bicycle path within the boundaries.

The Greenway is envisioned to contain a combination bicycle and pedestrian pathway meandering along the path of the Creek. The Greenway should also be constructed consistent with standards established in the Pennsylvania Greenway Action Plan Creating Connections.

The Greenway was identified as an important project, according to public meetings in both Marcus Hook and Trainer. These meetings also identified other features that should be included within the greenway plan including:

- Construction of an approximately 500-foot long pedestrian/bicycle path that includes a bridge linking the core residential neighborhood of Trainer with the greenway in Johnson Park. 10th street has been identified as the logical connection for this bridge.
- Possible construction of a switchback ramp(s) to navigate the grade change from Johnson Park to Ridge Road.
- Installation of new identification signage for Johnson Park at the entrances on Township Line Road and Ridge Road.
- Installation of greenway identification signage at key points along the trail. Signage should contain educational elements indicating natural features, such as the unique geological formation within Johnson Park, regional attractions, such as the East Coast Greenway and Market Square Memorial Park as well as reinforcing the importance of watersheds to community health.







This segment of the Greenway begins in Johnson Park, where the creek intersects Township Line Road. It will then wind along the creek, through Johnson Park to Ridge Road intersection with Main Street. The greenway will then cross Ridge Road and resume following the banks of the creek past the Amtrak/Conrail ROW until it reaches Route 13. From Route 13, the greenway will wind through the floodplain and eventually terminate at Market Square Memorial Park. The comprehensive Plan will need to identify potential linkages and routes.

Where the greenway crosses Ridge Road, traffic calming measures will be introduced, including an enhanced crosswalk of decorative pavers. The greenway will be located within the 100-year floodplain of the creek. Much of the land is municipally owned, but the portion of the greenway between 9th Street/Ridge Road and Route 13 is a utility easement.

The greenway plan should be coordinated with other municipal planning initiatives including:

- The East Coast Greenway along Route 13.
- The Industrial Heritage Parkway along Route 13.
- Redevelopment of the FMC/Viscose Site.
- Corridor improvements to Ridge Road.
- Streetscape improvements to Township Line Road.

This project seeks funding to conduct a comprehensive greenway plan, which includes applicable design/engineering/landscape architectural specifications, cost estimates and potential funding sources. The end result should be a project package that will be suitable for implementation funding.

Construction of the Greenway, pedestrian bridge and signage improvements are expected to be phased over several years.

Priority Level

Medium

Project Location

The project extends along the floodplain of Marcus Hook Creek in Trainer and Marcus Hook Boroughs. The study area also includes lands south and east of the floodplain in Marcus Hook necessary to connect the greenway with Market Square Memorial Park (See Project Map).





Regional Benefits/Linkages

The greenway is a crucial link in the open space network of southern Delaware County. The opportunity exists to link the Greenway through Upper Chichester Township with the larger recreational network of the County, thereby providing waterfront access to many more communities. The greenway also contributes to promoting the role that watersheds play in the health and quality of life of the region.

Municipalities and/or Renaissance Planning Areas Impacted

Direct Impact	Indirect Impact
Trainer Borough	Renaissance Planning Area 1
Marcus Hook Borough	Lower Chichester Township
	Upper Chichester Township

Impacts and Benefits

- *Trainer Borough*
 - This project significantly enhances the quality and availability of recreational opportunities to residents of Trainer. Additionally, the greenway establishes linkages to the regional open space network. Johnson Park is the only significant open space/recreational facility in Trainer Borough. The Park is not fully utilized, due to limited access to areas along and across Marcus Hook Creek. The greenway will provide internal access within the park, establish

a dedicated trail to be used for active and passive recreation and provide direct access to the adjacent residential neighborhood.

- *Marcus Hook Borough*
 - This project will enhance the Borough's recreational tourism economic strategy, while providing access to other recreational amenities with the Planning Area. This project will increase pedestrian access to Market Square Memorial Park, the only public access to the Delaware River waterfront within the Planning Area.
- *Lower Chichester Township*
 - The Greenway will link up with streetscape improvements along Township Line Road in both Lower Chichester Township and Trainer Borough. These improvements will contain a 7-foot wide pedestrian/bicycle trail similar to the greenway and will link the greenway with Market Street in Lower Chichester Township.
- *Renaissance Planning Area 1*
 - The greenway will establish the essential east/west recreational corridor linking all three communities of the Planning Area.
- *Upper Chichester Township*
 - While the Greenway terminates at the border of Upper





Chichester Township, it will provide residents of this community access to the open space network of Planning Area 1 as well as access to the Delaware River waterfront. The potential exists to extend the Greenway across Township Line Road following the same utility easement.

Relationship to Goals

This project is consistent with the Renaissance Planning Area vision of establishing healthy, attractive, pedestrian oriented communities. This project is also consistent with numerous Renaissance Planning Area goals and objectives, including:

- Public Safety/Community Facilities - Prepare a feasibility study of establishing a greenway park along Marcus Hook Creek.
- Streetscape - Coordinate streetscape improvements with regional corridor projects.
- Open Space - Establish a greenway park along Marcus Hook Creek.

Additionally, this project is consistent with the stated goals included with the Marcus Hook Comprehensive Plan including:

- Working with Trainer Borough to develop a Greenway along Marcus Hook Creek.

Time schedule

Activity	Completion Period
Development of RFP: selection of consultant	3 months
Preparation of Greenway Plan: Design and preparation of engineering documents, cost estimates.	9 months

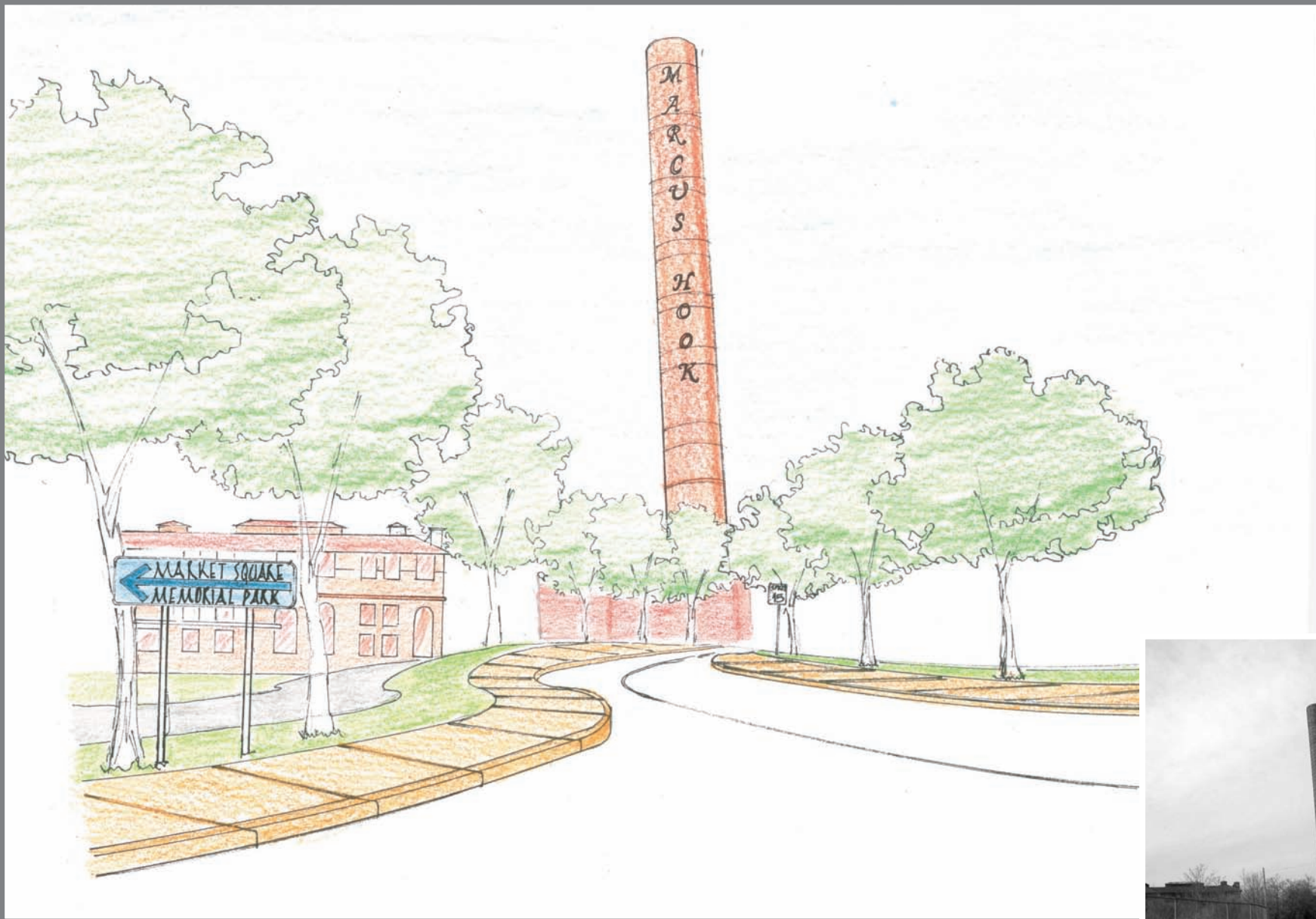
Cost Estimate

Activity	Cost
Plan	\$150,000



Technical Support and Funding Options

Activity	Technical Support	Funding Options
Plan	Delaware County Planning Department	(PennDOT) Transportation Enhancements Program are available for designing nontraditional transportation projects, such as sidewalks, pathways and landscaping. (DCNR) Community Grants are available to assist communities in planning and implementing recreationally focused projects.
	Delaware County Conservation District	(DCNR) Recreational Trails Grants are available to assist local governments develop & improve trails used for motorized and non-motorized recreational purposes.
	PA DEP	
	PA Environmental Council	
	PA Horticultural Society	
		(PITA) Keystone Planning, Implementation and Technical Assistance Program
		Renaissance Program Funds





Renaissance Program

Planning Area 1 Action Plan
 DELAWARE COUNTY PENNSYLVANIA

LEGEND

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LOWER CHICHESTER TOWNSHIP
 MARCUS HOOK BOROUGH
 TRAINER BOROUGH

Station Area TOD Feasibility
 Study Lower Chichester

- Current Train Station Location
- Bridge Improvements
- Marcus Hook TOD
- TOD Feasibility Study Lower Chichester



Project Name

Transit Oriented Development Feasibility Study (Lower Chichester)

Project Description

This project is a feasibility/design study to develop a complementary mixed-use development on the Lower Chichester side of the rail corridor. This project capitalizes upon ongoing planning efforts initiated by Marcus Hook to create a transit-oriented, mixed-use development centered around a relocated train station.

The final plan should include the following elements: First to explore options to increase transit access, including parking for residents of Lower Chichester. Second, to explore opportunities to construct new mixed-use development, which may include market rate housing and commercial uses.

Priority Level

Medium

Project Location

The project area is bounded by Ridge Road to the west, the railroad corridor to the east, Market Street to the south, including existing parking facilities south of Market Street and the municipal border with Trainer Borough to the north (See Project Map).

Municipalities and/or Renaissance Planning Areas Impacted

Direct Impact	Indirect Impact
Lower Chichester Township	Marcus Hook Borough

Impacts and Benefits

The Marcus Hook/Lower Chichester Train Station is currently an underutilized transit resource. A redeveloped train station area with enhanced amenities, improved access, parking and signage and new commercial opportunities will attract new ridership. The station area is intended to be a regional destination and is a major hub in the Renaissance Planning Area and County Open Space circulation network. It provides regional transit access via train and bus. It is the central public transit focus of the open space network.

- *Lower Chichester Township*
- This project creates significant opportunities for the creation of new, market-rate housing and economic revitalization in the form of transit oriented commercial. This project improves the transportation network of the Township by creating pedestrian bicycle linkages to the relocated station. This project will create a more efficient and productive use of land around an identified asset.





- *Marcus Hook Borough*
- This project will improve opportunities for redevelopment of the Station Area in the Borough by increasing the scale and scope of the project, thereby making it more attractive to private investment. The project allows for joint municipal planning to address shared parking and circulation issues. The station plan is intended to spur redevelopment of the route 13 shopping corridor.

Relationship to Goals

The project is consistent with the planning area economic development goals of:

- Create mixed used transit oriented development around the relocated train station with connections and streetscape improvements to Lower Chichester.
- Redevelop the Marcus Hook and Lower Chichester Business Districts along Market Street.

Organization

Lead Parties	Participating Governmental Institutions
Lower Chichester Township	Delaware County
	PennDOT
	SEPTA
	Amtrak

Time Schedule

Activity	Completion Period
Development of RFP/ selection of consultant	3 months
Preparation of TOD Feasibility Study	9 months



Cost Estimate

Activity	Cost
Transit Oriented Development Feasibility Study	\$50,000

Technical Support and Funding Options

Activity	Technical Support	Funding Options
Feasibility Study		DVRPC, CZM, Renaissance Program
	Amtrak/SEPTA/PennDOT	Transportation Enhancement Grants
	Delaware County Planning Department	
		Renaissance Program Funds





Renaissance Program Planning Area 1 Action Plan

DELAWARE COUNTY PENNSYLVANIA

LEGEND

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LOWER CHICHESTER TOWNSHIP
MARCUS HOOK BOROUGH
TRAINER BOROUGH

**Ridge Road Corridor
Improvements**

○ Ridge Road Corridor Improvements

● Gateway



Project Name

Ridge Road Corridor Study (Trainer/Lower Chichester)

Project Description

This project seeks funding to develop a comprehensive revitalization plan for the Ridge Road Corridor in Trainer Borough and Lower Chichester Township. This corridor contains the main commercial districts and serves as the major physical connection between the two municipalities. The corridor is the major image generator for both Lower Chichester and Trainer. The obsolete layout and poor appearance of the corridor discourages new commercial investment and has created a through road where there should be a Main Street.

This project is intended to develop a revitalization plan to physically and economically revitalize the Ridge Road Corridor from Trainer Borough from the municipal border with Chester City south to the Market Street intersection in Lower Chichester. This comprehensive Revitalization Plan should be based upon an analysis of existing assets and liabilities to develop:

- Guidelines to implement a pedestrian friendly environment with new or enhanced sidewalks, street trees, lighting, cross walks, bike paths, traffic calming and other pedestrian amenities;
- A public landscaping plan to identify properties and develop designs for community sponsored landscape projects, such as at municipal gateways and intersections;

- Linkages to integrate other locally planned projects, such as the Marcus Hook Creek Greenway, the redevelopment of the Marcus Hook/Lower Chichester Train Station and the Planning Area Open Space network/pedestrian system;
- Locational analysis for new municipal complex and reuse of existing site for Trainer Borough.
- Gateway treatment.

Priority Level

Medium

Project Location

This project extends along Ridge Road from the municipal border with Chester City south through Trainer Borough to the intersection with Market Street in Lower Chichester Township (See Project Map).

Municipalities and/or Renaissance Planning Areas Impacted

Direct Impact	Indirect Impact
Trainer Borough	Marcus Hook Borough
Lower Chichester Township	City of Chester







Impacts and Benefits

This project contributes to the process of revitalizing the larger Ridge Road corridor, which extends from the Delaware State Line in Lower Chichester Township north to the Philadelphia Airport.

- *Trainer Borough*
 - The Ridge Road Corridor revitalization project will improve the appearance and functionality of the key municipal corridor. Improved physical conditions will create new opportunities for economic development. This project will provide direct pedestrian connections between Trainer's residential areas and the enhanced transit facilities in Marcus Hook.
- *Lower Chichester Township*
 - The Ridge Road Corridor serves as a gateway to Lower Chichester Township from the north. Enhancements will improve appearance and stimulate economic development. This project will also improve public safety to cars, trucks and pedestrians at the Market Street/Ridge Road intersection.
- *Marcus Hook Borough*
 - This project will provides the principal access route to Marcus Hook's Market Street corridor.

Relationship to Goals

This project is consistent with the Renaissance Planning Area vision of establishing healthy, attractive, pedestrian oriented communities. This project is also consistent with Renaissance Planning Area goals and objectives, including:

- Coordinating streetscape improvements with regional corridor projects.
- Creating a uniform design theme with distinct community identities for gateways within each community.
- Assess the adequacy of municipal facilities both in terms of their space needs and their physical plants.
- Link housing and mass transit.
- Establish an open space network connecting the municipalities within the planning area.
- Utilize an open space network to establish pedestrian connections between communities within the planning area and to the regional open space network.





Organization

Lead Parties	Participating Governmental Institutions
Borough of Trainer	Delaware County
Lower Chichester Township	PennDOT

Time Schedule

Activity	Completion Period
Prepare RFP for Corridor Plan; select consultant	3 months
Prepare Plan	9 months

Cost Estimate

Activity	Cost
Planning and Design	\$65,000



Technical Support and Funding Options

Activity	Technical Support	Funding Options
Planning and Design	Delaware County Planning Department	Transportation Enhancements Program (PennDOT) Renaissance Program Funding
	PA County Environmental Council	Technical Assistance Grants (DEP)
		New Communities/Enterprise Zone Program
		(DCNR) Community Conservation Partnership Program
		(DCNR) Community Grants
		William Penn Foundation
		Renaissance Program Funds





Renaissance Program Planning Area 1 Action Plan

DELAWARE COUNTY PENNSYLVANIA

LEGEND

PREPARED BY HEYER, GRUEL + ASSOCIATES



LOWER CHICHESTER TOWNSHIP
MARCUS HOOK BOROUGH
TRAINER BOROUGH

Hewes Avenue Park
Facilities Analysis

- Fire Pond Improvements
- Hewes Avenue Park Improvements
- Gateway



Project Name

Hewes Avenue Park Feasibility Analysis (Lower Chichester)

Project Description

This project is a Feasibility Analysis for Hewes Avenue Park and the adjacent privately owned “Fire Pond” in Lower Chichester Township. This study will analyze existing conditions and develop strategies to create necessary infrastructure to implement community events, such as concerts and festivals. This Plan will also incorporate water quality enhancements to the adjacent pond as part of the comprehensive redevelopment.

Hewes Park was created from a thirteen-acre donation from Sun Oil in the late 1970’s. Since the time of its creation, Hewes Avenue Park represents the only significant active recreational facility in Lower Chichester Township. The park is heavily used year-round for youth oriented, team sports, like soccer by residents of Lower Chichester and surrounding communities.

Hewes Avenue Park is located adjacent to one of the Township’s residential neighborhoods and along one of its most important corridors. Revitalization efforts are intended to improve the overall physical quality of the facility and to add visual amenities. Physical improvements include adding a new pavilion, enhanced signage, grading to improve runoff, new lighting, landscaping and

trees plantings. Environmental improvements are focused upon improving the water quality of the existing pond by adding a fountain to improve aeration. Fountain improvements are intended to be coordinated with landscape and lighting improvements to create a significant water feature.

Priority Level

Medium

Project Location

Hewes Avenue Park is located southwest of the Ridge Road/Hewes Road intersection (See Project Map).

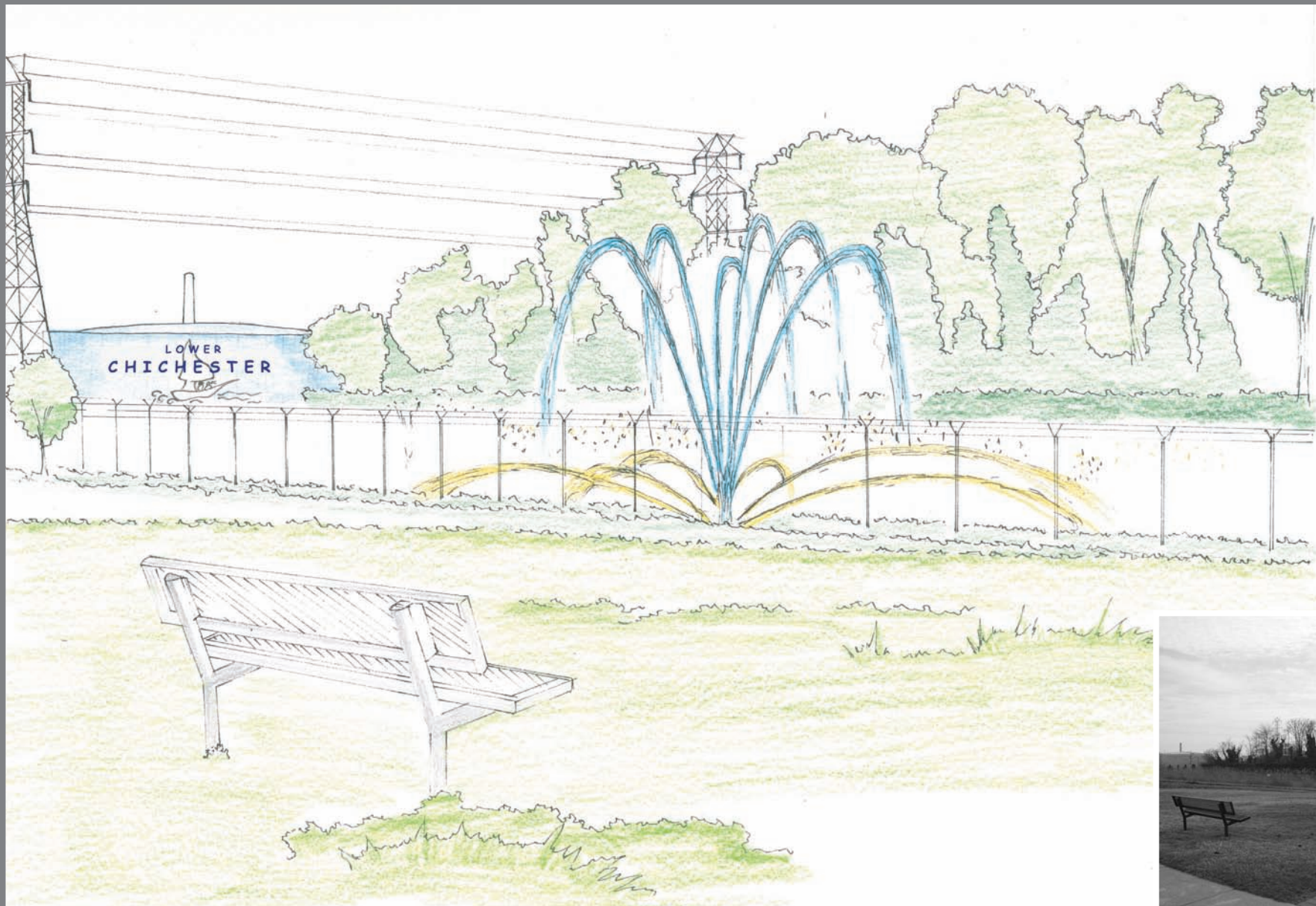
Municipalities and/or Renaissance Planning Areas Impacted

Direct Impact	Indirect Impact
Lower Chichester Township	Renaissance Planning Area I

Impacts and Benefits

This project impacts the overall recreational activity inventory of the region and improves the overall livability of the region. This project will also enhance the water quality of a local water body.







- *Lower Chichester Township*
 - Outdoor recreational opportunities are limited due to a continued lack of sufficient recreational areas for growing demand. Hewes Avenue Park represents the only significant active recreational facility in the Township. The park is heavily used for a variety of youth-oriented sports, including baseball and soccer. Improvements to the park will significantly upgrade the quality and appearance of the facilities, thereby reinforcing the family-oriented, residential character of the Township. The study includes an evaluation of the existing fire pond. There has been a continuing concern regarding the environmental quality of the pond and the need for aeration. The study can address both the environmental concerns and enhance the pond as a park related water feature.
- *Renaissance Area 1*
 - Outdoor recreational opportunities are extremely limited throughout the Area, due to a continued lack of sufficient recreational areas. Hewes Avenue Park represents an important active recreational asset to the entire planning Area, and serves as host to an active schedule of youth-oriented, team related activities.

Goals and Objectives

This project is consistent with the Renaissance Planning Area goal of “ upgrading and/or continuing to maintain at a high level existing playgrounds, ball fields and parks”.

This project is also consistent with the goals and objectives of the Township Comprehensive Plan, which seeks to: “ Develop expanded recreational opportunities taking full advantage of existing recreational land.”





Organization

Lead Parties	Participating Governmental Institutions	Participating Entities
Lower Chichester Township	Delaware County	Sun Oil Company

Time Schedule

Activity	Completion Period
Prepare RFP for preparation of Feasibility Analysis ; select consultant	3 months
Prepare Plan	3 months

Cost Estimate

Activity	Cost
Preparation of Plan	\$25,000

Technical Support and Funding Options

Activity	Technical Support	Funding Options
Plan preparation Marcus Hook Borough	Delaware County Conservation District	(PITA) Keystone Planning, Implementation and Technical Assistance Program (DCNR) Renaissance Planning Funding
	PA DEP	(DEP) Nonpoint Source Management Program
	PA Environmental Council	William Penn Foundation Renaissance Program Funding





Renaissance Program Planning Area 1 Action Plan
 DELAWARE COUNTY PENNSYLVANIA

LEGEND

PREPARED BY HEYER, GRUEL + ASSOCIATES



LOWER CHICHESTER TOWNSHIP
 MARCUS HOOK BOROUGH
 TRAINER BOROUGH

Station Area Market Street
 Corridor Improvements

- Municipal Facilities Study
- Market Street Corridor Improvements
- Gateway
- Bridge Improvements



Project Name

Market Street Corridor Improvements Plan (Lower Chichester)

Project Description

This project involves the development of a detailed plan for streetscape improvements along Market Street in Lower Chichester Township from the municipal border with Marcus Hook Borough west to Laughead Avenue. The intent of the project is to improve the physical appearance and pedestrian environment of this Corridor.

The Market Street corridor serves a gateway to commercial/civic areas of the Township. Currently the corridor is primarily oriented towards automotive traffic. The Market Street Corridor Plan should be developed to create a more pedestrian-oriented environment and reinforce linkages between the corridor and surrounding residential neighborhoods. This corridor is an important link in the Planning Area pedestrian open space network and provides connections between planned streetscape improvements along Township Line Road connecting residential neighborhoods in Trainer and the Marcus Hook/Lower Chichester Station Area.

Improvements involve:

- Exploring the feasibility of coordinating with appropriate agencies to bury utility lines underground.

- Conducting a community facility study to evaluate the functionality of the existing Lower Chichester municipal complex.
- Construction of new curbs and sidewalks where needed.
- Establishment of a landscaped gateway on the border with Marcus Borough.
- Installation of decorative lighting and banners where appropriate.
- Installation of new street trees and public landscaped areas where appropriate.

The corridor is complex and contains several uses, including civic, commercial and residential. The corridor provides linkages between the Township's residential core and the transit facilities located on the border with Marcus Hook Borough. The Borough is currently preparing a Transit Oriented Development Plan for these facilities, which envisions relocating the station to the north and creating a multi-modal, mixed-use transit village around it. This village is envisioned to contain new housing, retail and recreational uses. This project anticipates this development and seeks to establish linkages to these facilities.

The corridor also contains a busy intersection with Ridge Road. Currently, the poor physical condition of this intersection does not do justice to its prominent location within the Township. This project includes preparing guidelines for the redevelopment of this intersection.







Priority Level

Medium

Project Location

The project is located along Market Street in Lower Chichester Township and extends from the municipal border with Marcus Hook Borough west to Laughead Road (See Project Map).

Municipalities and/or Renaissance Planning Areas Impacted

Direct Impact	Indirect Impact
Lower Chichester Township	Marcus Hook Borough
	Trainer Borough

Impacts and Benefits

This project is an important link in the Renaissance Planning Area open space pedestrian network. It connects pedestrian improvements on Township Line Road with planned transit facilities, on the border with Marcus Hook Borough.

- *Lower Chichester Township*
 - This project will improve the physical appearance of the major image generator of the Township and provides physical connections between existing residential neighborhoods and the anticipated transit-oriented mixed-use redevelopment around the train station.

- *Marcus Hook Borough*
 - This project will improve the physical appearance of the major entranceway to the Borough from I-95. Additionally, this project will build upon complementary efforts taking place on Market Street in Marcus Hook.
- *Trainer Borough*
 - This project is a significant component of the larger Renaissance Area – wideopen space recreational network. Its completion will assist residents from Trainer in accessing regional rail connections via the pedestrian pathway from Township Line Road. This project further reinforces the pedestrian scaled character of the Planning Area.

Relationship to Goals

This project is consistent with the Renaissance Planning Area vision of establishing healthy, attractive, pedestrian oriented communities. This project will foster economic development in commercial areas of Lower Chichester and Marcus Hook by increasing access. This project is also consistent with Renaissance Planning Area goals and objectives, including:

- Coordinating streetscape improvements with regional corridor projects.
- Creating a uniform design theme with distinct community identities for gateways within each community.





Organization

Lead Parties	Participating Governmental Institutions
Lower Chichester Township	PennDOT

Time Schedule

Activity	Completion Period
Prepare RFP to create a Corridor Improvement Plan	3 months
Prepare Plan	6 months

Cost Estimate

Activity	Cost
Corridor Improvement Plan	\$75,000

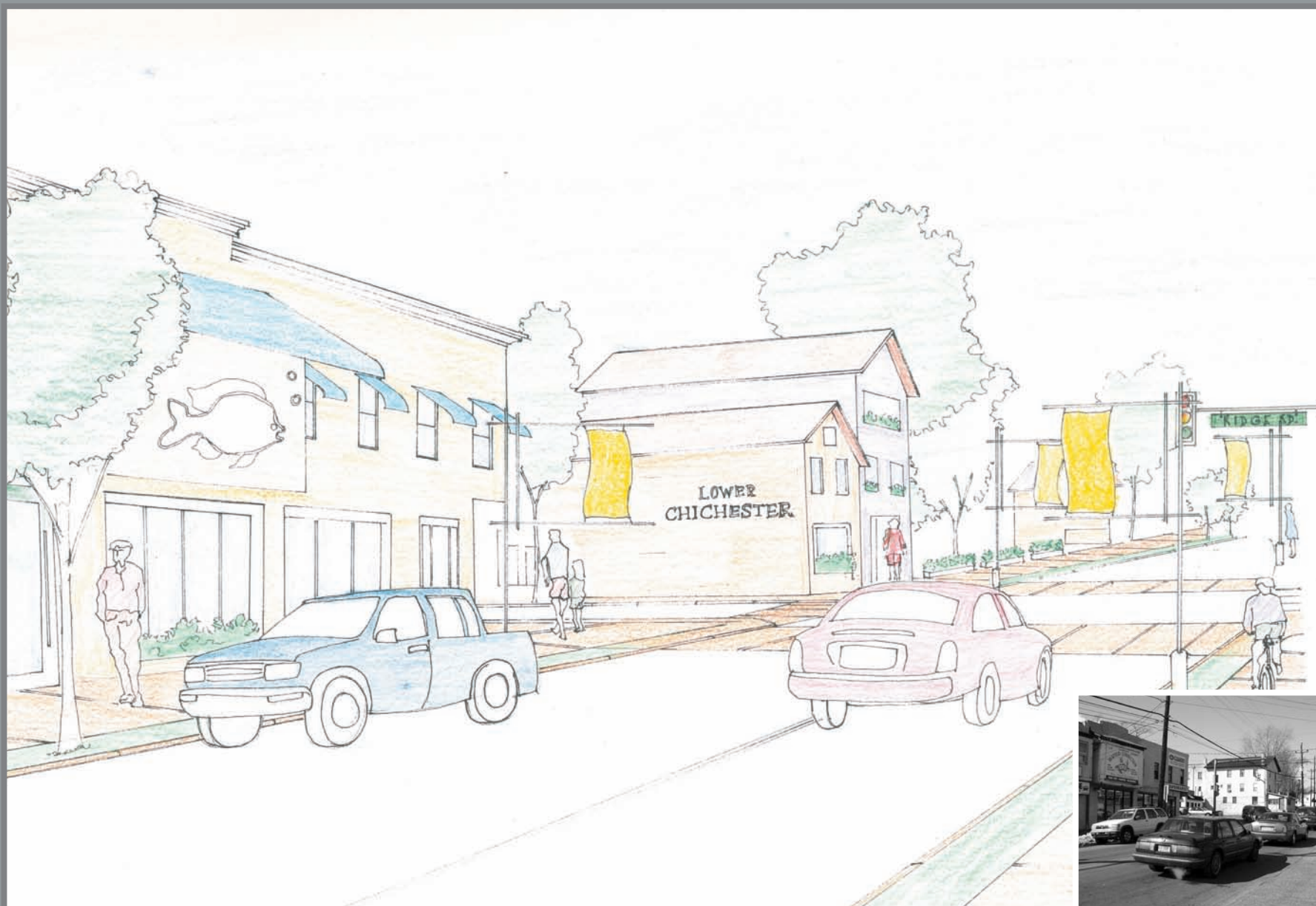
Technical Support and Funding Options

Activity	Technical Support	Funding Options
Corridor Improvement Plan		Transportation Enhancements Program (PENNDOT)
		Technical Assistance Grants (DEP)
		New Communities/Enterprise Zone Program (DCNR) Community Conservation Partnership Program
		(DCNR) Community Grants
		William Penn Foundation

Renaissance Program Planning Area 1 Action Plan

DELAWARE COUNTY PENNSYLVANIA

LOWER CHICHESTER TOWNSHIP
MARCUS HOOK BOROUGH
TRAINER BOROUGH





Renaissance Program

Planning Area 1 Action Plan
 DELAWARE COUNTY PENNSYLVANIA

LEGEND

PREPARED BY HEYER, GRUEL + ASSOCIATES



LOWER CHICHESTER TOWNSHIP
 MARCUS HOOK BOROUGH
 TRAINER BOROUGH

**FMC/Viscose Site
 Redevelopment**

- Redevelop FMC/Viscose Site into a new mixed-use development



Program

The Delaware County Commerce Center and the Borough of Marcus Hook should become partners in the redevelopment of the FMC/Viscose property.

Priority Level

High: This site is the key economic development parcel in Renaissance Planning Area 1. The project is of regional significance and is likely to produce positive impacts for all three Planning Area I communities.

Project Location

See *Project Map*

Municipalities and/or Renaissance Planning Areas Impacted

Direct Impact	Indirect Impact
Marcus Hook	Trainer Borough Township
	Lower Chichester
	Renaissance Planning Area 1

Impacts and Benefits

- *Marcus Hook Borough*

This project is crucial to the Borough's revitalization efforts and long range vision. The FMC/Viscose site represents what Marcus Hook once was and could be again. Its abandoned state and environmental condition inhibits new investment in the Borough. New development will provide the "critical mass" of discretionary spending and ratables to support the continued enhancement of the Borough's Market Street shops and attractions. Additionally, the site's reuse is likely to spur residential reinvestment in adjacent Viscose Village.

This project contains a key piece of the Borough's open space/recreation network which connects other activity centers with the waterfront along the Delaware River. Finally, this project is critical to changing the perception of the Borough from an aging disinvested industrial area towards a vital active 21st Century mixed-use community.

This project represents an "economic engine" which will spur additional development. This parcel is a key component of the Delaware County Industrial Heritage Parkway and along with the Chester Power Station is one of the best examples of turn of the Century industrial architecture.





- *Trainer Borough*

This project is a key parcel located along both the Delaware County Industrial Heritage Parkway and the East Coast Greenway. Its revitalization will significantly enhance both of these projects, which are very important to planning efforts and future recreational efforts in Trainer Borough. The redevelopment of this property will have an indirect positive impact on Trainer Borough's revitalization efforts.

- *Renaissance Planning Area I*

This project represents the key redevelopment project in Renaissance Planning Area I. The FMC/Viscose site is the most significant Brownfield redevelopment and historic preservation project in the planning area. Its revitalization will spur new investment and change perceptions of the entire area. The redevelopment of the FMC/Viscose site is also inextricably linked to several other revitalization projects, including:

- Redevelopment of the Marcus Hook train station into a multi-modal transit village.
- Construction of streetscape improvements along Route 13, including establishment of the East Coast Greenway and the Industrial Heritage Corridor.
- Establishment of a greenway along Marcus Hook Creek extending from the Delaware River through Marcus Hook Borough to Johnson Park in Trainer Borough.
- Establishment of pedestrian/bicycle linkages to the Delaware River Waterfront.

Need for Program

The complexity of redeveloping this approximately 30 acre Brownfields site requires the commitment and formal involvement of the County through the Delaware County Commerce Center. The Borough of Marcus Hook does not have the resources to properly implement the redevelopment of this site on its own. Therefore, the Borough of Marcus Hook envisions partnering with the County.

The FMC/Viscose property is located on the south side of 10th Street west of Marcus Hook Creek near the border with Trainer Borough. It is not surprising that the site contains hazardous materials due to its former industrial use. The State Department of Environmental Protection is committed to cleaning up the site.

The architecturally and historically significant FMC/Viscose headquarters may have adaptive reuse opportunities, although some buildings on the site may need to be demolished. The portion of the site between Penn Avenue and Marcus Hook Creek is vacant. The Creek corridor is proposed to be restored and to become an important component of the Marcus Hook Creek Greenway network. Redevelopment involves the adaptive reuse of the headquarters building, environmental remediation, the demolition of buildings and the construction of new buildings, accompanying infrastructure and new amenities throughout the site.



There are significant issues that require the technical, administrative and financial resources of the County. These include the following:

- **Title:** The site was subdivided into 23 parcels in 1986. Currently, these parcels are located in the County's Repository of Unclaimed Properties. It is critical that the County take title to all FMC/Viscose property currently in the Repository before the 23 properties are sold off individually and future redevelopment is potentially piecemealed. The Commerce Center, serving as the redevelopment authority, can facilitate the sale of the properties as a single entity.
- **Incentives:** The County can provide incentives (e.g. financial, technical) to promote the redevelopment of the site.
- **Environmental:** There continues to be an issue with USEPA regarding the cleanup of the site and potential liability issues. The County can serve as a facilitator among governmental entities, the responsible parties, and any potential redeveloper. Specifically, it can assist in resolving the liability issue.
- **Redeveloper process:** The County in partnership with the Borough of Marcus Hook can establish a redeveloper selection process which may include the following:

- Prepare a preliminary Concept Plan, which establishes a vision for the site and guides the redevelopment of the site in accordance with established Borough goals and objectives. Concept Plan would rely on the principles established in the 2002 Marcus Hook Comprehensive Plan.
- Prepare a Request for Proposal (RFP).
- Solicit RFP's
- Evaluate RFP's
- Select redeveloper(s)

Organization

Lead Parties	Participating Governmental Institutions
Delaware County Commerce Center	State DEP
Borough of Marcus Hook	USEPA



Program

Establish a program that will increase home ownership and assist middle-income households to become homeowners. Additional revisions to existing program to create disincentives for additional rental housing in communities with very low percentages of home ownership should be considered. Each community has identified increasing home ownership as a key goal in its revitalization efforts. Additionally, subsidized housing programs presently in place may “frustrate” these efforts.

Priority Level
High:

Municipalities and/or Renaissance Planning Areas Impacted

Direct Impact	Indirect Impact
Marcus Hook	Trainer Borough
	Lower Chichester
	Renaissance Planning Area 1

Impacts and Benefits

Each Planning Area I community has identified the high percentage of renter occupied housing and the low price of existing housing versus new construction costs as constraints to their development efforts. Extremely low rates of residential construction are found in all three Planning Area 1 communities. Residential neighborhoods are the heart of a community. Home ownership promotes strong

neighborhoods and affects the quality of life. Any imbalance in the number and type of renter versus owner occupied units can destabilize the neighborhood, depress home values, reduce the quality of life and create stress on the older housing stock.

It is well documented that there is a housing job linkage, for example, economic development can be affected by the strength of residential neighborhoods. Oftentimes, companies will not move to areas where decent housing is not available.

Need

Strong residential neighborhoods are a key component of the Renaissance areas revitalization efforts. Although the County has an owner occupied rehabilitation program and a Home Ownership First Program for moderate income households, very few households in Marcus Hook, Trainer and Lower Chichester have taken advantage of these programs. Marcus Hook notes in its 2002 Comprehensive Plan that only four households utilized the County’s Rehabilitation Program and two households utilized the County’s assistance under the Home Ownership First Program since 1997. Further, there are no programs that are targeted to increasing home ownership for middle income households. Existing County programs should be revised and/or new programs created to target this group.

All three communities have experienced increases in the number of Section 8 rental units. A trend towards an increasing number of Section 8 rental units is a serious concern. This is no problem with Section 8 housing per se, however some communities are confronted with the absorption of a number of units grossly disproportionate with their size.



Under the Section 8 Rental Guidelines, landlords receive substantially greater rents than under the comparable rental market. For example, rents in Marcus Hook generally range from \$500 to \$700 a month. A Section 8 unit can rent for \$400 to \$700 more per month. This “catch 22” creates an incentive for homeowners/landlords to rent to qualified Section 8 households.

Marcus Hook recently completed a survey of the number of Section 8 units and determined that there are currently sixty Section 8 rental units which represent over 10 percent of the rental housing stock in the Borough. This “mismatch” results in the Planning Area I communities having a disproportionate share of Section 8 units.

There is also a need to address the increasing trend towards mortgage foreclosures. Since oftentimes the mortgage is greater than the market value of the home, homeowners will walk away from the homes. This condition increases vacancies and destabilizes residential neighborhoods.

A Revolving Loan Fund should be established in cooperation with financial institutions. An identified governmental entity or housing non-profit (e.g., a Community Development Corporation) could then borrow money from the fund to purchase the property, rehabilitate the home if necessary, market and sell it and place the sales proceeds back into the fund. The fund could also be used to provide gap financing for middle-income households. This financing could write down the “gap” between the construction/rehab costs and the homeowners’ ability to finance the purchase. Given current experience in Marcus Hook, the “gap” is likely to be on the order

of \$10,000 and \$20,000/unit. Finally, there is a need to provide funds for substantial rehabilitation since a significant portion of the housing stock was constructed prior to 1940.

In summary, the program to increase middle income home ownership includes the following elements:

- Reevaluate existing County programs.
- Evaluate the Section 8 program and consider ways to insure a balance between the local housing market and Section 8 and that all communities receive their “fair share” of Section 8 units.
- Establish a Revolving Loan Program to address mortgage foreclosures, “gap” financing and substantial rehabilitation.
- Consider a creation of County/Regional Governmental/non profit entity to operate the housing program.

Organization

Lead Parties	Participating Governmental Institutions
Delaware County	Lower Chichester
	Marcus Hook
	Trainer





Project Name

Establish/utilize public safety programs to complement other action plans, projects and strategies.

Project Description

A wide range of public safety programs will be examined to determine applicability to aid in the implementation and maintenance of a number of the planned projects in this action strategy.

Priority Level

Medium

Project Location

In order to successfully revitalize a community, residents and visitors alike must feel safe and secure in the residential neighborhoods, shopping in the commercial districts, and utilizing the enhanced community facilities and parks. This action plan includes a number of greenway and pedestrian and bike initiatives which will only be fully utilized if the users perceive that they are in a safe, pleasant environment. Many of the areas of the three Planning Area 1 communities suffer from a poor image. Funding mechanisms will be investigated for item including, but not limited to the following:



- Pedestrian lighting for streets, paths and greenways.
- Graffiti removal and enforcement programs.
- “Adopt a spot” programs for public/private partnerships for beautification and maintenance of enhanced streetscape.
- Litter removal and dumping enforcement measures, particularly along the communities’ stream corridors.
- New street signs with 6 inch lettering to enhance both safety and image.

Municipalities and/or Renaissance Planning Areas Impacted

Direct Impact
Marcus Hook Borough
Lower Chichester Township
Trainer Borough
Renaissance Planning Area 1

These programs will directly benefit the affected municipalities by enhancing the safety and attractiveness of existing facilities and by protecting new additional public investment in construction projects outlined in this action plan.



Organization

Lead Parties	Governmental Institutions	Private Entities
Trainer Borough	County and State agencies for roadways under their jurisdiction	Private Industry
Marcus Hook Borough		Property Owners
Lower Chichester Township		

Cost Estimate

Activity	Cost
Programmatic investigation and outreach effort	\$10,000





WORKS CITED

Market Square Memorial Park Expansion Study. November 2001. Prepared by Simone, Jaffe & Collins Landscape Architects. Berwyn Pennsylvania.

Borough of Marcus Hook Streetscape Improvement Plan. May 2002. Prepared by Campbell Thomas and Company and Andropogon Associates. Philadelphia Pennsylvania.

Delaware County Industrial Heritage Parkway Route 291/13 Beautification and Greenway Plan. March 2002. Prepared by Menke & Menke in consultation with Kise, Straw & Kolander for the Delaware County Planning Department. Media, Pennsylvania.

Delaware County Act 537 Sewage Facilities Plan Update – Eastern Plan of Study. 2002. Prepared by the Delaware County Planning Department with assistance from the Delaware County Regional Water Control Authority and Roy F. Weston, Inc. Media. Pennsylvania.

Delaware County Open Space, Parks and Recreation Study. August 1978. Prepared by the Delaware County Planning Department. Media, Pennsylvania.

Joint Comprehensive Plan for Trainer, Marcus Hook, Lower Chichester & Upper Chichester. 1978. Prepared by the Delaware County Planning Department. Media, Pennsylvania.

Delaware County Waterfront Resources Management Plan. 1992. Prepared by the Delaware County Planning Department. Media Pennsylvania.

The East Coast Greenway in Pennsylvania Master Plan & Needs Assessment. 2002. Produced by the Clean Air Council. Philadelphia Pennsylvania.

Marcus Hook Borough Comprehensive Plan. 2002. Prepared by the Delaware County Planning Department. Media, Pennsylvania.

Creating Connections, the Pennsylvania Greenways and Trails How-To Manual. 1998. Pennsylvania Environmental Council & Pennsylvania Greenways Partnership. Harrisburg, Pennsylvania.

Horizons: The Year 2025 Land Use and Transportation Plan for the Delaware Valley. June 2002. Delaware Valley Planning Commission. Philadelphia, Pennsylvania.

The Future of First Generation Suburbs in the Delaware Valley Region. December 1998. Delaware Valley Planning Commission. Philadelphia, Pennsylvania.

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— **appendix**



Delaware County Renaissance Program

Funding Resources Matrix

FEDERAL PROGRAMS	FUNDING DESCRIPTION
<p>Department of Housing and Urban Development (HUD)</p> <p>451 7th Street, S.W., Washington, DC 20410 Tel: (202) 708-1112 TTY: (202) 708-1455 www.hud.gov</p>	<p>The Department of Housing and Urban Development is the Federal agency responsible for national policy and programs that address America’s housing needs, that improve and develop the Nation’s communities, and enforce fair housing laws. HUD’s mission is helping create a decent home and suitable living environment for all Americans, and it has given America’s communities a strong national voice at the Cabinet level. HUD plays a major role in supporting homeownership by underwriting homeownership for low and moderate-income families through its mortgage insurance programs.</p> <p>The primary programs administered by HUD include mortgage and loan insurance through the Federal Housing Administration; Community Development Block Grants (CDBG) to help communities with economic development, infrastructure improvement, job opportunities and housing rehabilitation; HOME Investment Partnership Act block grants to develop and support affordable housing for low-income residents; rental assistance in the form of Section 8 certificates or vouchers for low-income households; public or subsidized housing for low-income individuals and families; homeless assistance provided through local communities and faith-based and other nonprofit organizations; fair housing public education and enforcement.</p>
<p>United States EPA National Estuary Grant Program (202) 260-6502</p>	<p>Supports programs to protect coastal watershed, including the Delaware River.</p>
<p>Competitive Congestion Mitigation and Air Quality Improvement Program (CMAQ) Administered by DVRCP DVRPC The Bourse Building 111 S. Independence Mall East Philadelphia, PA 19106 (215) 238-2925</p>	<p>This program is a component of the Federal TEA-21Program and is administered by the DVRCP. CMAQ funds have been allocated to the Philadelphia metropolitan area for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. Under the Competitive CMAQ Program, candidate projects will be submitted to DVRPC and reviewed by an oversight committee for initial eligibility and general merits. (The CMAQ Subcommittee consists of representatives from DVRPC’s member governments and agencies as well as representatives of interests such as business and freight, transit, the environment, alternative mode, and the general public.) Projects that withstand this screening process will then be subjected to an air quality emissions analysis. According to federal eligibility guidelines, individual projects must result in a reduction in emissions using standardized tests to remain eligible.</p> <p>Bicycle and pedestrian projects are eligible.</p>
<p>National Park Service Rivers, Trails and Conservation Assistance Program Philadelphia Pennsylvania</p>	<p>Works with communities to conserve land and river resources. Provides funding for various projects, including trails and greenways.</p>



STATE PROGRAMS	FUNDING DESCRIPTION
<p>Department of Community and Economic Development (DCED)</p> <p>400 North St. 4th Floor Commonwealth Keystone Building, Harrisburg, PA 17120-0225 (717) 787-8158 1-888-2223-6837 www.inventpa.com</p>	<p>The one-stop shop for all Pennsylvania Local Governments, the Governor’s Center for Local Government Services provides a full range of technical and financial assistance to local governments. The Center’s mission is to serve as the principal advocate for local governments, provide vital programs and services to local officials and municipal employees, including training, and cut through red tape to solve problems at the local level.</p> <ul style="list-style-type: none"> a) HOME Investment Partnership Program Funding program for housing rehabilitation, public services, community facilities, infrastructure improvement, development and planning. b) Main Street Program Funding and business assistance program targets development opportunities into downtown areas of municipalities and provides five-year assistance for the hiring of a full-time coordinator to oversee a comprehensive revitalization program. c) Community Revitalization Program This state-funded grant program supports local initiatives that improve the stability of communities and enhance local economic conditions. Fund uses are community development activities that are necessary for a community to enhance quality of life and/or become competitive for business retention, expansion, and attraction. d) Floodplain Land Use Assistance Program This program provides grants and technical assistance to municipalities to comply with the requirements of the National Flood Insurance Program and the Pennsylvania Floodplain Management Act (Act 166 of 1978). Grants can be a maximum of 50% of the eligible costs with no maximum dollar limit. e) Land Use Planning and Technical Assistance Program (LUPTAP) Grants and technical assistance are provided for local governments to prepare comprehensive plans and strategies, as well as the ordinances to implement their plans. One of its main objectives is to promote and encourage the sharing of municipal services, joint planning and zoning and the application of advanced technology at the local level. f) Single Application Program State senators and representatives, like their federal counterparts, can provide special funding for various local projects. This program is administered by the Department of Community and Economic Development (DCED) and is called the Single Application program. g) Shared Municipal Service Program Grants Grants can be used to fund regional recreation activities, shared public works operation, and municipal insurance pooling.



<p>Keystone Historic Preservation Grant Program</p> <p>Bureau for Historic Preservation, Commonwealth Keystone Building, 400 North Street, Harrisburg, PA 17120-0093 1-800-201-3231</p>	<p>Funding under this program is available to nonprofit organizations and local governments for capital improvements on historic resources listed in or eligible for listing in the National Register of Historic Places. Funding is available in the Categories of Preservation, Restoration, and Rehabilitation.</p>
<p>Pennsylvania Department of Transportation Enhancements Program (PennDOT)</p>	<p>The Transportation Enhancements Program is a cost reimbursement program not a grant program. The applicant may receive reimbursement for eligible costs as the work is completed. Applicants that are Successful in obtaining funding must comply with both state and federal regulations that apply to projects funded by the Federal Highway Administration.</p> <p>Projects must fall into one or more of the twelve eligible categories established in the Transportation Equity Act for the 21st Century. Within these categories, projects must have a relationship to the surface transportation system. An example would be the rehabilitation of an historic train station. Also, a project may function as a component of a transportation system-such as a bike/pedestrian path. Proposals must be for a complete, identifiable, and usable facility or activity. Funds are not available for partial projects that cannot function as a complete and useful activity. Funding is available, however, for a particular phase of a multi-phase project. Funds are available for design, acquisition, utility relocation, or construction of projects. Plans or studies will not be considered unless they are a required element for project approval.</p> <p>Generally, only construction costs will be funded with federal transportation enhancements funds. Local sponsors will cover the cost of all pre-construction activities with their own funds, and construction costs will be funded by 100% federal funds. However, project sponsors must comply with all applicable state and federal laws and regulations because federal funds are being used for construction. Although exceptions may be considered on a case-by-case basis approval of an exception will necessitate a non-federal share of at least 20% from the project sponsor. Exceptions might include costs for studies, cultural resource surveys, and preliminary engineering. Projects seeking only implementation/construction cost will receive additional consideration on the construction-ready criteria.</p> <p>This program is based on an 80-20 cost split. Federal funds will cover up to 80% of projects costs and the sponsor at least 20%. PENNDOT's program funding policy is for the sponsor to directly fund all preconstruction activities, and for PENNDOT to provide 100% federal funds for the construction phase. This will result in a cost sharing which is generally equivalent to approximately 80% federal/20% nonfederal for the entire program in Pennsylvania and will usually be most beneficial to protect sponsors. The donation of local services, materials and land can be applied to the match (the sponsor's required 20% financial commitment to the project). Appropriate documentation to support any such credits must be kept as part of the project files and be available for review.</p>



<p>Pennsylvania Historical and Museum Commission (PHMC)</p> <p>Bureau for Historic Preservation, Commonwealth Keystone Building, 400 North Street, Harrisburg, PA 17120-0093 1-800-201-3231 www.phmc.state.pa.us</p>	<p>Historic Preservation Grants</p> <p>These grants are available to support projects in the categories of Cultural Resource Surveys, National Register nominations, planning and development assistance, educational and interpretive programs, and archaeology. The grants are administered on a competitive basis and are available in two different amounts: no match required to \$5,000 and matching to \$15,000. The maximum award is \$15,000 and the awards are made annually based on a peer review process.</p>
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<p>Department of Conservation and Natural Resources (DCNR)</p> <p>Regional Supervisor Don Gephart</p> <p>Bureau of Recreation and Conservation Southeast Regional Field Office 908 State Office Bldg. 1400 Spring Garden St. Philadelphia, PA 19130 Dgепahart@state.pa.us Or frubert@state.pa.us Tel: (215) 560-1182 or (215) 560-1183 www.dcnr.state.pa.us/grants.hm.</p>	<p>Community Conservation Partnerships Program</p> <p>The Commonwealth of Pennsylvania established a number of open space and recreation grants that are administered by the DCNR. In 2000, DCNR collectively organized the grants into the Community Conservation Partnerships Program, formerly known as “Keystone Grants”. The majority of DCNR funds will provide funds for planning and technical assistance, acquisition, and development of greenways, open spaces, community parks, rail trails, river corridors, natural areas, indoor and outdoor recreation and environmental education.</p> <p>Grants are awarded annually and the application deadline is early fall. All grant applicants are required to contact the local DCNR Recreation and Park Advisor before submitting an application to determine what state grant best suits the character and funding requirements of the project.</p> <p>The CCPP awards grants from the following funds:</p> <p>a) Keystone Recreation, Park and Conservation Fund</p> <p>1.) Community Recreation Grants</p> <p>Community Recreation Grants are awarded to municipalities for recreation, park and conservation projects. These include the rehabilitation and development of parks and recreation facilities; acquisition of land for park and conservation purposes; and technical assistance for feasibility studies, trails studies, and site development planning. Grants require a 50% match except for some technical assistance grants and small community projects.</p> <p>2) Rails-to-Trails Grants</p> <p>Municipal governments, councils-of-government, municipal agencies and appropriate non-profit organizations are eligible to receive grants for planning and technical assistance, acquisition, and development of Rails-to-Trails. These grants award up to 50 percent of a project cost.</p> <p>3) Land Trust Grants</p> <p>Non-profit land trusts and conservancies are eligible to receive Land Trust Grants for acquisition and planning of open space and natural areas that face imminent loss. These grants award up to 50 percent of a project cost and require that lands must be open to public use.</p> <p>4) Rivers Conservation Grants</p> <p>The purpose of such grants is to provide funds to be used for planning and technical assistance, acquisition, and development of rivers conservation projects. These grants award up to 50 percent of a project cost. Grants begin at \$2,500.</p> <p>b) Pennsylvania Recreational Trails Program</p> <p>The purpose of the program is to provide funds to be used for the acquisition, development, and maintenance of motorized and non-motorized trails. Grants are awarded for projects such as maintenance and restoration of existing trails, development and rehabilitation of trailside and trailhead facilities and trail linkages, purchase and lease of recreational trail construction and maintenance equipment, construction of new recreational trails, and acquisition of easements or property for recreational trails or recreational trail corridors. These grants award up to 80 percent of a project cost, except for acquisition projects that receive up to 50 percent.</p> <p>c) Environmental Stewardship and Watershed Protection Act (Growing Greener Funds)</p> <p>Funds for projects including streambank restoration, fencing and crossings. A 1:4 match is required.</p>
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<p>Pennsylvania Urban Forestry Coordinator DCNR- Forestry Advisory Services Box 8552 Harrisburg, PA 17105-8552</p> <p>Southeast PA Urban Forester 610-489-4315</p>	<p>Pennsylvania Urban and Community Forestry Council Grants</p> <p>Grants can be awarded to organizations or partnerships including municipalities, government authorities, schools, youth volunteer groups, church groups and local businesses for projects in community public spaces and rights-of-way (i.e. parks, greenbelts, and schools), and street tree projects. Grants can provide from \$500-\$5,000 for a project</p>
<p>Pennsylvania Infrastructure Investment Authority (PENNVEST)</p> <p>Paul K. Marchetti PENNVEST, Room 308, Main Capitol, Harrisburg, PA 17120 (717) 783-4496 www.pennvest.state.pa.us</p>	<p>The Pennsylvania Infrastructure Investment Authority (PENNVEST) is a low interest revolving loan program administered by the State to assist the municipality with installation of new, or the repair and replacement of existing water, sewer, and stormwater management infrastructure. In order to be eligible for PENNVEST, the municipality will be required to show evidence of need in the form of water or sewer studies and adopted stormwater management regulations and/or that the municipality is implementing its respective Act 167 plans</p>
<p>Pennsylvania Infrastructure Bank</p> <p>James A. Smedley Center for Program Development and Management, P.O. Box 3365, Harrisburg, PA 17105-3365 (717) 772 1772 smedley@dot.state.pa.us</p>	<p>This funds transportation projects that reduce congestion and improve air quality. Eligible projects include transit improvements, shared-ride services, traffic flow improvements, demand management strategies, pedestrian and bicycle facilities and programs, inspection and maintenance programs, and alternative fuel projects.</p>
<p>Home Improvement Grant Program</p> <p>OHCD (610) 891-5425</p>	<p>This program, funded by the PA Department of Community and Economic Development (DCED), is the Brownfields for Housing Initiative Grant (BHIG). This housing rehabilitation initiative assists low-income homeowners with repairing major systems problems (such as roofs, HVAC, plumbing, and electric) and HUD's Housing Quality Standards (HQS) violations. By providing rehabilitation assistance to the county's lowest income populations, the program offers stabilization to homeowners and communities, increasing the lifetime of a home. The financial assistance comes in the form of a five-year forgivable loan with a maximum of \$25,000.</p>



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The Pennsylvania Department of Environmental Protection (DEP) is the state agency largely responsible for administering Pennsylvania's environmental laws and regulations. This agency is also responsible for the administration of a number of grant funding programs that support DEP's environmental programs and policies.

A). Growing Greener Watershed Grants

Grants for and local watershed-based conservation projects. These projects can include watershed assessments and development of watershed restoration or protection plans, implementation of watershed restoration or protection projects (stormwater management, wetlands, riparian buffer fencing/planting, streambank restoration, etc.), and demonstration/education projects and outreach activities. These grants are available to a variety of eligible applicants, including counties, municipalities, and watershed organizations involved in the restoration and protection of Pennsylvania's environment.

b) Act 537 Sewage Facilities Planning Grants

Grants for 50% of the costs associated with the preparation of sewerage facilities plans as required by The PA Sewage Facilities Act (Act 537). Projects are selected on the basis of need and are prioritized with regard to the extent the planning is required to comply with the Act. Financial assistance is provided to assist in the preparation of official sewage facilities plans and revisions to official plans as required by the Act.

c) Act 167 Stormwater Management Program (Chapter 111 Funding)

Grants to counties for the preparation of Act 167 stormwater management plans, and grants to municipalities for the implementation of those plans, including costs associated with technical and legal services for the administration and enforcement of Act 167 plans. Municipalities may also be eligible to utilize this source of funding for NPDES Phase II implementation provided that associated with Act 167 plan implementation activities. Check with DEP for eligibility.

d) Coastal Zone Management Program (CZM)

Grants to counties, municipalities and non-profit organizations for projects that facilitate implementation of Pennsylvania's adopted Coastal Zone Management Program policies. All projects must be located within the Coastal Zone and must address the Program Policies as well as other Federal and State funding criteria. Grants may not exceed \$50,000. A 1:1 match is required from local monies provided by state or private grant program. Funds from other federal programs may not be used as a match.

E). Steam Improvement Program (SIP)

Projects must provide direct benefit to homes, businesses or industrial projects. Projects must be hydraulically beneficial, economically feasible, and environmentally sound. Cost share projects with local municipalities to completed projects which protect public facilities, such as roads, bridges and sewer lines. Match 1:5

f). Nonpoint Source Management Program

Grant cycle runs November to February. Grants are available for planning and non-point source control projects. Watershed management and stream restoration projects are available. Funding is higher for implementation projects. There is no set cap on grants.

g). Wetland Replacement Project

Variable grants for restoring wetlands and riparian corridors.



<p>Home Improvement Grant Program</p> <p>OHCD (610) 891-5425</p>	<p>Another program, funded by the PA Department of Community and Economic Development (DCED), is the Brownfields for Housing Initiative Grant (BHIG). This housing rehabilitation initiative will assist low-income homeowners with repairing major systems problems (such as roofs, HVAC, plumbing, and electric) and HUD's Housing Quality Standards (HQS) violations. By providing rehabilitation assistance to the county's lowest income populations, the program will offer stabilization to homeowners and communities, increasing the lifetime of a home. The financial assistance comes in the form of a five-year forgivable loan with a maximum of \$25,000.</p>
<p>Pennsylvania Department of Community and Economic Development</p>	<p>Financial assistance in preparing environmental or physical development strategies that support comprehensive land use planning.</p>
<p>DELAWARE COUNTY PROGRAMS</p>	<p>FUNDING DESCRIPTION</p>
<p>Delaware County Transportation Management Association (TMA)</p> <p>102 West Front Street, 1st Floor, Media, PA 19063 Tel: (610) 892-9440 Fax: (610) 892-9460 Email: dcma@libertynet.org</p>	<p>The TMA administers its Municipal Bus Shelter Partnership to provide for bus rider passenger shelters. The TMA brokers with a private company that provides shelters, with the revenue from advertising being split between the TMA and the municipality.</p>
<p>Homeownership First Program</p> <p>Chester Community Improvement Project (610) 876-8663</p> <p>Media Fellowship House (610) 565-1968</p>	<p>The Homeownership First Program provides up to \$5,000 in down payment and closing costs to qualifying first time homebuyers purchasing a property in Delaware County (excluding Chester City and Haverford and Upper Darby Townships). The assistance takes the form of a loan that is repayable upon sale or transfer of the property. Prior to 2002, only two homebuyers utilized this assistance to purchase homes in Morton.</p>
<p>Delaware County Owner-Occupied Housing Rehabilitation Program</p> <p>Delaware County (610) 583-4482</p>	<p>Delaware County has established a countywide Owner-Occupied Housing Rehabilitation Program (excluding Haverford, Upper Darby and Chester City) funded through the CDBG Program. This program addresses major systems repairs. The form of assistance is a 0% deferred payment loan that is not payable until the house is sold or transferred.</p>



<p>Home Improvement Loan Program (HIL)</p> <p>Chester Community Improvement Project, (610) 876-8663</p> <p>Media Fellowship House, (610) 565-1968</p>	<p>The HIL Program, created by the Greater Philadelphia Urban Affairs Coalition, Delaware County OHCD, Chester Economic Development Authority (CEDA) and Montgomery County OHCD, began operations in September of 2001. This program will use the FHA Title I Program to guarantee home improvement loans originated by FHA approved lenders. The maximum loan for this program is \$25,000 with a maximum term of 20 years. Interest bearing loans will be made to eligible homeowners at either a 5.83% or 6.83% depending on household income. (Note: this program does not cover Households in Haverford and Upper Darby.)</p>
<p>Delaware County Weatherization Program</p> <p>Community Action Agency (610) 583-9133</p>	<p>This program provides eligible households with weatherization assistance such as caulking, insulation of hot water tanks, attic ventilation, primary windows, oil and gas heater repair, and weather-stripping.</p>
<p>Delaware County New Communities/Enterprise Zone Program</p> <p>Delaware County Commerce Center (610) 566-2225</p>	<p>Grants to financially disadvantaged communities for preparing and implementing business development strategies within municipal enterprise zones. Planning grants may reach \$50,000. Loans may reach \$250,000.</p>
<p>Infrastructure Development Program (IDP)</p> <p>Delaware County Commerce Center (610) 566-2225</p>	<p>Provides grants and low interest loans for public and private infrastructure improvements. Grants and Loans may reach \$1,250,000.</p>
<p>Industrial Site Reuse Program (ISRP)</p> <p>Delaware County Commerce Center (610) 566-2225</p>	<p>Provides grants and low interest loans to perform environmental site assessment and remediation at former industrial sites. Monies up to \$1,000,000.</p>



PRIVATE SOURCES	
The William Penn Foundation Philadelphia Pennsylvania (215) 988-1830 williampennfoundation.org	The William Penn Foundation provides grants to municipalities to preserve natural areas within the Foundation's geographic area, which include Delaware County. Grants may be used for a variety of projects including planning, construction and education.
The Leo Model Foundation Inc. Philadelphia Pennsylvania	The Leo Model Foundation provides grants ranging between \$1,000 and \$4,999 within the Foundation's geographic area, which include Delaware County, for habitat conservation, watershed conservation and species preservation.
American Canoe Association Springfield Virginia	Provides funding to initiate volunteer programs benefiting watersheds. Grants range from \$100 - \$1,000. Grants are available in July.



Delaware County Renaissance Program

Technical Assistance Sources

SOURCE	TYPE OF ASSISTANCE
<p>Delaware County Planning Department</p> <p>Court House and Government Center Building, 201 West Front St. Media, PA 19063 (610) 891-5200 www.co.delaware.pa.us</p>	<p>The Delaware County Planning Department provides technical assistance in numerous areas including stormwater management, floodplains, water, transportation, and historic and open space preservation.</p>
<p>Delaware County Conservation District</p> <p>Ed Magargee, Mgr. Delaware County Conservation District Rose Tree Park Hunt Club 1521 N. Providence Rd. Media, PA 19063 (610) 892-9484 www.co.delaware.pa.us</p>	<p>The Delaware County Conservation District provides technical assistance for activities relating to permitting requirements, erosion/sedimentation control, stormwater management, streambank restoration, floodplain management, PNDI information, and agricultural preservation.</p>
<p>Pennsylvania Department of Environmental Protection (DEP)</p> <p>James Grabusky, Watershed Coordinator PA DEP Southeast Regional Office Lee Park, Suite 6010 555 North Lane Conshohocken, PA 19428 (610) 832-6191 jgrabusky@state.pa.us</p>	<p>The Delaware County Conservation District provides technical assistance for activities relating to permitting requirements, erosion/sedimentation control, stormwater management, streambank restoration, floodplain management, PNDI information, and agricultural preservation.</p>



<p>Delaware County Solid Waste Authority</p> <p>Anthony Grosso, Dir. Solid Waste Management Division, Rose Tree Park Hunt Club 1521 N. Providence Rd. Media, PA 19063 (610) 892-9620 www.co.delaware.pa.us</p>	<p>The Delaware County Solid Waste Authority is responsible for the operation of solid waste transfer and disposal facilities and recycling drop-off centers in the County and can provide technical assistance in these areas</p>
<p>Pennsylvania Environmental Council (PEC)</p> <p>SE Regional Office, 117 South 17th Street, Suite 2300, Philadelphia, PA 19103 (215) 563-0250 Fax: (215) 563-0528</p>	<p>The Pennsylvania Environmental Council (PEC) improves the quality of life for Pennsylvanians by enhancing the Commonwealth's rural and built environments by integrating advocacy, education and implementation of community and regional action projects. The Council values reasoned and long-term approaches that include the interests of all stakeholders to accomplish its goals.</p>
<p>Pennsylvania Horticultural Society</p> <p>100 North 20th Street, 5th Floor, Philadelphia, PA 19103-1495 Tel: 215-988-8800 www.pennsylvaniiahorticulturalsociety.com</p>	<p>The Pennsylvania Horticultural Society provides technical assistance to urban park restoration programs throughout southeastern Pennsylvania.</p>