

Delaware County Renaissance Action Plan



Prepared for:
Delaware County Council

Prepared by:
Urban Partners

with:
**Brown & Keener
Gannett Fleming
Kise Straw Kolodner**

March 2003

Table of Contents

	Page
Background	1
Action Plan Preparation Process	1
Action Plan Components	1
Project Requirements	2
Building Consensus	2
Prioritization	3
Action Plan Approval	3
Renaissance Planning Area 5	4
Credits	5
Task Force Members	5
Vision & Goals Statement	6
Assessment of Current Conditions	8
Population Characteristics	8
Income Characteristics	9
Housing Characteristics	9
Commercial Tax Base	13
Baltimore Avenue Corridor	14
Proposed Non-Residential Development	15
Yeadon Shopping Center Complex	16
Transportation Issues	16
Sewer Issues	17
Omitted Elements	17
Summary of Initiatives	18
Housing & Homeownership Support	19
Economic Development Projects & Programs	21
Train Station Area Improvements	23
Roadway & Infrastructure Improvements	24
Planning Area 5 Strategic Priorities	25

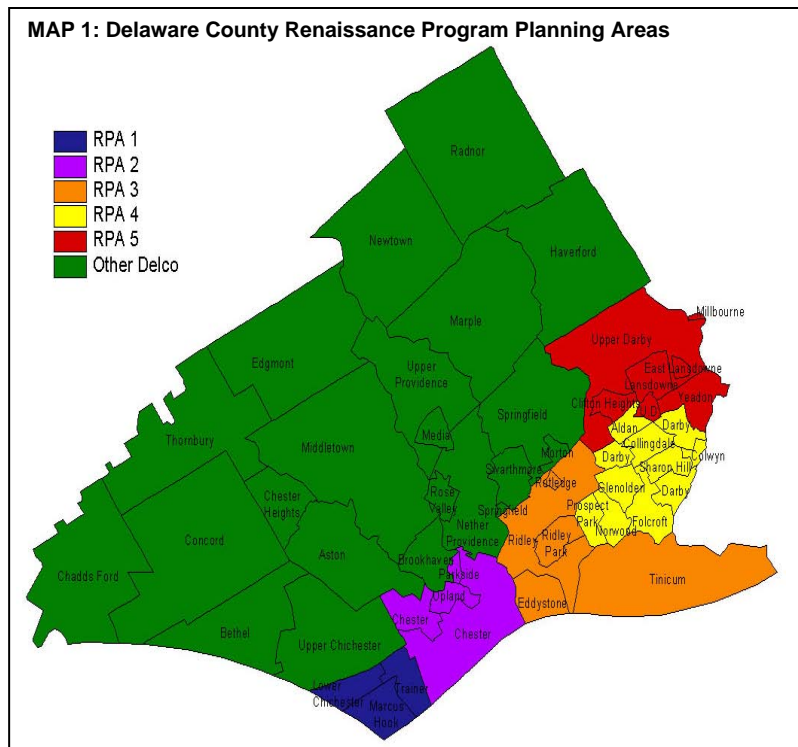
Initiatives	26
Housing & Homeownership Support	27
Coordinated Code Enforcement	27
Affordable Home Maintenance Financing	33
Affordable Financing for Homebuyers	36
Absentee Landlord Reduction	39
Abandoned House Redevelopment Program	42
Coordinate Local Code Enforcement with Delaware County Housing Authority Inspections	44
Market the Area to Homebuyers	46
Commercial and Residential Area Parking and Traffic Safety Issues	48
Economic Development Projects & Programs	51
Baltimore Avenue Corridor Economic Development	51
Map: Baltimore Avenue Corridor	54
Revitalize Lansdowne Avenue Central Business District	65
Map: Lansdowne Central Business District	67
Targeted Site Revitalization of Yeadon Shopping Center	71
Map: Yeadon Shopping Center	73
Targeted Site Revitalization of Drexel Hill Aronimink/Ferne	77
Map: Drexel Hill Aronimink/Ferne	79
Market the Area to Attract Businesses	80
Entrepreneur Business Incubator	82
Train Station Area Improvements	84
Lansdowne Train Station Area Improvements	84
Map: Lansdowne Train Station	86
Yeadon/Fernwood Train Station Area Improvements	91
Map: Yeadon Fernwood Train Station	93
Roadway & Infrastructure Improvements	98
Implement Effective Signal Coordination	98
Reconstruct Long Lane	100
Map: Long Lane	101
Widen Union and Nyack Avenues	104
Map: Union and Nyack Avenues	105
Coordinate Sewer System Improvement Program	109
County Bid of Street and Sewer Work	113

I. Background

As stated by the Renaissance Program guidelines of the Delaware County Department of Planning, the Delaware County Council has initiated the Renaissance Program to revitalize the County's first-generation municipalities by making them more attractive, livable, safe, and economically viable. This Program is part of County Council's two-pronged approach to encourage its municipalities to create strategic plans for promoting orderly land development and revitalization while protecting their most important remaining open properties.

The Renaissance Program consists of two phases, planning and implementation. The first phase provides funding for the development of five Renaissance Action Plans that address the economic development and revitalization needs of the 29 targeted municipalities, which have been grouped into corresponding Renaissance Planning Areas (RPAs). For each RPA, the County hired a consultant to work with a Task Force of constituents to identify needs and prioritize projects that address the five critical elements of the Action Plan.

The objective of each Action Plan is to map out a five-year revitalization strategy for the RPA by preparing a prioritized list of implementable projects that work toward sustainable economic development. Upon completion of the five Action Plans, County Council will consider the highest priority projects of each RPA for funding under the second phase of the program.



Action Plan Preparation Process

A. Action Plan Components

A Renaissance Planning Area (RPA) Action Plan shall include:

- A long-range economic development and revitalization vision statement.
- A statement of goals to achieve the vision.

- A brief assessment of current conditions that identifies the need for specific projects and/or actions.
- A prioritized list of projects, to be implemented over a five-year period, that address one or more of the Renaissance Program's five critical and/or six optional elements.
- An explanation for the non-inclusion of any of the five critical elements.

B. Project Requirements

Projects recommended in the Action Plan must contain the level of documentation necessary to support any future grant applications, including the following:

- The project's name.
- A summary of how the project specifically works to achieve the Renaissance Planning Area's goals for economic development and community revitalization.
- A narrative that contains a description of each phase necessary to complete the project.
- A list of parties responsible for completing each phase of the project and participating governmental institutions, as applicable.
- A time schedule for the project's recommended start and completion dates. All dates must fall within the five-year time limit.
- A cost estimate of each phase of the project.
- A summary of funding options for the project including the potential sources of such funds, the estimated amount, timetables for procurement of these funds, and an explanation of how the proposed project qualifies for the funding.
- A list of potential projects dependent upon the commencement or completion of one or more projects that have been planned, are ongoing, or are proposed within the 5-year Action Plan, to the extent that the success of one project is contingent upon the commencement or completion of another project.

C. Building Consensus

The consultant was responsible for working with the municipalities constituting the RPA to determine the key elements of the 5-year Action Plan. The consultant was to collaborate with the municipalities to develop the long-range economic development and community revitalization vision statement as well as the goals toward achieving that vision. To this end, Urban Partners performed the following tasks:

- Worked with the municipalities to create an RPA Task Force consisting of members from the governing bodies, planning commissions, and other key officials such as municipal engineers. As required, the initial meeting of this Task Force was held within the first three weeks of a fully executed contract between the consultant and the County.

- Conducted five Task Force meetings to gather information on the RPA's needs, long-range vision, goals, and tentative projects that have resulted in consensus building between the consultant and the municipalities. Task Force meetings were publicized, open to the public, and included a time allowance for public comment within the agenda.
- Held meetings and discussions with various stakeholders and key officials to obtain detailed information about previous, ongoing, and planned projects and identified priority projects.
- Reviewed existing planning documents and reports
- Assessed the current demographic, economic, and physical conditions

D. Prioritization

Due to limited implementation funding, the projects contained in the Action Plan must be prioritized. This prioritization was suggested to take the form of a list of actions, from highest priority to lowest priority, or groupings of actions by priority, but must reflect the agreed upon long-range economic development and community revitalization vision statement and goals. Projects that reflect the five critical elements will be given highest priority. Any project that does not reflect these critical elements requires justification of its importance. It was ultimately the responsibility of the municipalities within the RPA to determine the priority of the projects specified in the Action Plan.

Each of the municipalities provided Urban Partners with a list of proposed priority projects with detailed descriptions. Together, the Task Force discussed, analyzed, and refined the list. Subsequently, each Task Force member indicated his or her preferences by completing a prioritization ballot. All of the remaining priority initiatives and their ranking were agreed upon by each of the members.

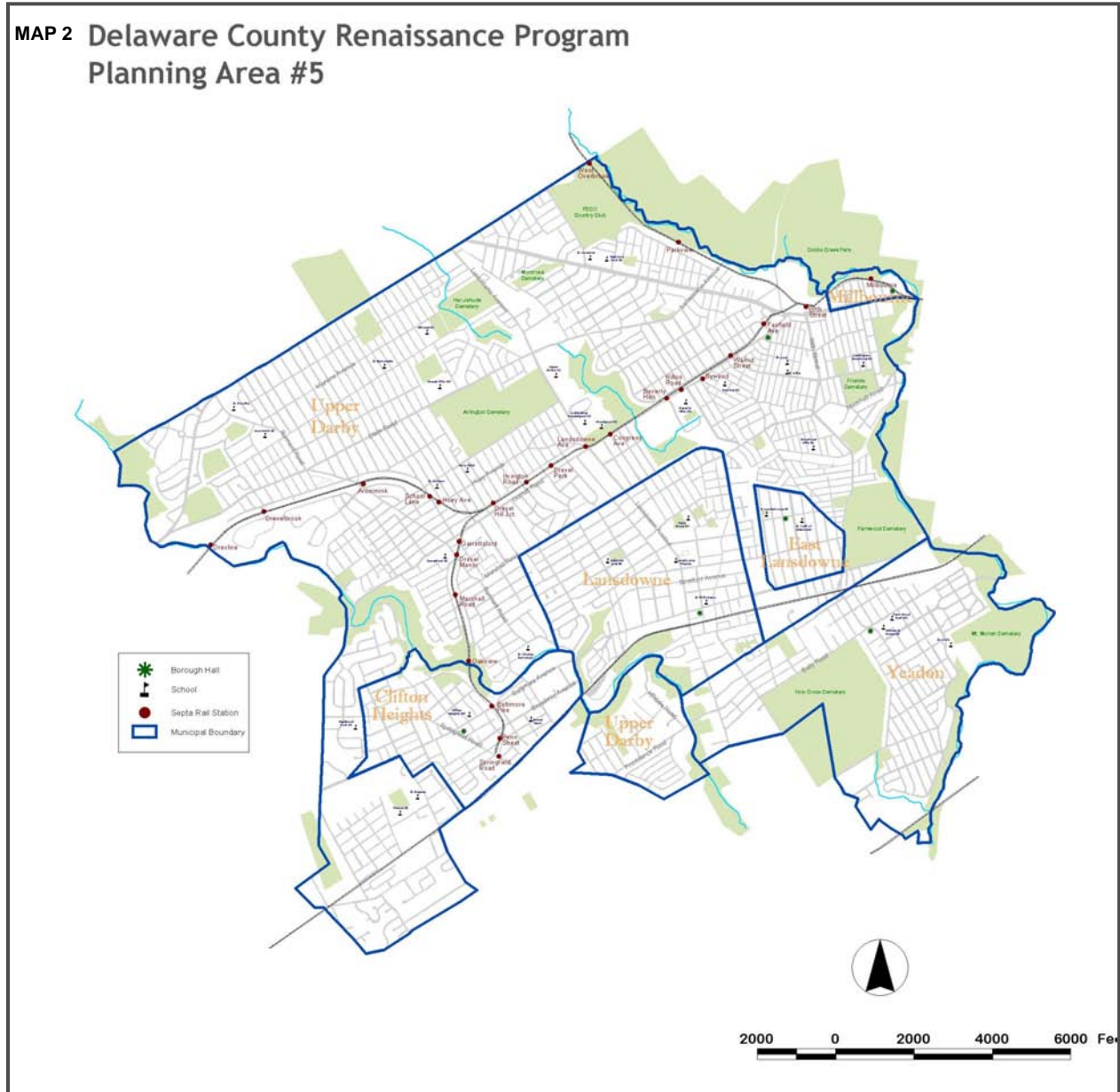
E. Action Plan Approval

Following the Action Plan presentation to County Council, it is recommended that the plan be adopted by the governing body of each municipality as part of its comprehensive plan.

To facilitate coordination with the County during development of the Action Plan, the Planning Department were assigned a staff member to serve as the liaison for each RPA. Representatives of other County agencies were invited to participate in the RPA planning process and Task Force activities as appropriate.

Renaissance Planning Area 5

This report maps out a revitalization strategy for Renaissance Planning Area 5, which is comprised of six municipalities and borders the City of Philadelphia to the east, Township Line (Route 1) to the north, and Darby Creek and various roadways to the west and south. Baltimore Avenue and West Chester Pike bisect Planning Area 5 and serve as major commercial arteries, while much of the remainder of the Planning Area is residential. Other than infill development, the Planning Area is completely built out, restricting any significant development project.



Credits

The Honorable Nicholas A. Micozzie
The Honorable Anthony H. Williams
Delaware County Council
Delaware County Planning Department
Delaware County Department of Housing & Community Development

Task Force Members

Councilmember George Bobnak, East Lansdowne
Councilmember Donald P. Bonnett, Upper Darby
Mr. William F. Brown, Lansdowne
Councilmember Norman Council, Lansdowne
Mayor William Donovan, Millbourne
Mr. Jeffrey N. Gentile, Upper Darby
Mr. Thomas J. Judge, Jr., Upper Darby
Councilmember Joseph Kelly, Clifton Heights
Councilmember Ed Martin, Clifton Heights
Councilmember Jacquelynn Puriefoy-Brinkley, Yeadon
Mr. Marius Russo, East Lansdowne
Mayor F. Raymond Shay, Upper Darby
Mr. Christopher van de Velde, Yeadon
Councilmember Linda Wildermuth, Millbourne

II. Vision & Goals Statements

The initiatives detailed in this Renaissance Action Plan have been selected to most effectively achieve the RPA's vision and goals of the area as an attractive place to live, work, and play, as well as an area that is well-prepared to meet the needs of its residents, visitors, and employers.

Vision Statement

Maintain and preserve the area's neighborhoods as communities of choice for homeowners,

Revitalize Baltimore Pike in a coordinated way as a retail and employment center for all affected communities, and

Maintain and expand the communities' tax bases so that they have sufficient resources to support needed community services.

Goals

- To preserve the existing housing stock and stabilize neighborhoods through maintenance programs and through coordinated code enforcement based on rigorous area-wide property standards
- To streamline the process of putting abandoned houses on the market
- To provide incentives to encourage continued and expanded homeownership
- To accommodate the housing and transportation needs of the aging population
- To market the area to attract homebuyers
- To revitalize the Baltimore Avenue Corridor through a single coordinated strategy adopted by all involved boroughs and townships
- To redevelop properties along the Baltimore Avenue Corridor that are either vacant or underutilized in such a way that maximizes the market potential of this area
- To preserve and revitalize Lansdowne Avenue through a program consistent with the Baltimore strategy

- To apply consistent zoning along the Baltimore Avenue Corridor such that it encourages retail and flex development and creates a standard for landscaping and façade treatments
- To provide access to higher wage employment opportunities by attracting commercial, office, and light industrial/distribution companies to the area
- To redevelop small commercial sites that have been sitting vacant for a long period of time and whose redevelopment would create jobs and increase the tax base
- To market the region to attract businesses and homebuyers
- To create a safer and more inviting commercial destination along the Baltimore Avenue Corridor through improved access and infrastructure of roadways, transit facilities, and walkways
- To improve transit connections between these six communities and the Philadelphia International Airport
- To improve and maintain the area's storm and sanitary sewers and repair roadways
- To mitigate traffic issues along the Baltimore Avenue Corridor, West Chester Pike, and Lansdowne Avenue, and at other critical intersections
- To improve access to open space
- To increase the availability of parking for shoppers and transit riders
- To expand community centers and recreation activities throughout the area

III. Assessment of Current Conditions

A. Population Characteristics

The 2000 Census identifies a Planning Area 5 population of 114,935, modestly lower than the area’s 1990 population of 115,502 (**Table 1**). Municipal population ranges from 943 in Millbourne to 81,821 in Upper Darby. During this same period, Delaware County population as a whole grew by 0.6%.

Planning Area 5 municipalities are beginning to show signs of suffering from the demographic trends all too common in first-generation suburbs. While total population fell only 0.5% from 1990-2000, it is forecasted to decline 9.3% between 2000 and 2025. Forecasts for the same time period indicate only a 0.6% drop in Delaware County population.

The most serious population loss in the 1990s occurred in Lansdowne and Clifton Heights, which lost 5.7% and 4.7%, respectively, of their 1990 population base. In contrast, during the same period, Millbourne, the smallest of Planning Area 5’s municipalities, showed a 13.5% increase. Millbourne’s growth in the 1990s reflects a 22% increase in the number of children in the borough.

Population forecasts through 2025 show substantial population decline of at least 8.4% in all Planning Area 5 municipalities except Millbourne.

Table 1: Planning Area 5 Population Trends

Municipality	Census 1990	Census 2000	2005	2010	2015	2020	2025	% Change 90-00	% Change 00-25
Clifton Heights	7,111	6,779	6,590	6,480	6,280	6,150	5,990	-4.7%	-11.6
East Lansdowne	2,691	2,586	2,510	2,440	2,350	2,290	2,220	-3.9%	-14.2
Lansdowne	11,712	11,044	10,700	10,490	10,140	9,920	9,610	-5.7%	-13.0
Millbourne	831	943	930	940	940	940	960	13.5%	1.8
Upper Darby	81,177	81,821	83,210	80,650	77,580	75,510	74,950	0.8%	-8.4
Yeadon	11,980	11,762	11,440	11,290	10,970	10,800	10,540	-1.8%	-10.4
Planning Area 5	115,502	114,935	115,380	112,290	108,260	105,610	104,270	-0.5%	-9.3%
Delaware County	547,651	550,864	551,530	550,970	546,570	546,972	547,784	0.6%	-0.6%

Source: DVRPC, 1999; Delaware County Planning Department

The median age of Planning Area 5 residents is 36.0, somewhat lower than Delaware County’s 37.4. In Millbourne the median age is significantly lower, 34.7, indicating a more transient population when considered with the municipality’s relatively low homeownership rate (see below).

The racial composition of Planning Area 5 is similar to that of Delaware County as a whole in that the population is predominantly white, although it has higher percentages of African American and Asian residents – 71% white, 19% African American, 7% Asian, and 1% other. Within Planning Area 5, however, racial composition varies somewhat by municipality. Upper Darby, Lansdowne, and East Lansdowne have population compositions generally mirroring the Area as a whole, while Yeadon has

a significantly higher African American population (81%), Millbourne’s Asian population is 54% of the total, and Clifton Height’s white population is 94% of its total population.

B. Income Characteristics

Planning Area 5’s 2000 median household income was \$41,273, which was nearly 18% lower than the median for Delaware County as a whole (\$50,092) (**Table 2**). In 1990, Planning Area 5’s median household income was \$31,295. Correcting for 33% inflation over the decade from 1990 to 2000, the change in median household income for Planning Area 5 represents a 1% loss in real income. Delaware County as a whole experienced real income growth of approximately 1% in median household income during this period.

Lansdowne had the highest Planning Area 5 2000 median household income at \$47,017 while Millbourne had the lowest at \$30,185. East Lansdowne and Millbourne experienced the largest change in median household income from 1990 to 2000 at 41% and 39%, respectively. The change in median household income in Clifton Heights, Lansdowne, Upper Darby, and Yeadon lagged behind Delaware County’s rate of 34%.

The number of individuals living in poverty in Planning Area 5 in 2000 was 9,607, a 27% increase over 1990. This rate is significantly higher than Delaware County’s 14% increase. Increasing poverty is an issue for Clifton Heights, East Lansdowne, Lansdowne, and Upper Darby, with changes from 1990 to 2000 ranging from 15% to 49%. In contrast, poverty rates have lowered in Millbourne and Yeadon over the same time period.

Table 2: Economic Indicators

Municipality	Median Household Income: 1990	Median Household Income: 2000	Change in Median Household Income: 1990 - 2000	Individuals in Poverty Status: 1990	Individuals in Poverty Status: 2000	Change in Individuals in Poverty Status: 1990 - 2000
Clifton Heights	\$30,587	\$39,291	28%	557	748	34%
East Lansdowne	\$31,321	\$44,205	41%	171	196	15%
Lansdowne	\$35,795	\$47,017	31%	397	591	49%
Millbourne	\$21,759	\$30,185	39%	165	103	-38%
Upper Darby	\$32,356	\$41,489	28%	5,653	7,449	32%
Yeadon	\$35,951	\$45,450	26%	647	520	-20%
Planning Area 5	\$31,295	\$41,273	32%	7,590	9,607	27%
Delaware County	\$37,337	\$50,092	34%	37,171	42,411	14%

Sources: Delaware County Planning Department; US Department of Commerce; US Census Bureau

C. Housing Characteristics

Very little residential development occurred in Planning Area 5 from 1990 to 2000, with only 92 units added for a 2000 total of 48,594 units (**Table 3**). While the number of units remained relatively unchanged, unit vacancy increased significantly from 1,954 in 1990 to 2,605 in 2000, a change of 33%.

This increase in vacancy is greater than that of Delaware County as a whole (10.4%). Within Planning Area 5, vacancy rates signify a growing problem for several municipalities. The number of vacant units in East Lansdowne and Clifton Heights almost doubled in the past decade. Overall, 5.4% of Planning Area 5's housing units were vacant in 2000. Increasing housing vacancy is particularly acute in the neighborhoods surrounding the Baltimore Avenue Corridor (see **Map 3**).

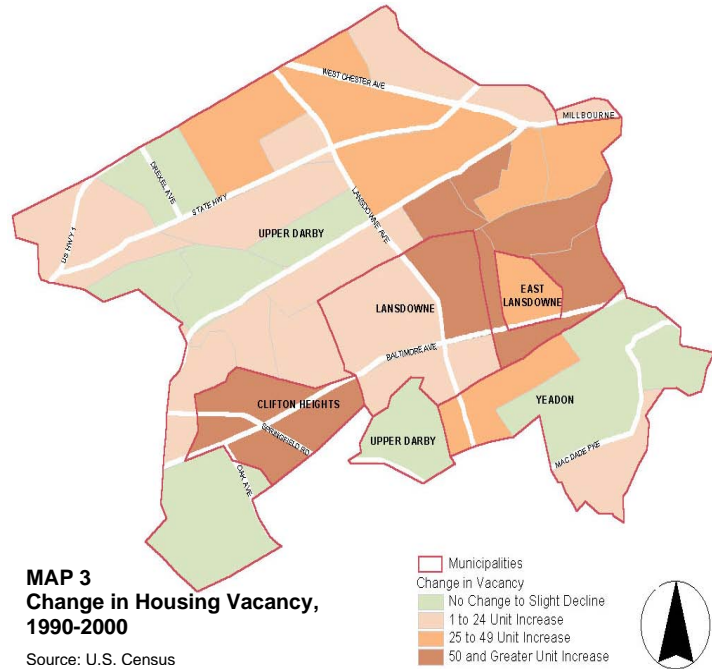


Table 3: Housing Units & Occupancy

Municipality	Housing Units 1990	Housing Units 2000	Change in Housing Units 1990-2000	Vacant Units 1990	% Vacant 1990	Vacant Units 2000	% Vacant 2000	Change in Vacant Units 1990-2000
Clifton Heights	2,836	2,883	1.7%	89	3.1%	169	5.9%	89.9%
East Lansdowne	999	1,012	1.3%	38	3.8%	74	7.3%	94.7%
Lansdowne	5,115	4,999	-2.3%	198	3.9%	275	5.5%	38.9%
Millbourne	418	420	0.5%	35	8.4%	54	12.9%	54.3%
Upper Darby	34,115	34,322	0.6%	1,369	4.0%	1,771	5.2%	29.4%
Yeadon	5,019	4,958	-1.2%	225	4.5%	262	5.3%	16.4%
Planning Area 5	48,502	48,594	0.2%	1,954	4.0%	2,605	5.4%	33.3%
Delaware County	211,024	216,978	2.8%	9,650	4.6%	10,658	4.9%	10.4%

Source: US Census Bureau

The number of owner-occupied housing units in Planning Area 5 declined by 1,645 from 1990 to 2000, while the number of rental units increased by 1,086 (**Table 4**). As a result, the percentage of owner-occupied units dropped from 65% to 62% during the decade, while the percentage of homeownership in Delaware County as a whole slipped only slightly from 73% to 72%. Renter occupancy grew to 38% in Planning Area 5 (one-third higher than in all of Delaware County). Levels of rental-occupancy are fairly uniform in all Planning Area 5 communities, except Millbourne, where housing stock is 73% renter-occupied and only 27% owner-occupied. Throughout Planning Area 5, the increase in renter occupied housing from 1990 to 2000 is less than the decrease in owner occupied housing. This, combined with the increase in housing vacancy, suggests that previously owner occupied homes are standing empty and emphasizes the need for aggressive and innovative programs to stabilize housing occupancy and encourage homeownership.

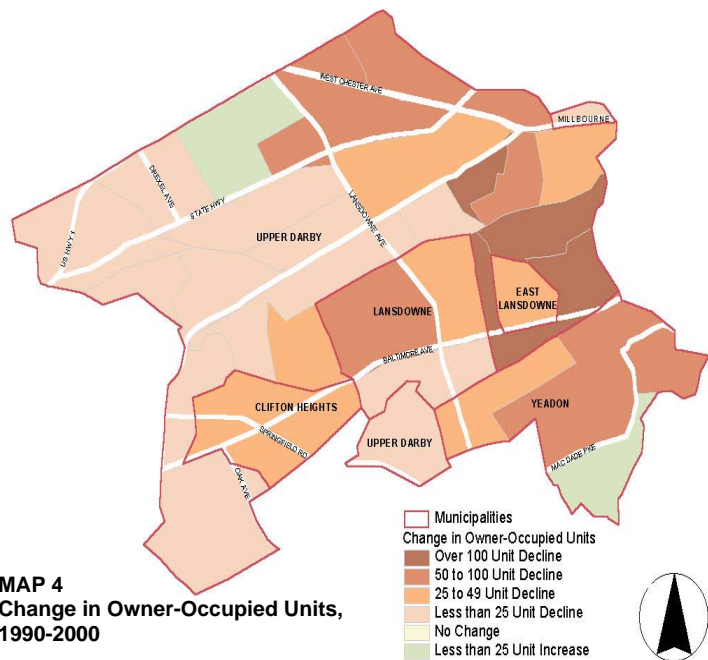
Table 4: Owner/Renter-Occupied Housing

Municipality	1990						2000					
	Housing Units	Occupied Units	Owner - Occ.	% Owner-Occ.	Renter-Occ.	% Renter-Occ.	Housing Units	Occupied Units	Owner - Occ.	% Owner-Occ.	Renter-Occ.	% Renter-Occ.
Clifton Heights	2,836	2,747	1,769	64%	978	36%	2,883	2,714	1,744	64%	970	36%
East Lansdowne	999	961	679	71%	282	29%	1,012	938	637	68%	301	32%
Lansdowne	5,115	4,917	3,163	64%	1,754	36%	4,999	4,724	3,024	64%	1,700	36%
Millbourne	418	383	118	31%	265	69%	420	366	99	27%	267	73%
Upper Darby	34,115	32,746	21,579	66%	11,167	34%	34,322	32,551	20,281	62%	12,270	38%
Yeadon	5,019	4,794	3,068	64%	1,726	36%	4,958	4,696	2,946	63%	1,750	37%
Planning Area 5	48,502	46,548	30,376	65%	16,172	35%	48,594	45,989	28,731	62%	17,258	38%
Delaware County	211,024	201,374	146,281	73%	55,093	27%	216,978	206,320	148,384	72%	57,936	28%

Source: US Census Bureau

While owner occupancy declined throughout Planning Area 5, the most significant reduction in owner occupancy occurred in Yeadon, Lansdowne, and the eastern portion of Upper Darby (see **Map 4**).

Between 1990 and 2000, only 98 residential building permits were issued for Planning Area 5 municipalities; 83 in Upper Darby, 13 in Lansdowne, and 2 in Clifton Heights (Table 5). No building permits were issued for residential development in East Lansdowne, Millbourne, or Yeadon. In total the 98 permits issued for Planning Area 5 represent only 1% of all residential permits issued for Delaware County. This suggests that housing preservation strategies will be critical for Planning Area 5 since new construction opportunities are very limited.



MAP 4
Change in Owner-Occupied Units, 1990-2000

Source: U.S. Census

Table 5: Municipal Residential Building Permits

Municipality	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Total
Clifton Heights	2	0	0	0	0	0	0	0	0	0	2
East Lansdowne	0	0	0	0	0	0	0	0	0	0	0
Lansdowne	6	0	1	0	0	2	0	0	1	3	13
Millbourne	0	0	0	0	0	0	0	0	0	0	0
Upper Darby	12	10	5	7	3	5	5	11	12	13	83
Yeadon	0	0	0	0	0	0	0	0	0	0	0
Planning Area 5	20	10	6	7	3	7	5	11	13	16	98
Delaware County	641	585	666	747	806	937	1,083	1,364	1,278	1,108	9,215

Source: Delaware County Planning Department

The median home value of owner-occupied units in Planning Area 5 was \$92,520, as reported in the 2000 Census, which was substantially lower than the reported Delaware County median home value

of \$127,000 (**Table 6**). Within Planning Area 5, Lansdowne and Upper Darby report the highest median home values at \$101,200 and \$93,600 respectively, while Millbourne reports the lowest at \$64,600.

Table 6: Owner-Occupied Home Values

Assessed Value	Delaware County		Planning Area 5	
	1990	2000	1990	2000
Less than \$50,000	9%	7%	6%	8%
\$50,000 to \$99,999	34%	29%	57%	54%
\$100,00 to \$149,999	27%	26%	26%	26%
\$150,000 to \$199,999	16%	19%	9%	9%
Over \$200,000	13%	19%	2%	3%
Median value	\$111,700	\$127,000	\$91,249	\$92,520

Source: US Census Bureau, Summary Tape File 3

The median value of Planning Area 5 owner-occupied units increased by only \$1,271 (1.4%) during the 1990s from \$91,249 to \$92,520. This occurred during a period when the median value of all Delaware County homes increased by 13.7% and inflation totaled 33.1%. As a result, the real value of Planning Area 5 homes declined by nearly 32% during the decade.

A similar pattern is evident when single-family house sale prices are examined (**Table 7**). This table compares the number of houses sold and the median sales price in each municipality between October 1990 and September 1992 with the same period between 2000 and 2002. We examined the two-year time periods in order to obtain reliable data. The median sales price for Planning Area 5 houses sold from 1990 to 1992 was \$77,000. Within jurisdictions, median sales prices ranged from \$68,000 in Upper Darby to \$106,000 in Lansdowne. Inflation during the 1990s was 33.1%; therefore, the median sale price of \$77,000 in the 1990-92 period was equivalent to a median sale price of \$102,000 when adjusted to 2000-02 dollars.

However, rather than rising in value by the 2000-02 period (one decade later), median sales price had actually declined to \$75,900, with median sales prices by jurisdiction ranging from \$64,900 in Upper Darby to \$101,900 in Lansdowne. This means that typical home sales prices in Planning Area 5 declined during the 1990s by nearly 26%.

Table 7: Median Sales Price, 1990-1992 and 2000-2002

Municipality	1990-1992*			2000-2002*		Percent Decline in Real Value 1990/2 - 2000/2
	Total Sales	Median Sales \$	Adjusted** Sales \$	Total Sales	Median Sales \$	
Clifton Heights	115	\$85,500	\$113,800	370	\$81,200	28.6%
East Lansdowne	30	\$78,000	\$103,800	83	\$72,000	30.6%
Lansdowne	155	\$106,000	\$141,100	565	\$101,900	27.8%
Millbourne	0	NA	NA	NA	NA	NA
Upper Darby	525	\$68,000	\$90,500	1,375	\$64,900	28.3%
Yeadon	181	\$75,000	\$99,800	241	\$79,900	20.0%
Planning Area 5	1,005	\$77,000	\$102,500	2,634	\$75,900	25.9%

*October-September

**Adjusted for inflation: 1.331

Source: Realtist

D. Commercial Tax Base

A review of Delaware County assessment records allows for an examination of Planning Area 5's commercial property holdings in relation to other jurisdictions in the Renaissance Program and to Delaware County as a whole.

As shown in **Table 8**, there are currently 1,177 commercial properties in Planning Area 5, accounting for just 3.1% of the Planning Area's 37,827 properties. In Delaware County as a whole, commercial properties comprise 3.0% of all real estate holdings and in some communities—Media, for example—commercial properties account for over 13% of all properties in the community.

Table 8: Commercial Property and Taxation

Municipality	Commercial Count	Total Count	% of Total Count	Assessment	Total Assessment	% of Total Assessment
Clifton Heights	128	2,453	5.2%	46,060,481	232,639,461	19.8%
East Lansdowne	22	869	2.5%	3,889,942	67,948,802	5.7%
Lansdowne	122	3,892	3.1%	46,162,230	401,948,442	11.5%
Millbourne	15	230	6.5%	6,382,080	20,639,750	30.9%
Upper Darby	813	26,705	3.0%	494,692,955	2,962,186,041	16.7%
Yeadon	77	3,678	2.1%	73,687,075	398,881,200	18.5%
Planning Area 5	1,177	37,827	3.1%	670,874,763	4,084,243,696	16.4%
Delaware County	5,860	197,739	3.0%	5,067,403,567	31,774,455,846	15.9%

Source: Delaware County Bureau of Tax Assessment

Delaware County assessment records also detail the percentage of total assessed value attributable to commercial properties by jurisdiction. Based on current assessed values, commercial properties in Planning Area 5 account for \$670.9 million, or 16.4% of the Planning Area's total assessed property value of \$4.1 billion. In comparison, the average percentage of commercial property at the County

level, in terms of total assessed property value, is 15.9%. The Planning Area ranks 2nd out of 5 Delaware County Planning Areas in the value of its commercial properties as a percentage of total assessed property value.

E. Baltimore Avenue Corridor

The Baltimore Avenue Corridor stretches from the Philadelphia city line on the east to Bishop Avenue on the west and encompasses the businesses a block or two to the north and south of Baltimore Avenue. The Corridor runs through four jurisdictions: Upper Darby, East Lansdowne, Lansdowne, Clifton Heights, and abuts Yeadon. A mixture of commercial, light industrial, and residential uses is scattered throughout the Corridor. The economic stability of the Corridor is threatened by long-standing vacancies, traffic congestion, and pervasive flooding.

There are several significant parcels that are vacant within the Baltimore Avenue Corridor. There are several vacant sites along Union Avenue in Upper Darby from Stewart Avenue to 10th Street. These sites include a closed Delaware County Public Assistance Office, Allied Chemical, and a former supermarket, among others. In Lansdowne, vacant or underutilized properties include a closed 7-Eleven, the Bell Telephone building, the Lansdowne movie theater, and the old bank building at Lansdowne and Baltimore Avenues. In Clifton Heights, the site of Clifton Mills and a closed gas station at Marple Avenue stand vacant. The redevelopment of these properties has been complicated by the absence of identifiable owners, multi-jurisdictional controls, inadequate infrastructure, and possible site contamination, among other things. However, many of these sites are large enough in size and in prominent locations that, with the appropriate level of support, have viable modern economic uses.

The Delaware Valley Regional Planning Commission (DVRPC) conducted a study of the Baltimore Avenue Corridor in June 2000, called "Baltimore Pike Corridor Revitalization Assessment: Building a Case for Community and Economic Redevelopment," that evaluated existing conditions and trends, including traffic congestion, land use inconsistencies, and aesthetic quality issues.

As any motorist through the Corridor can attest, the study concluded that there were 25 intersections that experienced significant congestion and proposed measures to alleviate current and future conditions. The study also identified several areas where there were inconsistencies in land use, where the current zoning is incompatible with existing uses. For example, the current light industrial zoning along Baltimore Avenue between Union Avenue and Kelly Street is more intense than the existing commercial and residential land uses. The study also identified streetscape and pedestrian provision issues, including multiple curb cuts, lack of buffers between pedestrians and motorists, deep building set-backs with storefront parking, poor sidewalk conditions, inadequate crosswalks, and lack of pedestrian provisions. Issues pertaining to public transportation included insufficient signage, uninviting and inhospitable pedestrian environments, and lack of pedestrian provisions at stations.

The DVRPC study made a series of recommendations with implementation strategies to address the issues along the Corridor. Among its recommendations for the land use inconsistencies are rezoning along the Baltimore Avenue Corridor, updating zoning ordinances, and revising future land use plans to be consistent with zoning. The study also recommended conducting a real estate market assessment with the assistance of a consultant, which would develop a community and economic revitalization plan for the Corridor. To address the issues related to streetscaping and pedestrian provisions, the study recommended removing problematic curb cuts, buffering pedestrians from auto traffic, improving sidewalks and crosswalks to meet ADA standards, and providing appropriate pedestrian provisions in areas with heavy pedestrian traffic. Those buildings where deep setbacks and storefront parking are problematic are recommended for redesign and reconstruction. The study's recommendations to ameliorate the public transportation-related issues include working with SEPTA to implement sufficient directional signage, improving streetscape and the pedestrian environment at and around stations and along corridors connection stations and the surrounding community, and working with SEPTA to provide the appropriate pedestrian provisions at train stations.

The study identifies possible funding sources for these improvement projects, including the Pennsylvania Department of Community and Economic Development's Land Use Planning and Technical Assistance Program (LUPTAP), the Shared Municipal Services Grant Program, the Community Revitalization Program and Communities of Opportunity Program, the New Communities program, the County's CDBG program, and the federal Transportation Enhancements program.

The initiatives laid out in this plan recommend a coordinated revitalization strategy that will help bring greater vibrancy and economic activity to the Corridor.

F. Proposed Nonresidential Development

Planning Area 5 had 1,171,590 SF of proposed non-residential development between 1994-2002, which was 3.6% of total proposed non-residential developments in Delaware County (see **Table 9**). Most of the nonresidential development was proposed for Upper Darby, with just under 80% of the total for the Planning Area, followed by Yeadon with 7.5% and Clifton Heights with 2.1%.

Table 9: Proposed Nonresidential Development in Delaware County 1994 - 2002

Municipality	Square Feet*	% of Total
Clifton Heights	27,638	2.1%
East Lansdowne	280	0.0%
Lansdowne	10,794	0.8%
Millbourne	136,400	10.4%
Upper Darby	1,041,627	79.1%
Yeadon	99,325	7.5%
Planning Area 5	1,316,064	3.6%
Delaware County	37,028,978	

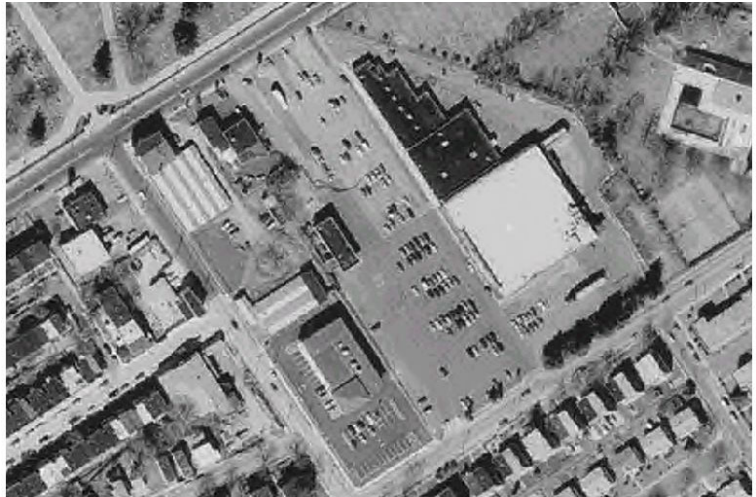
Source: Subdivision/Land Development Database

Prepared by Delaware County Planning Department, 2003

* Some duplication may exist

G. Yeadon Shopping Center Complex

The Yeadon Shopping Center Complex is located in Yeadon Borough between MacDade Boulevard and Chester Avenue at the intersection of Cedar Avenue. The site is approximately six acres and is divided into four parcels. While the site is occupied in part by a modern CVS drugstore, the complex stands substantially vacant. One parcel was purchased recently, and two others remain for sale. Developers have expressed an interest in redeveloping the site but have been held up by the need for site assembly, poor site configuration, deed restrictions, and financial constraints.



Yeadon Shopping Center Complex

The redevelopment of the Complex would serve as an anchor site for commercial activity in Yeadon. Initiative 11, the Targeted Site Revitalization of the Yeadon Shopping Center Complex, lays out the steps required to facilitate the redevelopment of the Complex.

H. Transportation Issues

The Task Force members echoed the transportation issues noted in the DVRPC study. Highlighted concerns along the Baltimore Avenue Corridor include traffic congestion stemming from uncoordinated signals and the need for designated left-turn lanes, deteriorated platforms and inadequate pedestrian provisions at the train stations, and dangerous conditions along roadways. Baltimore Avenue and other key roadways suffer from severe traffic congestion, especially at peak travel times, as noted in the DVRPC study. This congestion stems from uncoordinated signalization, the lack of designated left-turn lights, and on-street parking. The train stations in Yeadon and Lansdowne suffer from deteriorated platforms, inadequate pedestrian provisions, and limited parking, all of which prevent area residents from maximizing the use of these train stations.

I. Sewer Issues

The sewer system in Planning Area 5 is said to be in need of major repair. According to a study conducted by the Delaware County Regional Water Quality Control Authority (DELCORA), numerous pipe segments were identified with capacity limitations and the presence of severe inflow and infiltration (I&I), including obstructions/blockages, two creek crossings that allow water to enter the

interceptor, and flooding caused by heavy precipitation. The study suggests that most of the municipalities can afford the recommended repairs to the system, some might require outside assistance to fund the repairs.

Individual studies of each of the municipalities identified the level of needed repairs where severe I&I was present. In Clifton Heights, I&I is significant in three districts and is recommended for corrective action over 10-year period. Corrective action includes manhole rehabilitation and installation of inserts costing \$30,000 and additional studies of the three problem districts totaling \$115,000.

Most sewers in Lansdowne were subject to high levels of I&I. Problems include exposed pipes, pipe discharge, high infiltration, offset trunk joints, a disjointed trunk, and backups. Also, a significant number of manholes are in poor condition and are unusable as access points for maintenance. Corrective action is recommended over a 10-year period and would cost \$1.8 million.

Sewer lines in Upper Darby feed into three different drainage areas: the Darby Creek, Muckinipates, and Philadelphia drainage areas. Among the cited problems are offset joints, roots, and manholes that are in need of repair. The total estimated cost to rehabilitate the Darby and Muckinipates Creek drainage area is \$1.5 million.

The I&I Reduction Study of Yeadon revealed that there is significant I&I into its sewer system. Its problems stem from joint deterioration, total collapse of the sewer line in some areas, the absence of manhole inserts, and root invasion. The I&I study of Yeadon's system recommended action including chemical root treatment, grouting, installing manhole inserts, regular cleaning, and total line replacement in certain areas. The total cost of the recommended work is estimated at \$3.5 million.

These studies are out dated and incomplete. They likely represent only a portion of the work required. Initiative 20 recommends that management studies of the sanitary and storm water sewer systems be conducted immediately, funding should be secured, and the prioritized program of repairs of both systems begins as soon as the studies are completed.

J. Omitted Elements

This Task Force was not prepared to address the issue of public safety in this form. The Task Force acknowledges the importance of discussing regional public safety issues and plans to address them in the future.

Summary of Initiatives

IV. Summary of Initiatives

A. Housing & Homeownership Support

The following eight initiatives support the goals to stabilize the area's housing stock, to seek effective means of coordination between the municipalities and the County, and to expand homeownership:

1. Coordinated Code Enforcement:

This initiative should ensure that every house that is changing occupants will be inspected in a timely manner and that every home in Area 5 will meet the same agreed upon standards. Rigorous code enforcement will discourage future code violations and will stabilize the existing housing stock.

2. Affordable Home Maintenance Financing:

Loans at affordable interest rates and grants from public and private sources should be made available to homeowners of all income ranges to meet the costs associated with home maintenance and keep properties up to code.

3. Affordable Financing for Homebuyers:

Planning Area 5 requests that the Delaware County Office of Housing and Community Development facilitate access to low interest rate mortgages and provide closing cost assistance to homebuyers of all income ranges to encourage homebuyers to locate in this area.

4. Absentee Landlord Reduction:

Under this initiative, Planning Area 5 requests that the Delaware County Office of Housing and Community Development implement a program that encourages reasonable maintenance of investor-owned single-family homes and expands the pool of homebuyers to reduce investor speculation in formerly owned-occupied units.

5. Abandoned House Redevelopment Program:

A task force comprised of each municipality should work in conjunction with the Delaware County Redevelopment Authority (RDA) to expedite the identification of blighted properties and subsequent condemnation, rehabilitation, and sale of vacant properties. This initiative recommends the establishment of a revolving loan fund to pay for the



condemnation and rehabilitation of properties, with any revenue generated from the sale of the property to go back into the fund. The task force and the RDA should work together to advocate for changes to the state redevelopment laws so that the properties can be returned to productive use more efficiently.

6. Coordinate Local Code Enforcement With Delaware County Housing Authority Inspections:

This initiative supports better coordination between the County's Housing Authority and the local jurisdictions on the inspection of Section 8 units. The Housing Authority should use local standards for its inspections, inform the local jurisdiction about the location of new Section 8 units, notify the municipality when there is a change in occupant, and alert the municipality if there is a code violation.

7. Market the Area to Homebuyers:

Undertake a coordinated campaign to market the area to homebuyers. The campaign should include brochures promoting the area's attractive neighborhoods, affordable and historic housing, and good access to nearby cultural activities. Potential homebuyers will be informed of available financing programs.

8. Commercial and Residential Area Parking and Traffic Safety Issues:

Traffic concerns in the commercial and residential areas of the Planning Area stem from inadequate parking options and reckless drivers speeding through neighborhood streets. Planning Area 5 would benefit from a study of the parking options in residential and commercial areas and the pattern of traffic violations.

B. Economic Development Projects & Programs

These following initiatives support the goals to revitalize the Baltimore Avenue Corridor, attract businesses to the area, and improve access to higher wage employment opportunities.

9. Baltimore Avenue Corridor Economic Development:

This initiative identifies strategies to strengthen the Baltimore Avenue Corridor as one of the area's prime commercial and industrial districts, through improving coordination, hiring an economic development specialist, and preparing and implementing a coordinated revitalization strategy for the Corridor. Some rezoning along the Corridor may be necessary to stimulate this development. These planning and organizational efforts will stimulate the redevelopment of several sites within the Corridor that are vacant or underutilized and whose reuse has been complicated by the absence of identifiable owners, multi-jurisdictional controls, and inadequate infrastructure, and possible site contamination. Vacant site redevelopment should be couple with targeted streetscape improvements and façade enhancements.



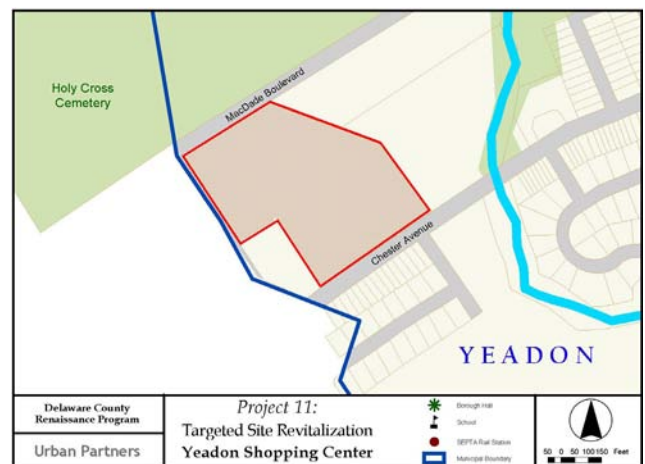
10. Revitalize Lansdowne Avenue CBD:

Lansdowne's Central Business District contains several buildings that are vacant or marginally utilized, including the Lansdowne Theater, the Bell Telephone Building, and the 1925 Bank Building. With adequate financing and support, these properties could be put back into productive use.



11. Targeted Site Revitalization of Yeadon Shopping Center:

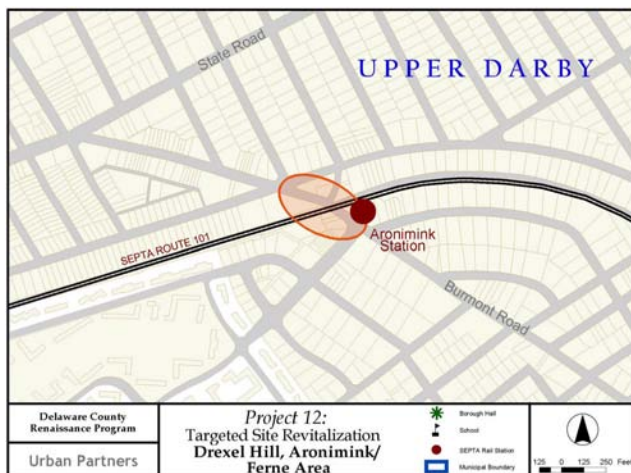
The former Yeadon Shopping Center stands mostly vacant, but it is thought to be ideal for a new supermarket. Its redevelopment has been complicated by awkward site configuration, deed restrictions, and difficulty obtaining needed



financing. This initiative would facilitate site assembly, access to financing, and other technical support.

12. Targeted Site Revitalization of Drexel Hill Aronimink/Ferne:

The portion of Burmont Road between Ferne Avenue and Woodland Boulevard, near the Ferne SEPTA station, is a busy business district but is experiencing a decline in commercial activity that has generated a 15% vacancy rate of its storefronts. This initiative seeks to revitalize this area by conducting streetscape and façade improvements in conjunction with the businesses, building owners, and Drexel Hill Business Association.



13. Market the Area to Attract Businesses:

This initiative seeks to ensure the future sustainability of the area's economy through on-going business attraction and retention efforts. As part of this initiative, a study should be conducted to evaluate the current commercial and industrial trends in this portion of the County and to identify possible niche markets to best position the area for future business development.

14. Entrepreneur Business Incubator:

An Entrepreneur Business Incubator (EBI) would stimulate job growth and increase tax revenue by bringing new businesses to the County. A study will be required to determine the feasibility of locating and EBI in the area, to identify a management entity, and to identify the best location for an EBI.

C. Train Station Area Improvements

Deteriorated station platforms, poor pedestrian accessibility, inadequate parking, and diminished market values of surrounding properties plague the Lansdowne and Yeadon/Fernwood train stations. The following initiatives support the goal to increase the accessibility and usage of these commuter lines and increase the development potential of the adjacent properties.

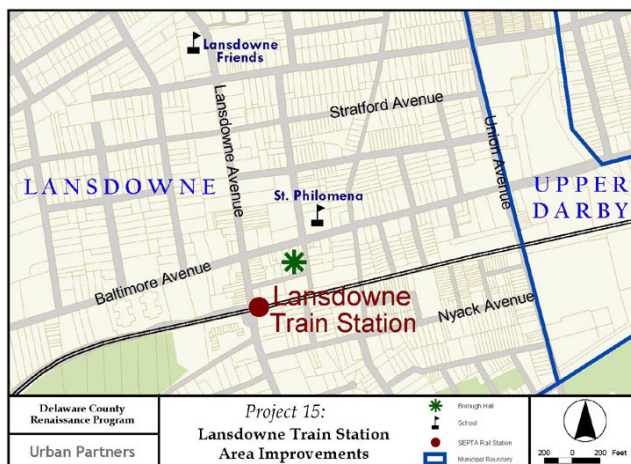
15. Lansdowne Train Station Area Improvements:

The Lansdowne station has limited pedestrian access and poor visibility, which reduces the use of the station and restricts the development potential of the surrounding properties. This initiative encourages station area improvements with directional signage from surrounding roadways and greater pedestrian accessibility in order to maximize the market potential of the adjacent properties.



16. Yeadon/Fernwood Train Station Area Improvements:

The Yeadon/Fernwood station has deteriorated over the years and requires significant improvements, including additional directional signage on surrounding roadways, expanded parking, and improved platforms, lighting, and shelters. Increased usage of the train station will spur development of the adjacent properties.



D. Roadway & Infrastructure Improvements

The roadways in Planning Area 5 are mired by congestion, deterioration, and poor planning. The infrastructure is nearly 100 years old and is in desperate need of replacement in many places. The initiatives described below support the goals to ease traffic flow and coordinate the improvements to the area's sewer system.

17. Implement Effective Signal

Coordination:

Baltimore Avenue experiences significant congestion, in part due to poor synchronization of the traffic lights and the absence of needed left-turn lanes. This initiative supports the goal to ease traffic congestion by synchronizing the signals along the major roadways and key intersections and installing designated left-turn lanes at key intersections.



18. Reconstruct Long Lane:

Long Lane is severely deteriorated and needs reconstruction. It is a major connector to the airport and other major roadways but has become dangerous for motorists.



19. Widen Union and Nyack Avenues:

The widening of Union and Nyack Avenues serves to alleviate congestion on Baltimore Avenue by accommodating traffic to Lansdowne Avenue.

20. Coordinate Sewer System Improvement Program:

Severe flooding and inadequate sewer lines have dampened the area's economy by preventing the redevelopment of key sites and restricting access to businesses. In some areas, the need for repair is critical. The County and the municipalities should coordinate on identifying the replacement needs of the storm water and sanitary sewer systems and collectively identify funding sources for replacement.

21. County Bid of Street and Sewer Work:

This initiative recommends that the County bid an open-end contract for the street and sewer work that would improve prices for communities.

V. Planning Area 5 Strategic Priorities

	High	Medium	Low
Housing & Homeownership Support			
1 Coordinated Code Enforcement	X		
2 Affordable Home Maintenance Financing	X		
3 Affordable Financing for Homebuyers	X		
4 Absentee Landlord Reduction	X		
5 Abandoned House Redevelopment Program	X		
6 Coordinate Local Code Enforcement with Delaware County Housing Authority Inspections	X		
7 Market the Area to Homebuyers		X	
8 Commercial and Residential Area Parking and Traffic Safety Issues		X	
Economic Development Projects & Programs			
9 Baltimore Avenue Corridor Economic Development	X		
10 Revitalize Lansdowne Avenue Central Business District		X	
11 Targeted Site Revitalization of Yeadon Shopping Center		X	
12 Targeted Site Revitalization of Drexel Hill Aronimink/Ferne		X	
13 Market the Area to Attract Businesses		X	
14 Entrepreneur Business Incubator			X
Train Station Area Improvements			
15 Lansdowne Train Station Area Improvements		X	
16 Yeadon/Fernwood Train Station Area Improvements	X		
Roadway & Infrastructure Improvements			
17 Implement Effective Signal Coordination	X		
18 Reconstruct Long Lane	X		
19 Widen Union and Nyack Avenues			X
20 Coordinated Sewer System Improvement Program	X		
21 County Bid of Street & Sewer Work		X	

Initiatives

VI. Initiatives: Housing & Homeownership Support

INITIATIVE 1 Coordinated Code Enforcement

Priority Level: High

Map: N/A

Municipal/Regional Benefits: The implementation of uniform code enforcement standards can directly benefit each of the six municipalities in Planning Area 5 through the timely identification of problem properties and property owners. Improved code enforcement will control and prevent the physical deterioration of existing housing stock resulting in more stabilized and attractive residential neighborhoods.

Renaissance Planning Area Goals: This initiative achieves the goal to “preserve the existing housing stock and stabilize neighborhoods through maintenance programs and through coordinated code enforcement based on rigorous area-wide property standards.” Better maintained homes will increase the attractiveness of the area for homebuyers.

Implementation Summary: Coordinated Code Enforcement should be accomplished through the implementation of three phases:

Phase 1: Code Enforcement Committee - Representatives from each municipality should be assembled;

Phase 2: Code Enforcement Standards - Uniform code enforcement standards and regular training of enforcement personnel should be undertaken; and

Phase 3: Code Enforcement Database - A computerized database system should be created in order to monitor the enforcement of coordinated standards.

Total Cost Estimate: \$40,000 (Preliminary estimate)

Time Schedule: This project can be implemented within ten months from the first meeting of the Code Enforcement Committee. Ongoing updates to the Code Enforcement Database will be required, as well as continued meetings of the Code Enforcement Committee to monitor the enforcement of designated standards.

Project 1: Coordinated Code Enforcement

Month/Phase	Year 1												
	1	2	3	4	5	6	7	8	9	10	11	12	
1: Code Enforcement Committee	█												
2: Code Enforcement Standards			█	█	█	█	█	█	█	█	█	█	█
3: Code Enforcement Database						█	█	█	█	█	█	█	█ with ongoing updates

Project Narrative: Variations in the style, frequency, and consistency of housing code enforcement among the municipalities in Planning Area 5 impact the overall quality of housing stock in the area. In some cases, inconsistent of allowed property deterioration to become a blighting influence and a deterrent to homebuyers considering the area. The coordination of standards of code enforcement in Planning Area 5 will establish consistent and more effective enforcement tools. Rigorous code enforcement will discourage future code violations and will stabilize the existing housing stock.

Coordinated code enforcement can be achieved through a three phased process including the convening of a representative committee of Planning Area 5 municipal officials, the establishment of a uniform set of housing code standards and coordinated training, and the creation of a comprehensive property specific computerized database to facilitate tracking of code issues and violation status.

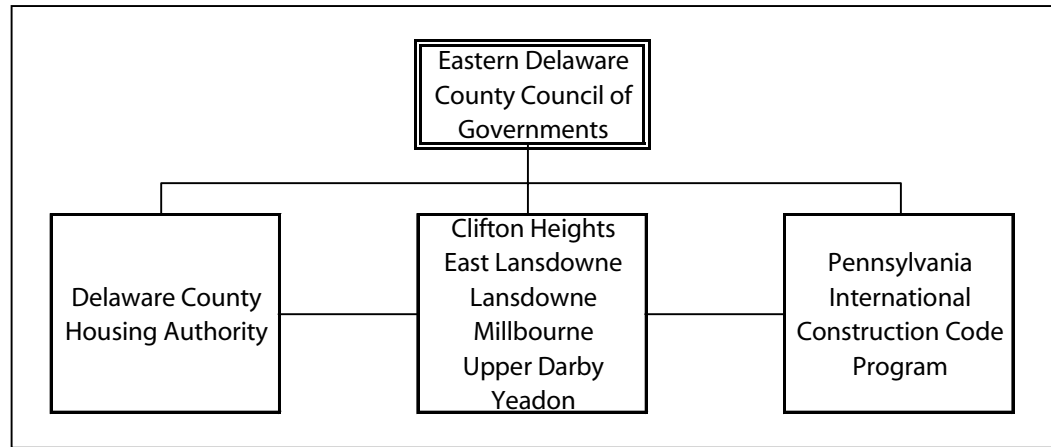
Technical assistance will be required from County and municipal zoning and enforcement experts to establish the set of uniform code standards. Funding will be needed to hire a technology expert to design and set up the computerized database. Sources include Pennsylvania Department of Community and Economic Development, Community Development Block Grant Program, and the William Penn Foundation.

The process for coordination should be developed by a code enforcement committee formed from each of the municipalities and the Delaware County Housing Authority. The Eastern Delaware County Council of Governments is a likely convener of this Code Enforcement Committee. This committee should decide on acceptable standards and procedures for code enforcement. This system will ensure that every house that is changing occupants will be inspected in a timely manner and that every home in the area must meet the same standard. To enhance its effectiveness and efficiency, the code enforcement process should be computerized with detailed information about each property, such as zoning, the number of approved units, the history of violations, the status of those violations, and building permits or other requests for property alterations. Technical support from the Delaware County Housing Authority will be needed.

Project Description By Phase

Phase 1.1: Code Enforcement Committee

Responsible Parties:



Time Schedule: See table above. It should take no more than two months to coordinate and establish the Code Enforcement Committee.

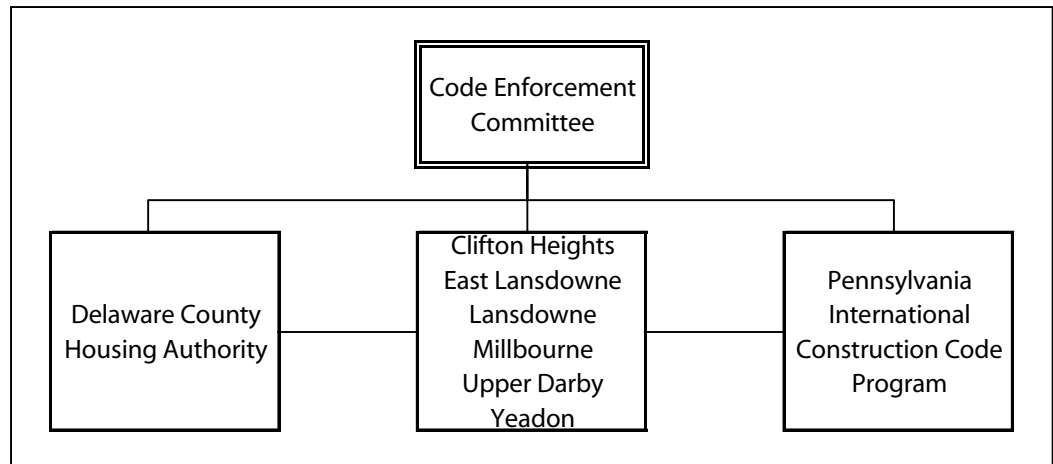
Cost Estimate: \$0; Committee participation will be on a volunteer basis

Technical Support / Funding Options: The Eastern Delaware County Council of Governments should seek the support of both the Delaware County Housing Authority and the state's International Construction Code (ICC) program. The Planning Area 5 municipalities should encourage the County to adopt the code enforcement standard established by the ICC as its minimum requirements and should pursue joint training of its code enforcement officers in that program. A representative from the Delaware County Housing Authority should participate on the Code Enforcement Committee to ensure that the needs of the municipalities are being met.

Summary: Representatives from each municipality should be assembled as a subcommittee of the Council of Governments. The Code Enforcement Committee should be responsible for working with municipal and County officials to establish a set of uniform code enforcement standards (Phase 1.2) as well as hiring a consultant to prepare the Code Enforcement Database (Phase 1.3). The Committee will also work with each of the municipalities to ensure that code enforcement officials are adequately trained regarding the uniform code standards.

Phase 1.2: Code Enforcement Standards

Responsible Parties:



Time Schedule: See table above. It is anticipated that the creation of uniform code enforcement standards should take no more than six months once the Committee is established.

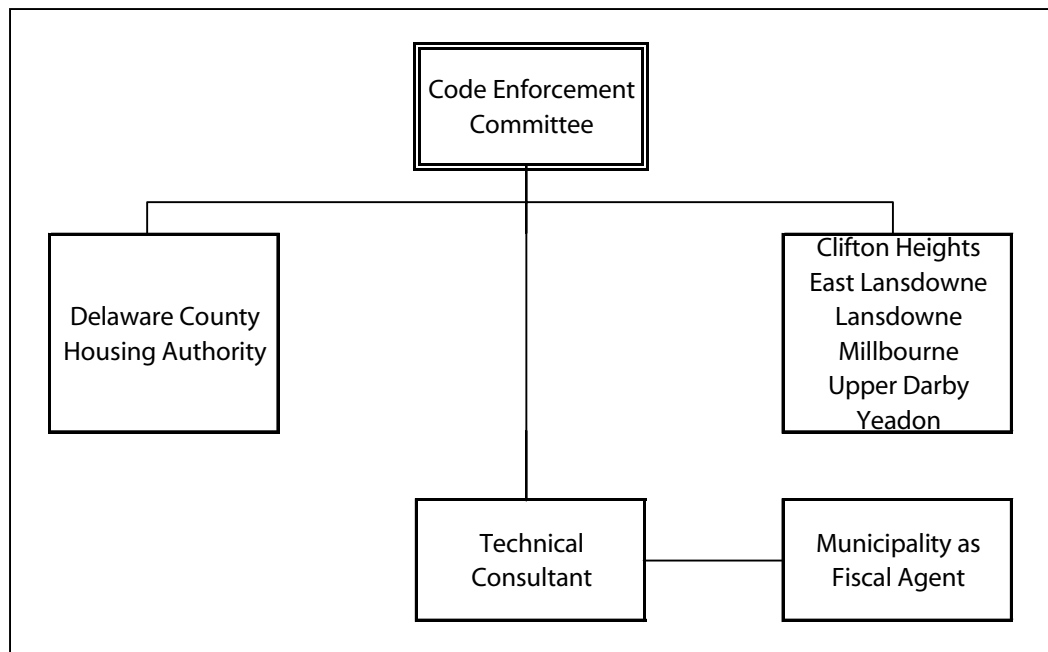
Cost Estimate: \$0

Technical Support / Funding Options: The Code Enforcement Committee should seek the support of both the Delaware County Housing Authority and the state’s International Construction Code (ICC) program. The Planning Area 5 municipalities should encourage the County to adopt the code enforcement standard established by the ICC as its minimum requirements and should pursue joint training of its code enforcement officers in that program.

Summary: The Code Enforcement Committee should work with the Delaware County Housing Authority, the ICC, and the municipal code enforcement officials to establish a set of uniform code enforcement standards that will be applied in each of Planning Area 5’s municipalities.

Phase 1.3: Code Enforcement Database

Responsible Parties:



Time Schedule: See table above. Database design and data entry should take no more than eight months. On-going updates will be required.

Cost Estimate: \$40,000 (preliminary estimate)

Technical Support / Funding Options: A computer consultant will be needed to develop a computerized code enforcement database. The County Housing Authority should participate in the creation of the database program in order to ensure compatibility with the County's program. Funding source include:

- Delaware County Renaissance Program
- Pennsylvania Department of Community and Economic Development Communities of Opportunity Program
- Pennsylvania Department of Community and Economic Development Community Revitalization Program
- Pennsylvania Department of Community and Economic Development Land Use Planning & Technical Assistance Program
- Pennsylvania Department of Community and Economic Development Shared Municipal Services Program
- Community Development Block Grant Program
- William Penn Foundation

Summary: To monitor the enforcement of uniform code standards and facilitate access to property specific information a computerized database will be created that includes property specific information such as zoning, the number of approved units, the history of violations, the status of those violations, and building permits or other requests for property alterations. A technology consultant will be hired by the Code Enforcement Committee to both design the database and gather relevant data and maps from Planning Area 5's six municipalities. The database will be designed to be easily accessed and updated by municipalities. Yeadon is in the process of designing a GIS program to track each of its properties. This phase should be coordinated with the computer programs operated by both Yeadon and the County Housing Authority.

INITIATIVE 2 Affordable Home Maintenance Financing

Priority Level: High

Municipal/Regional Impact: This program is design to benefit the entire region by increasing the ability of homeowners to maintain their homes.

Justification for New Program: The impact of the County's current home improvement programs is constrained due to limited funding and strict federal regulations that prevent public money from addressing many of the communities' housing needs. These programs are an extension of the County's current home improvement programs and are necessary to increase the effectiveness of the County's home improvement programs.

Renaissance Planning Area Goals: The intention of this program is to expand financial resources available for home maintenance to stabilize the Planning Area's housing stock. This program directly ties in to the Renaissance Planning Area's goal to "preserve the existing housing stock and stabilize neighborhoods through maintenance programs and through coordinated code enforcement based on rigorous area-wide property standards."

Responsible Parties:



First Year Cost: \$150,000

Program Narrative: Loans at affordable interest rates and grants from public and private sources will be made available to homeowners of all income ranges to meet the costs associated

with home maintenance and keeping the properties up to code. Currently available programs through Delaware County need to be expanded, fine-tuned, and more effectively marketed in Planning Area 5 communities to achieve these objectives. Current County improvement programs funded through federal HOME or Community Development Block Grant Program (CDBG) are heavily over-subscribed. Upper Darby operates independently for CDBG programming, and programs available through private sources that meet the needs of all income groups have been less attractive due to interest rates involved. By providing aggressive and affordable loans, every household will be able to afford the costs associated with home maintenance, which will help stabilize the residential neighborhoods. An example of the type of programs suitable for this level of description is requesting that the County establish a revolving loan program to assist middle-income owners in meeting local housing codes.

The programs would include: (1) targeting 15% of the approximately 30 Owner-Occupied Housing Rehabilitation Program loans made each year to the five non-Upper Darby Planning Area 5 communities; (2) providing an additional \$125,000 annually to support five additional loans to low and moderate income households under this program from some other County-based sources; and (3) subsidizing the interest rates to 3% for the first five years on ten new loans per year under the Home Improvement Loan Program (available to all income levels and in all six Planning Area 5 jurisdictions.)

This program should be administered by the Delaware County Office of Housing and Community Development in conjunction with its other housing programs. The local jurisdictions would participate by marketing these programs aggressively and by coordinating applications for funding with code enforcement procedures.

Technical Support & Funding Options: The Delaware County Office of Housing and Community Development should implement and administer this program. The office should provide technical support to each of the municipalities seeking funding from the home maintenance programs. Existing funding options are limited. The CDBG and HOME funds and the state's brownfields fund for rehabbing houses already are fully committed to the County's existing programs. Therefore, funding must come from new sources. Innovative funding schemes, such as contributions from the County's largest employers or an impact fee, can be used toward addressing the Planning Area's home maintenance issues. Possible sources include:

- Delaware County Renaissance Program
- Pennsylvania Department of Community and Economic Development Communities of Opportunity Program
- Pennsylvania Housing Finance Agency Purchasing-Improvement Program
- Fannie Mae Foundation
- Major local employers (Mercy Hospital, Delaware County Memorial Hospital, etc.)
- Connelly Foundation
- Pennsylvania Department of Community and Economic Development TANF Housing Rehabilitation Program

INITIATIVE 3

Affordable Financing for Homebuyers

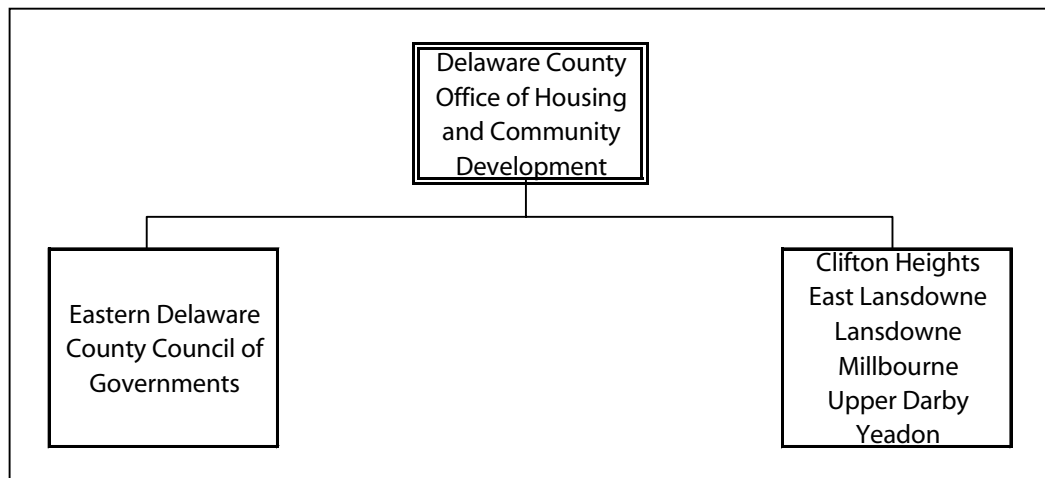
Priority Level: High

Municipal/Regional Impact: Each municipality will benefit from increased homeownership through neighborhoods that are better cared for and from additional property tax revenue.

Justification for New Program: Funding for the expansion of homeownership is available to low- and moderate-income homebuyers, and the program maintains a waiting list. This program should be expanded to accommodate more requests from homebuyers and should provide additional funding to all homebuyers, irrespective of income. This program would serve as an incentive to get prospective homebuyers to invest in Planning Area 5 and would help close the financial gap for many homebuyers who have limited finances or restricted credit.

Renaissance Planning Area Goals: The intention of this program is to expand financial resources available for homebuyers to expand homeownership in Planning Area 5. This program directly ties in to the Renaissance Planning Area's goal to "provide incentives to encourage continued and expanded homeownership."

Responsible Parties:



First Year Cost: Up to \$23 million in loans and closing cost assistance.

Program Narrative: Homeownership declined in Planning Area 5 by more than 1,600 units in the 1990s, according to the U.S. Census. In order to reverse the trend of declining homeownership, the County should identify and market homeownership financing

resources that will significantly increase the attractiveness of homeownership in Planning Area 5. These resources should be structured to:

1. Provide below-market rate financing for home purchase;
2. Reduce closing costs for homebuyers; and
3. Provide incentive capital for homebuyers to upgrade their new homes.

Home purchase resources to be marketed would include programs of the Pennsylvania Housing Finance Agency and other public agencies. However, to be most effective in stimulating interest in homeownership in this area, the County should recruit a large private lender to develop a signature program similar to the joint Citizens Bank and University of Pennsylvania program in West Philadelphia, called the University City Neighborhood Improvements Program. The general structure of that program is to provide up to 100% financing at 1% below the market rate for applicants (regardless of income) living in low-income census tracts. Applicants who reside in moderate-income census tracts and have incomes below 80% of the median family income are eligible for a mortgage rate of ½ % below market rate.

To provide incentive for homebuyers to upgrade their new homes, an additional homebuyer loan program should be made available to fund needed repairs, such as roof, exterior paint, or equipment repairs. The structure of the loan would be a \$5,000 forgivable loan available to homebuyers of single-family or two- or three-unit owner-occupied units in targeted areas. There should be no income limits. The terms of the loan are recommended as follows:

- 5 years at 0% interest
- 1/5 of loan forgiven each year
- Upon resale of home, remaining balance of the loan may be repaid or transferred to new owner-occupant
- Upon conversion to a rental unit that is not owner-occupied, the remainder of the loan must be repaid in monthly payments at 8% interest.

Assuming that, on average, there will be 250 sales per year at an average purchase price of \$85,000, the low interest rate mortgage program will need \$21 million in mortgage funds. Using the same assumption, the \$5,000 homebuyer forgivable loan program will need \$1.25 million per year.

The implementation of this program requires a strong education program with supportive materials for realtors and government officials. This initiative would tie into Initiative 7, Market the Area to Homebuyers, and reinforces the need for marketing

materials, such as a brochure and a website, containing information for homebuyers on contacts and incentives. The County Housing and Community Development Office should take the lead to recruit and sustain lenders for this program.

Technical Support & Funding Options: The Delaware County Office of Housing and Community Development should implement and administer this program. The office should provide technical support to each of the municipalities seeking funding from the homebuyers programs. The CDBG and HOME funds for expanding homeownership already are fully committed to the County's existing programs. Therefore, funding must come from new sources. Funding options include:

For below-market rate home purchase financing:

- Pennsylvania Housing Finance Agency Statewide Homeownership Program
- Large banking institutions such as Citizens Bank, First Union Bank, PNC Bank, and Fleet Bank
- Smaller regional banks such as Delaware County Bank, Commerce Bank, Roxborough Manayunk Bank
- Large local employers such as Delaware County Memorial Hospital, Mercy Hospital, PECO Energy Company
- Fannie Mae American Dream Initiative
- Other financial institutions such as GMAC Mortgage and Lincoln Financial

To reduce closing costs for homebuyers:

- Pennsylvania Housing Finance Agency Closing Cost Assistance Program
- Community Development Block Grant Program

To provide incentive capital for homebuyers to upgrade their new homes:

- Delaware County Renaissance Program
- Local foundations
- Local employers benefiting from Neighborhood Assistance Program Tax Credits
- Community Development Block Grant Program
- Pennsylvania Department of Community and Economic Development Communities of Opportunity Program
- Pennsylvania Department of Community and Economic Development TANF Housing Rehabilitation Program

INITIATIVE 4 Absentee Landlord Reduction

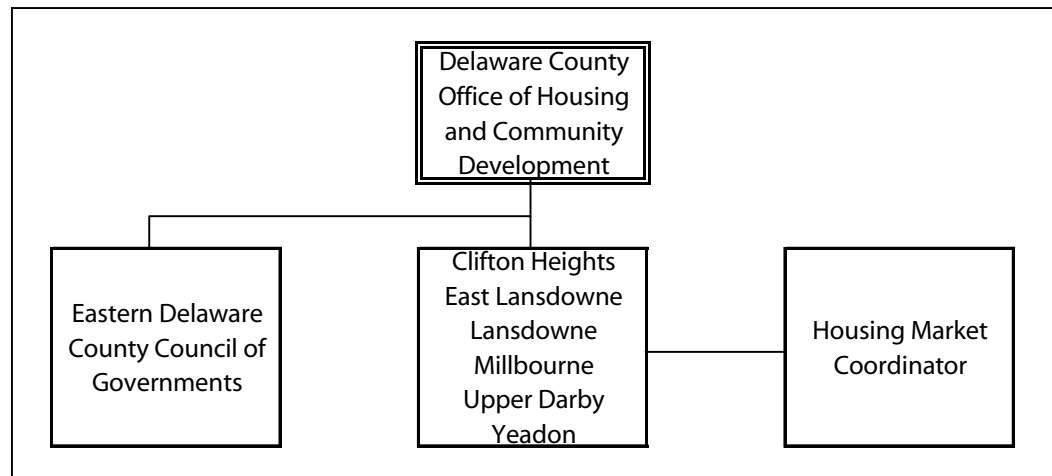
Priority Level: High

Municipal/Regional Impact: All municipalities in Renaissance Planning Area 5 are suffering from the same issue of absentee landlords, and all would benefit from this program by homes that are better maintained and more attractive neighborhoods.

Justification for New Program: An increasing number of rental units coupled with absentee landlords are typical indications of declining neighborhoods. There are no existing programs that aim to reduce rental unit density or increase the number of owner-occupied multi-family units.

Renaissance Planning Area Goals: This program is intended to reverse the trend of increasing rental units and absentee landlords and is consistent with the plan's goal to "preserve the existing housing stock and stabilize neighborhoods through maintenance programs and through coordinated code enforcement based on rigorous area-wide property standards."

Responsible Parties:



First year cost: \$45,000

Program narrative: Concerns with absentee landlords in Planning Area 5, particularly with those that poorly manage and maintain their properties, are especially focused on single-family homes, where nearly 1,200 previously owner-occupied units became renter-occupied in the 1990s. Many of these properties become rental properties because of weak

demand to purchase them by owner-occupants and the low cost of these properties for investors. For instance, during the past two years, more than 40 properties in Planning Area 5 have sold for less than \$30,000 and another 100 sold for between \$30,000 and \$40,000.

This initiative involves a three-pronged approach: (1) code enforcement/maintenance; (2) stimulating an increased pool of potential homebuyers; (3) and monitoring the availability of low-cost homes and recruiting homebuyers for those properties.

This initiative ties into several of the other initiatives in the Renaissance Action Plan. The first element reinforces the need for Initiatives 1 and 6, Coordinated Code Enforcement and Coordinated Local Code Enforcement with Delaware County Housing Authority Inspections. The second and third elements tie into Initiatives 2, 3, 5, and 7. The second element would involve a Home Buyer's Club to educate participants about the home purchasing process. A typical club would include a six to ten week course that provides a group learning environment with emphasis on personal finance, budgeting, credit, the home purchasing process, mortgage products, and home maintenance. This effort would be used to recruit additional homebuyers for the area. This program would be used to develop a pool of homebuyers for the least expensive properties. This program would be coordinated with code enforcement, home maintenance financing, affordable financing for homebuyers, and marketing of the area. The third element would involve a home purchase opportunity monitoring program, tracking the availability of low-cost single-family homes through continuous communication with realtors and tracking home sale literature. This effort would be coupled with targeted communication with potential homebuyers.

A staff person would be required to serve as the housing market coordinator to recruit buyers, run homebuyers club classes, track house sales, and make connections.

Technical Support / Funding Options: This program will need the coordination of the Delaware County Office of Housing and Community Development to pool all of the resources available for potential homebuyers. Funding options include:

- Delaware County Renaissance Program
- Area banking institutions such as Citizens Bank, First Union Bank, PNC Bank, Delaware County Bank, Commerce Bank, and Roxborough Manayunk Bank
- Large local employers such as Delaware County Memorial Hospital, Mercy Hospital, PECO Energy Company
- Fannie Mae Foundation

- Community Development Block Grant Program
- Local foundations
- Local employers benefiting from Neighborhood Assistance Program Tax Credits
- Pennsylvania Department of Community and Economic Development Communities of Opportunity Program
- Pennsylvania Department of Community and Economic Development Community Revitalization Program
- Community Services Block Grant funds
- Pennsylvania Department of Community and Economic Development Employment and Community Conservation Program
- Pennsylvania Department of Community and Economic Development TANF Housing Rehabilitation Program

INITIATIVE 5
Abandoned House Redevelopment Program

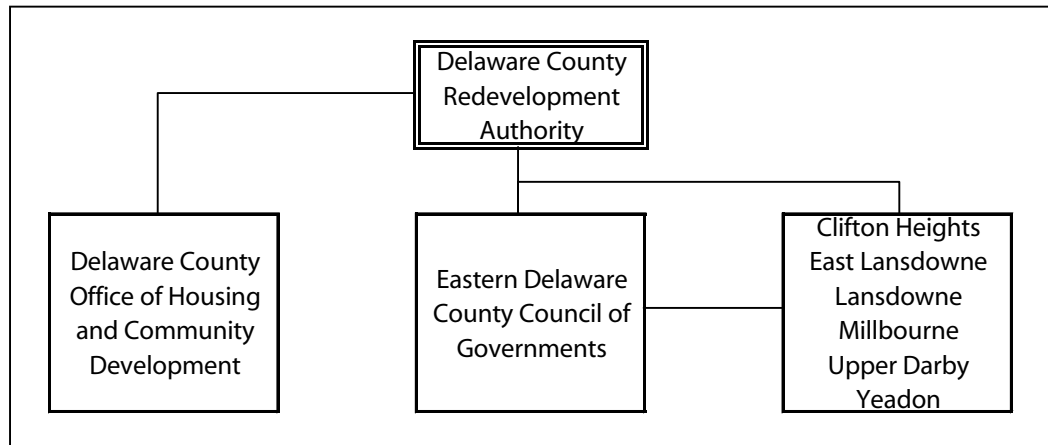
Priority Level: High

Municipal/Regional Impact: All

Justification for New Program: The problem of abandoned houses is worsening, while the current system does not adequately deal with these problem properties. As a result of the time consuming process, these homes become dangerously unstable and contribute to the growing blight throughout the Planning Area.

Renaissance Planning Area Goals: This program is intended to help put abandoned houses back on the market as quickly as possible or turn them into open space and is consistent with the plan’s goal to “streamline the process of putting abandoned houses on the market.”

Responsible Parties:



Cost: \$120,000

- Assumptions:* Revolving fund requiring only a one-time investment
 Three properties in the pipeline at any time
 Closing costs for three properties: \$10,000
 One property will require purchase: \$20,000
 Two properties will require stabilization: \$20,000
 One property will require renovation: \$70,000
 Properties will be sold for an average price of \$40,000

Program Narrative: Each of the municipalities faces an uphill battle with the increasing number of abandoned houses in their communities. Many of these houses have no market value, even after being renovated at priced at \$1. Problem properties are required to go through four tax years before going to sale, and it may take an additional two years to move through the backlog of abandoned homes. The County should create a vehicle that efficiently moves these properties into either occupied homes or open space.

This program encourages the municipalities through the Council of Governments and the County to:

1. Advocate for a change in the laws that apply to the abandoned properties to speed up the process of moving a property through the system.
2. Permit spot condemnation to return an abandoned home to the market quickly.
3. Bankroll sales revenue to fund future condemnations and rehabs/demolition. Funding for purchasing an abandoned home, condemnation, rehabilitation, or demolition will be required to initiate the program.

Technical Support & Funding Options: The Delaware County Redevelopment Authority should take an active role in confronting the issue of abandoned and deteriorated houses throughout the eastern portion of the County. The Redevelopment Authority should begin by pursuing the recommendations above. The County is limited by current state laws, and no single municipality has a strong enough voice to change these laws. Therefore, the County and each of the municipalities must work together to advocate for a change in the laws to help resolve the problem of long-standing abandoned homes more efficiently. Funding options include:

- Delaware County Renaissance Program
- Pennsylvania Department of Community and Economic Development
- Community Development Block Grant Program
- Pennsylvania Department of Community and Economic Development Communities of Opportunity Program
- Fannie Mae Foundation
- HUD Section 108 Loan

INITIATIVE 6
Coordinate Local Code Enforcement with
Delaware County Housing Authority Inspections

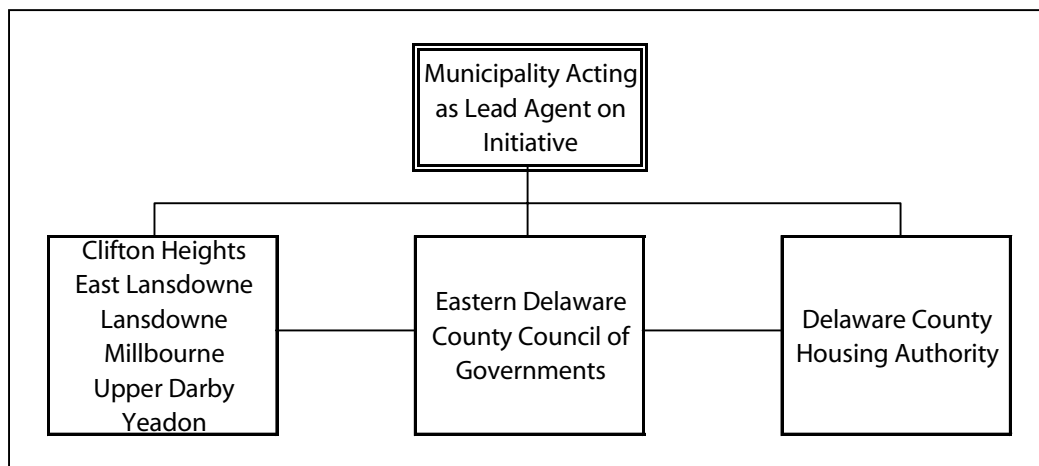
Priority Level: High

Municipal/Regional Impact: All

Justification for New Program: Until recently, there has been no coordination between the County’s inspectors and the municipalities, which results in inconsistent code enforcement and many residents living in below standard homes. Coordination between the County and the municipalities would ensure that every property is safe and up to the local standards.

Renaissance Planning Area Goals: This program is intended to reduce any possible negative effect of Section 8 units by ensuring that these properties meet the rigorous standards established by the municipalities. This program is consistent with the plan’s goal to “preserve the existing housing stock and stabilize neighborhoods through maintenance programs and through coordinated code enforcement based on rigorous area-wide property standards.”

Responsible Parties:



First Year Cost: \$0

Program Narrative: The County’s Housing Authority conducts inspections of Section 8 units that are scattered throughout each of the municipalities. Until recently, these inspections are done without coordination with the local jurisdiction. For individual properties, the Housing Authority’s standards are not necessarily up to the same rigorous level as

those established by the municipalities. Local jurisdictions are not informed about the location of the Section 8 units or when they become occupied, and, therefore, are unable to conduct their own inspections. As a result, these units often times slip into disrepair and negatively impact the surrounding neighborhood.

This program recommends better coordination between the County's Housing Authority and the local jurisdictions, as has recently begun with Upper Darby. The Housing Authority should inform the local jurisdiction about the location of new Section 8 units, notify the municipality when there's a change in occupant, and alert the municipality if there is a code violation. The Upper Darby model of coordination with the Housing Authority should be continued and expanded to the other five municipalities.

Technical Support & Funding Options: This program relies on the coordination of the County's Housing Authority with local jurisdictions on Section 8 units. No funding is required.

INITIATIVE 7 Market the Area to Homebuyers

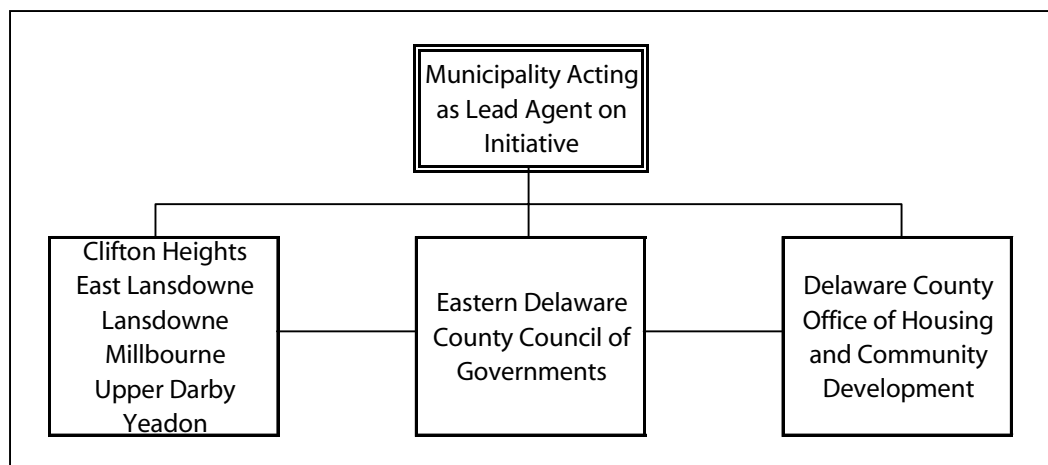
Priority Level: Medium

Municipal/Regional Impact: All

Justification for New Program: Homeownership in Planning Area 5 declined by more than 5% in the last decade. A marketing program will help the area compete with the communities that are in higher demand by promoting the area's amenities and connecting homebuyers with helpful information and incentives.

Renaissance Planning Area Goals: This program is consistent with the plans goal to "market the area to attract homebuyers."

Responsible Parties:



First Year Cost: \$40,000; preparation of the brochure and website (\$35,000) and printing costs (\$5,000).

Program Narrative: This program strives to combat the decline in homeownership by engaging in a coordinated campaign to market the area to homebuyers. The campaign will include creating a brochure that promotes the area's attractive neighborhoods, affordable and historic housing, and good access to nearby cultural activities. The brochure should also provide information about the various incentives that are available to homebuyers and provide contact information of government officials and area realtors who know the details of the incentive programs.

The campaign should be coordinated by the area's Council of Governments (COG) and contracted out to a professional marketing firm. The firm would develop marketing materials, including a website, in collaboration with each of the municipalities and local realtors. The COG would maintain distribution of the marketing materials to area realtors and brokers, and would help update information on the website.

Technical Support & Funding Options: The municipality acting as lead on this initiative will require the support from the County Office of Housing and Community Development in order to obtain information about available incentives for residents and homebuyers as well as information about whom to contact for further details and assistance. Funding options include:

- Delaware County Renaissance Program
- Area banking institutions such as Citizens Bank, First Union Bank, PNC Bank, Delaware County Bank, Commerce Bank, and Roxborough Manayunk Bank
- Large local employers such as Delaware County Memorial Hospital, Mercy Hospital, PECO Energy Company, including corporation benefiting from neighborhood Assistance Program tax credits
- William Penn Foundation
- Fannie Mae Foundation
- Knight Foundation
- Other local foundations
- Pennsylvania Department of Community and Economic Development Community Revitalization Program
- Community Development Block Grant Program

INITIATIVE 8

Commercial and Residential Area Parking and Traffic Safety Issues

Priority Level: Medium

Municipal/Regional Impact: Each of the communities would benefit from a coordinated parking strategy and the reduction in speeding. Shoppers who come from outside of the area will gain from centralized parking that allows for easy access to stores.

Renaissance Planning Area Goals: This initiative directly relates to the Renaissance Planning Area’s goals to “increase the availability of parking for shoppers and transit riders” and to “mitigate traffic issues along Baltimore Avenue, West Chester Avenue, and Lansdowne Avenue, and at other critical intersections.”

Implementation Summary: This initiative will be implemented successfully with the following phases:
Phase 1: Hire transportation consultant to review parking options and methods to reduce traffic violations.
Phase 2: Implement initiatives detailed in study

Total Cost Estimate: Phase 1 estimated at \$60,000; Phase 2 is unknown

Time Schedule: This initiative could be completed within three years

Initiative 8: Commercial and Residential Area Parking and Traffic Issues

Month/Phase	Year 1					Year 2					Year 3					Year 4					Year 5								
	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10
1. Conduct Study																													
2. Implement Conclusions																													

Project Narrative: Traffic concerns in the commercial and residential areas of the Planning Area stem from inadequate parking options and reckless drivers speeding through neighborhood streets. Parking is limited and on street parking on Baltimore Avenue contributes to traffic congestion. And while some municipalities require residential parking permits, others do not, rendering those parking regulations less effective. Planning Area 5 would benefit from a study of the parking options in residential and commercial areas. Options may include centralized parking lots in the commercial areas and the neighborhoods and on-street parking permits in the neighborhoods.

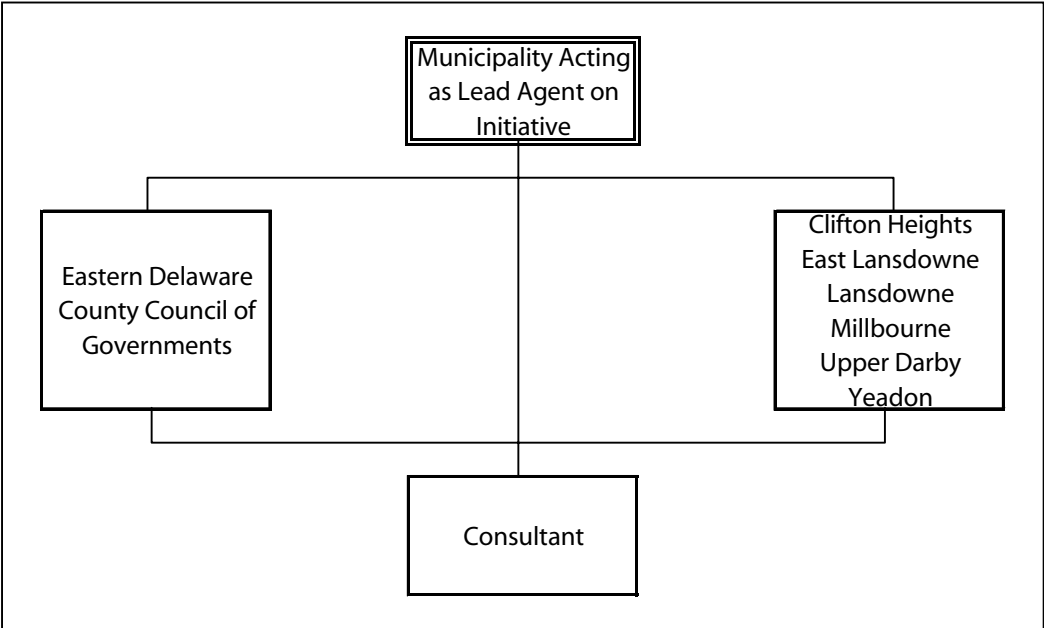
Planning Area 5 would also benefit from better coordination to rigorously pursue traffic violators who threaten the safety of the residents and area shoppers.

Due to the complexity of the issues and the length of time required to carry out the initiative, a private consulting firm should be hired to conduct the study. Each municipality would be required to coordinate on the development of the study and on implementing the study's conclusions. The Council of Governments may act as the coordinating body.

Project Description By Phase

Phase 8.1: Conduct Study

Responsible Parties:



Time Schedule: See above table.

Cost Estimate: \$60,000

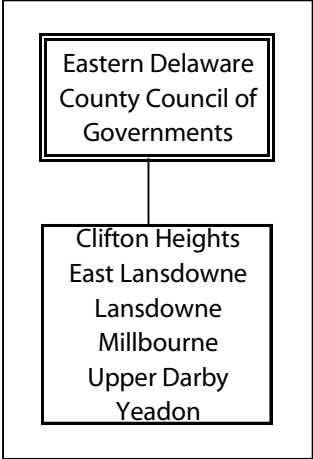
Technical Support & Funding Options: No technical support is needed for this initiative. Funding options include the Delaware County Renaissance Program, the Delaware Valley Regional Planning Commission Transportation and Community Development Initiative, PennDOT sources, and T3 enhancement grants.

Summary: It will be necessary to hire a consultant to implement this initiative because of the complexities coordinating among the six municipalities and resolving the myriad of parking and traffic issues facing each of the municipalities. A lead municipality will hire

the consult, which will work with the Council of Governments and each of the municipalities to review the issues pertaining to parking and traffic safety. The study will result in recommended implementation strategies to remedy the issues.

Phase 8.2: Implement Recommended Strategies

Responsible Parties:



Time Schedule: See above table. It should take no longer than two years to implement the parking and traffic calming strategies recommended in the study.

Cost Estimate: Unknown.

Technical Support & Funding Options: The municipalities may require the assistance of the County to implement the recommendations of the parking and traffic safety study. Funding options include the Delaware County Renaissance Program, the Delaware Valley Regional Planning Commission Transportation Improvement Program, and the Transportation and Community Development Initiative.

Summary: The implementation of expanded parking areas, coordinated parking regulations and traffic enforcement in the commercial and residential areas will help make these communities more desirable places to live and shop.

Economic Development Projects & Programs

INITIATIVE 9

Baltimore Avenue Corridor Economic Development

Priority Level: High

Map: Attached

Municipal/Regional Benefits: Clifton Heights, East Lansdowne, Lansdowne, Upper Darby, and Yeadon will directly benefit from the implementation of the Baltimore Avenue Improvements project. Baltimore Avenue is a primary thoroughfare linking each of these municipalities, and has historically been one of the area's prime commercial and industrial corridors. Economic development and physical improvements to the corridor are essential to stimulate the overall economy and perception of these municipalities.

Economic and physical development improvements to Baltimore Avenue will result also in a more stabilized core corridor and facilitate spill over effects that indirectly benefit the entire Planning Area 5 region including Millbourne. At the regional level, Baltimore Avenue as it passes through Planning Area 5 is a significant thoroughfare for traffic coming to and from Philadelphia and the Springfield shopping area and mall. New development and physical improvements in the Planning Area 5 section of Baltimore Avenue is likely to attract customers that would previously just have passed through the area en route to the mall and shopping strip. Improvements will positively impact Delaware County as a whole.

Renaissance Planning Area Goals: The Baltimore Avenue Improvements project directly addresses several of Planning Area 5's goals including the revitalization of the Baltimore Avenue Corridor through a single coordinated strategy adopted by all involved boroughs and townships, the redevelopment of vacant and underutilized properties along the Corridor, and the application of consistent zoning to encourage new retail and flex development and to create a standard for landscaping and property façade treatments. Additionally, the project will meet the goal of creating a safer and more inviting commercial destination through improved access and infrastructure.

Implementation Summary: Baltimore Avenue Improvements will be accomplished through the implementation of seven phases:

Phase 1: Baltimore Avenue Corridor Economic Development Committee

Phase 2: Coordinated Development Strategy for Baltimore Avenue

Phase 3: Baltimore Avenue Corridor Economic Development Specialist

Phase 4: Coordinate Baltimore Avenue Corridor Zoning

Phase 5: Redevelop Key Sites on Baltimore Avenue Corridor

Phase 6: Targeted Streetscape Improvements

Phase 7: Façade Improvement Program

Total Cost Estimate: \$43 million

Time Schedule:

Initiative 9: Baltimore Avenue Improvements

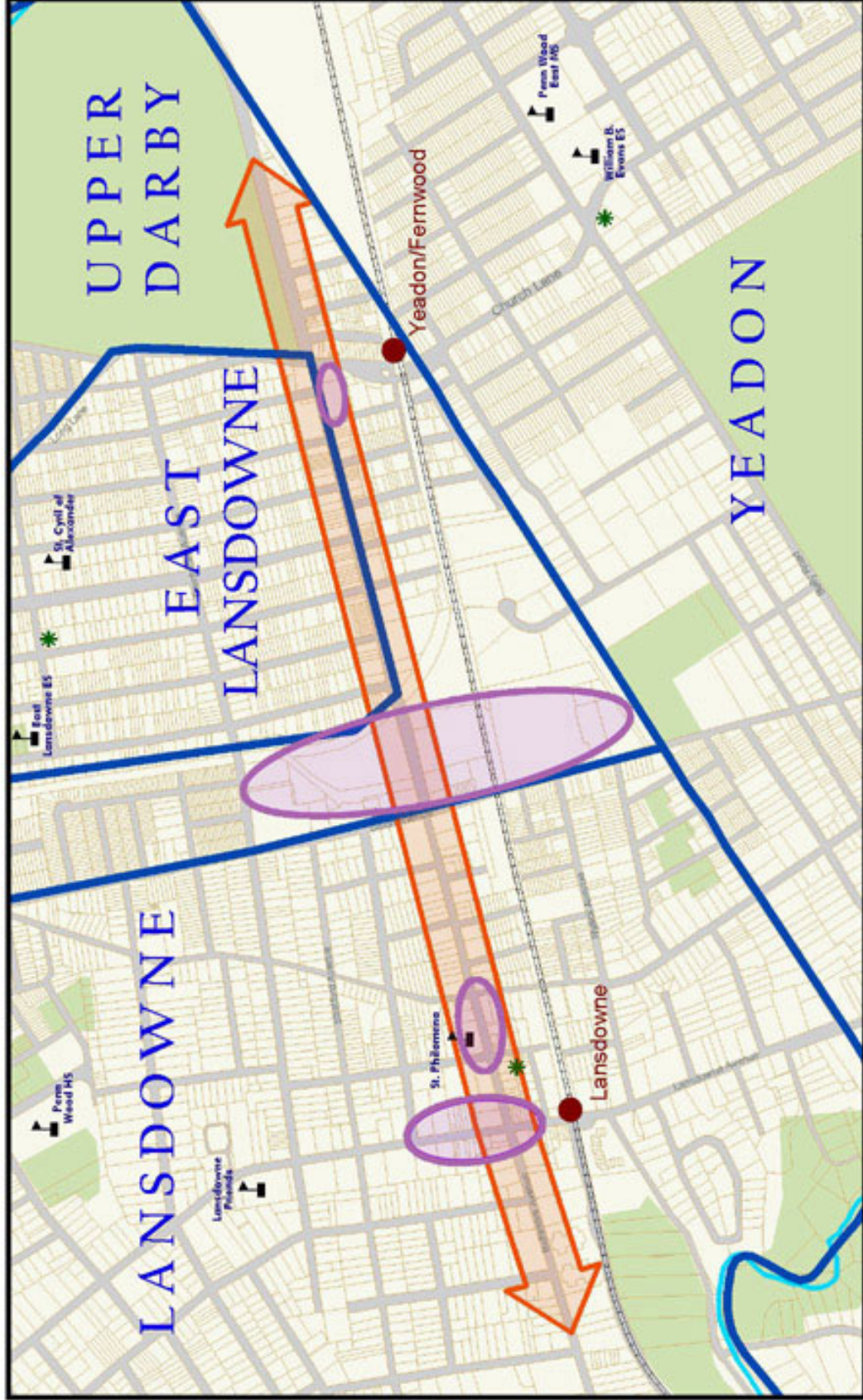
Month/Phase	Year 1					Year 2					Year 3					Year 4					Year 5									
	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12
1: Economic Development Committee																Ongoing														
2: Coordinated Development Strategy																														
3: Economic Development Specialist																														
4: Coordinated Zoning																														
5: Site Redevelopment																														
6: Targeted Streetscape Improvements																														
7: Façade Improvement Program																														

Project Narrative: The Baltimore Avenue Corridor stretches from the Philadelphia city line on the east to Bishop Avenue on the west and encompasses the businesses a block or two to the north and south of Baltimore Avenue. The Corridor runs through four jurisdictions: Upper Darby, East Lansdowne, Lansdowne, Clifton Heights, and abuts Yeadon. A mixture of commercial, light industrial, and residential uses is scattered throughout the Corridor. The economic stability of the Corridor is threatened by long-standing vacancies, traffic congestion, and pervasive flooding. The Corridor also suffers from streetscape and pedestrian provision issues, including multiple curb cuts, lack of buffers between pedestrians and motorists, deep building set-backs with storefront parking, poor sidewalk conditions, inadequate crosswalks, and lack of pedestrian provisions.

There are several significant parcels that are vacant or significantly underutilized within the Baltimore Avenue Corridor, including several sites along Union Avenue in Upper Darby from Stewart Avenue to 10th Street. These sites include a closed Delaware County Public Assistance Office, Allied Chemical, and a former supermarket, among others. In Lansdowne, vacant or underutilized properties include a closed 7-Eleven, the Bell Telephone building, the Lansdowne movie theater, and the old bank building at Lansdowne and Baltimore Avenues. In Clifton Heights, the site of Clifton Mills and a closed gas station at Marple Avenue stand vacant. The redevelopment of these

properties has been complicated by the absence of identifiable owners, multi-jurisdictional controls, inadequate infrastructure, and possible site contamination, among other things. However, many of these sites are large enough in size and in prominent locations that, with the appropriate level of support, have viable modern economic uses.


This initiative is intended to facilitate improvements to the Corridor through a coordinated economic development and land use strategy. The five affected municipalities should form an economic development committee supported with adequate staff resources to implement the Baltimore Avenue Corridor economic development vision. The Baltimore Avenue Corridor economic development committee should prepare a coordinated revitalization strategy for the Corridor. Elements of the Corridor's revitalization strategy should include targeted site redevelopment, rezoning, streetscape and façade enhancements (including industrial screening), and traffic improvements. The committee will need the technical assistance of a consulting firm in the preparation of the revitalization strategy. The County should provide funding for the administrative costs of the coordinating committee and for the municipalities to hire an economic development specialist, who will coordinate the redevelopment of Baltimore Avenue Corridor and implement ongoing business recruitment and retention activities.



Delaware County Renaissance Program

Project 9:
 Baltimore Avenue Corridor
 Economic Development

Urban Partners



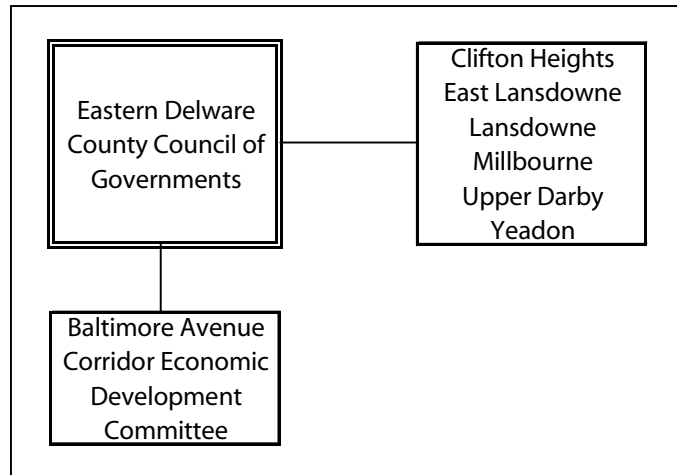
 200 0 200 400 600 Feet

 Borough Hall
 School
 SEPTA Rail Station
 Redevelopment Areas
 Municipal Boundary

Project Description By Phase

Phase 9.1: Baltimore Avenue Corridor Economic Development Committee

Responsible Parties:



Time Schedule: See table above. The Baltimore Avenue Corridor Economic Development Committee will be convened immediately and should remain in effect indefinitely.

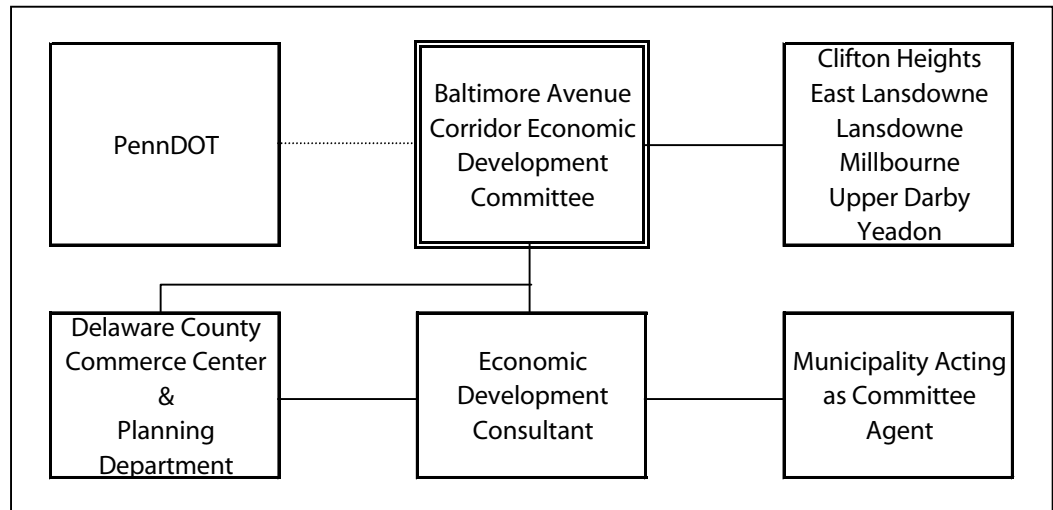
Cost Estimate: \$0. The Economic Development Committee will be volunteer based but will require adequate staff resources to be operational.

Technical Support / Funding Options: N/A

Summary: One person from each of the five municipalities that are impacted by the Baltimore Avenue Corridor will form an Economic Development Committee. This committee could be formed as a subcommittee to the Eastern Delaware County Council of Governments. The Committee may also include a Delaware County representative. The mission of the committee will be to coordinate and undertake the preparation of an economic development strategy for the Baltimore Avenue Corridor (see Phase 9.2). Upon completion of the strategy, this committee will begin the implementation process for specific economic development strategy recommendations, including hiring the Baltimore Avenue economic development specialist (see Phase 9.3.)

Phase 9.2: Coordinated Development Strategy for Baltimore Avenue Corridor

Responsible Parties:



Time Schedule: See table above. The Development Strategy planning process should be begun as soon as the Economic Development Committee has convened and should take no longer than 12 months to complete.

Cost Estimate: \$60,000

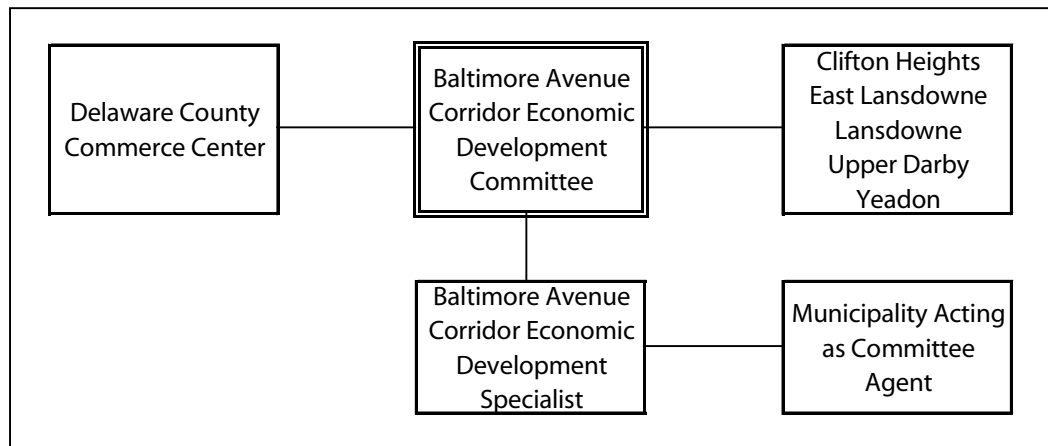
Technical Support / Funding Options: The Delaware County Planning Department and the Commerce Center should provide technical support on redevelopment issues, zoning, and understanding available incentives for business attraction and retention. PennDOT should provide pertinent information on transportation issues. Funding options include:

- Delaware County Renaissance Program
- Delaware Valley Regional Planning Commission Transportation and Community Development Initiative
- Pennsylvania Department of Community and Economic Development Community Revitalization Program
- Pennsylvania Department of Community and Economic Development Communities of Opportunity Program
- Community Development Block Grant Program

Summary: The Baltimore Avenue Corridor Economic Development Committee (Phase 9.1) will coordinate on issues pertaining to the redevelopment of vacant or underutilized sites, intersection improvements, zoning, market analysis, business attraction and retention, streetscaping and design, and parking. Due to constraints on Committee member's time and professional expertise, it may be necessary to hire an economic development consultant to assist with the development and preparation of the coordinated strategy.

Phase 9.3: Baltimore Avenue Corridor Economic Development Specialist

Responsible Parties:



Time Schedule: See table above. The Economic Development Specialist for Baltimore Avenue should be hired upon within the first year of the formation of the Committee (Phase 9.1). This position should be for a minimum of 3 ½ years.

Cost Estimate: \$240,000 (over 3 ½ years)

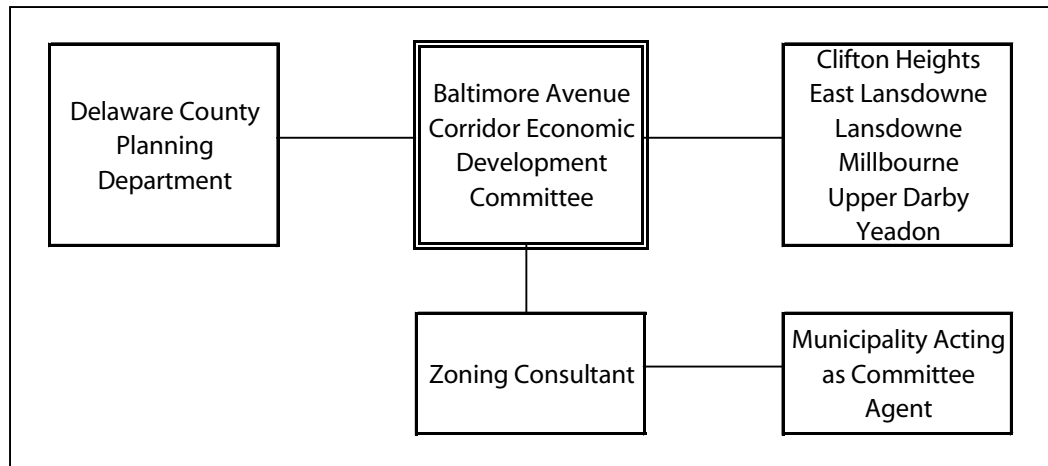
Technical Support / Funding Options: The Delaware County Commerce Center should work with the Committee on the selection of an Economic Development Specialist. Funding options include the Delaware County Renaissance Program, the Pennsylvania Department of Community and Economic Development Communities of Opportunity Program and New Communities/Hybrid Program

Summary: Coordinating the redevelopment of the Baltimore Avenue Corridor and implementing business recruitment and retention activities will require a full-time economic development specialist. The economic development specialist will actively recruit

businesses and will work regularly with realtors and existing businesses to assist with their needs. In addition, the specialist will work with the Baltimore Avenue Corridor Economic Development Committee to carry out the vision established by the group as well as communicate any issues that become apparent in the redevelopment process. The specialist will work with Delaware County and other agencies to ensure an efficient implementation process. The specialist will be selected and hired by the Economic Development Committee, though one municipality may act as the agent for the committee and directly hire the individual.

Phase 9.4: Coordinate Baltimore Avenue Corridor Zoning

Responsible Parties:



Time Schedule: See table above. The coordination of Baltimore Avenue Corridor Zoning should begin within the first year after the Baltimore Avenue Corridor Economic Development Committee is established. This phase should take a little more than 12 months to complete.

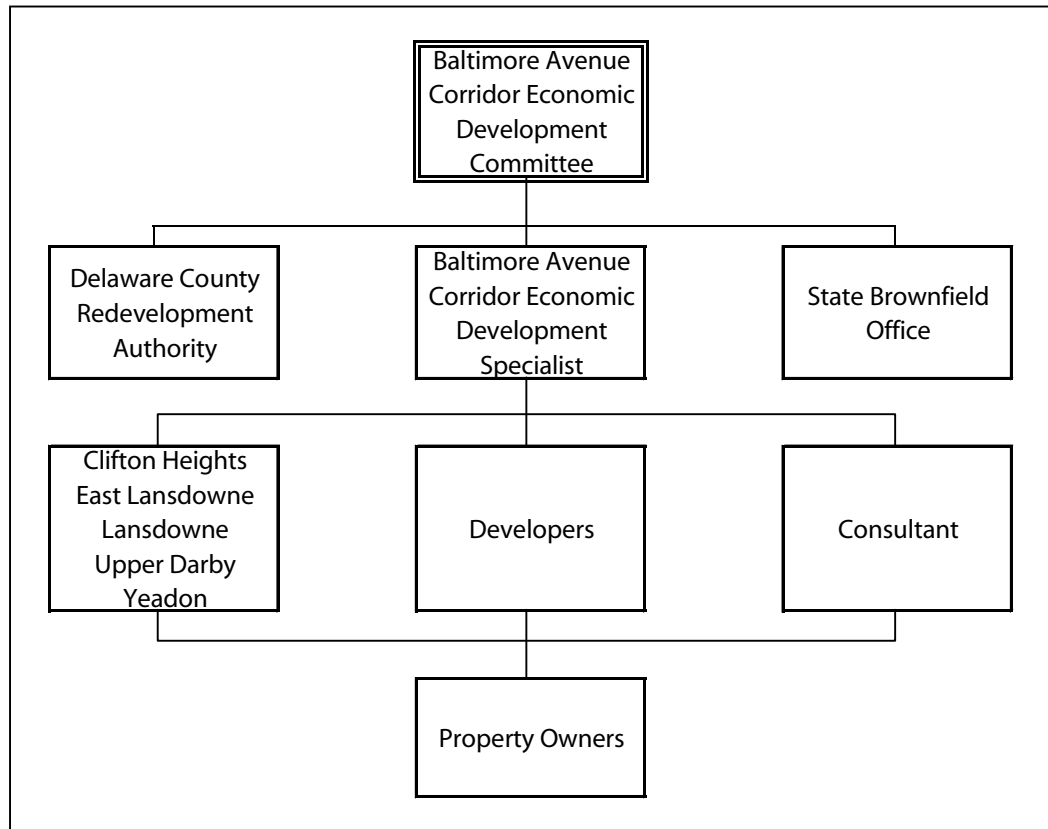
Cost Estimate: \$40,000

Technical Support / Funding Options: Technical support will be needed in the rezoning and review of the Baltimore Avenue Corridor from the Delaware County Planning Department. Funding options include the Delaware County Renaissance Program, the Transportation and Community Development Initiative, Pennsylvania Department of Community and Economic Development Land Use Planning & Technical Assistance Program, and the Community Development Block Grant Program program.

Summary: The municipalities should coordinate on zoning and land development efforts to create an ordinance that applies consistent zoning and land development along the Corridor and establishes standards for landscaping and façade treatments. Delaware County should provide technical assistance to those municipalities that need help developing zoning and land development ordinances.

Phase 9.5: Redevelop Key Sites on Baltimore Avenue Corridor

Responsible Parties:



Time Schedule: See above table.

Cost Estimate: \$40 million

Technical Support / Funding Options: Technical support may be required at various stages of this phase. It will be necessary to determine levels of contamination and conduct remediation of several of these sites, which will require the involvement of the state’s brownfield office. In addition, if condemnation becomes necessary, it may also be necessary to create a redevelopment plan and to coordinate with the Delaware County Redevelopment Authority on this process. Funding options include:

- Delaware County Renaissance Program
- Private financing
- Pennsylvania Industrial Development Authority Loans
- Small Business First Loans
- Community Economic Development Loan Program

- Pennsylvania Department of Community and Economic Development Opportunity Grant Program
- Infrastructure Development Program
- Pennsylvania Department of Community and Economic Development Industrial Sites Reuse Program

Summary: There are several sites within the Baltimore Avenue Corridor that are vacant or underutilized. In many cases, the reuse of these sites in the private market has been complicated by unidentifiable property owners, multi-jurisdictional controls, flooding, and/or unknown contaminants that become liabilities for any new owner. The redevelopment of these properties would increase tax revenue and enhance the vitality of this commercial thoroughway. These sites are:

- Scattered sites near Church Lane
- Several parcels at the intersection of Baltimore Avenue & Union Avenue, between Stewart and the SEPTA tracks, including
 - Allied Chemical,
 - the old radium plant, and
 - the old Pennsylvania welfare building
- Various buildings near Lansdowne and Baltimore Avenues
- Clifton Mills in Clifton Heights
- Closed gas station at Baltimore Avenue and Marple Avenue

The redevelopment of these properties will generate investment of at least \$40 million. Redevelopment will require the determination of any site contamination and subsequent remediation, recruitment and support of developers, the preparation of the sites for private redevelopment, and the packaging of necessary financing. In some cases, efficient site development may require preparation of a redevelopment plan to facilitate property acquisition.

Phase 9.6: Targeted Streetscape Improvements

Responsible Parties:



Time Schedule: See above table. Streetscaping should begin after the first year of the Committee's existence, subsequent to the hiring of an Economic Development Specialist and should be completed within three years.

Cost Estimate: \$2.2 million (This estimate is based on limited, targeted improvements.)

Technical Support / Funding Options: Technical support will not be necessary for this phase. Funding options include the Delaware County Renaissance Program, the Pennsylvania Department of Community and Economic Development Communities of Opportunity Program, bonds financed through property assessments, and the TEA-21 Program of the Federal Highway Administration.

Summary: This phase involves the implementation of the recommendations stated in the Delaware Valley Regional Planning Commission report on the "Baltimore Pike Corridor Revitalization Assessment." These recommendations, which are concentrated in areas where pedestrian usage is high, include:

- the removal of curb cuts to create a safer pedestrian and vehicle environment,
- the installation of buffers between pedestrians and auto traffic,
- the amelioration of uninviting and uninteresting streetscapes created by deep building set-backs and storefront parking
- the repair of sidewalks following an assessment and prioritization of repair needs based on condition and location

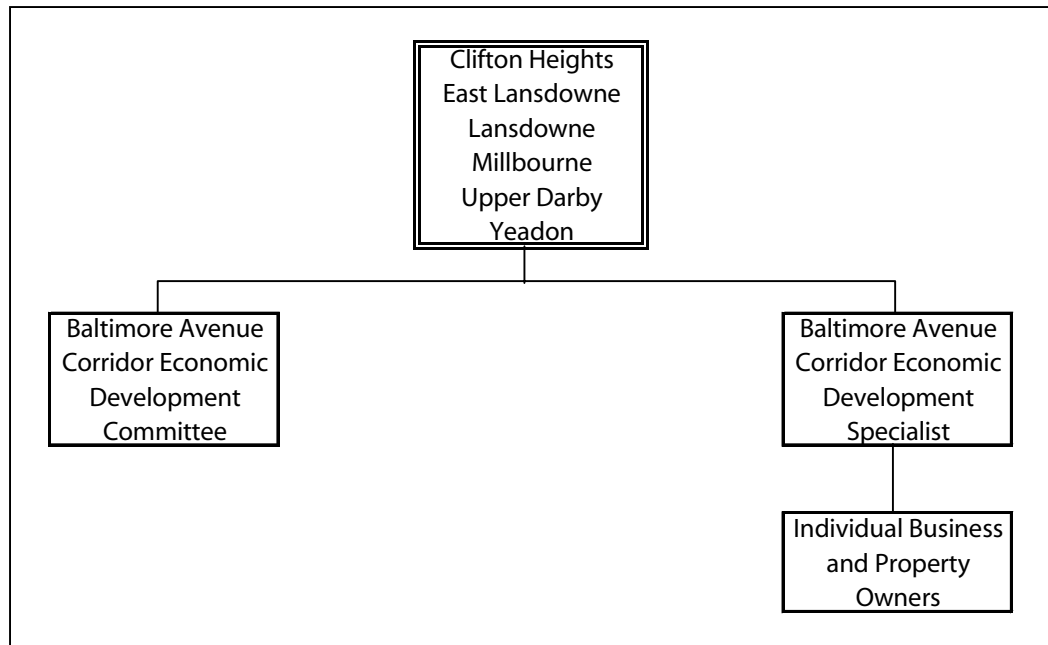
- the improvement of crosswalks through repainting, adding new crosswalks, and creating more distinguishable crosswalks
- the installation of pedestrian provisions, such as benches, pedestrian scale lighting, bicycle parking, and trash receptacles.

In addition, this phase recommends that industrial uses along the Baltimore Avenue Corridor be screened from pedestrian and auto traffic.

These improvements are to take place along the Corridor, primarily between Church Lane and Lansdowne Avenue.

Phase 9.7: Façade Program

Responsible Parties:



Time Schedule: See above table. Façade improvements should begin after the first year of the Committee's existence, subsequent to the hiring of an Economic Development Specialist and should be completed within three years.

Cost Estimate: \$400,000

Technical Support / Funding Options: Technical support will not be necessary for this phase. Funding options include the Delaware County Renaissance Program, private financing, Pennsylvania Department of Community and Economic Development Communities of Opportunity Program, and New Communities/Hybrid Program.

Summary: Private property owners will be encouraged through community pressure, enforcement, and financial and technical assistance to upgrade retail signage, to repaint faded and dated facades, and (where possible) to restore original facades. Priority will be given to properties with aging and unprofessional signage and to multi-store properties where uniform signage and/or awnings would have significant impact. Existing sign ordinances will be coordinated among Renaissance Planning Area 5 municipalities and will be enforced. Retailers using excessive signage will be encouraged to improve their appearance. They will also be encouraged to provide storefront lighting in the evenings.

INITIATIVE 10
Revitalize Lansdowne Avenue Central Business District

Priority Level: Medium

Map: Attached

Municipal/Regional Impact: Lansdowne’s CBD is a part of the Baltimore Avenue Corridor, and its revitalization will have a positive impact on the future economic vitality of the Corridor as well as the overall regional economy.

Renaissance Planning Area Goals: This initiative is consistent with the Renaissance Planning Area’s goals to “preserve and revitalize Lansdowne Avenue through a program consistent with the Baltimore Avenue Corridor Strategy.”

Implementation Summary: Lansdowne’s CBD will benefit significantly from the availability of an Economic Development Specialist to market the area, recruit potential developers, and support the packaging of financing for those developers (Initiative 9). Lansdowne’s CBD will also benefit from targeted streetscape improvements constructed near Baltimore and Lansdowne Avenues.

The revitalization of many key properties in Lansdowne, however, will also benefit from the potential application of redevelopment incentives. This will require a multi-phase approach to establish formal redevelopment status that will be implemented successfully by carrying out the following phases:

- Phase 1: Complete Redevelopment Certification and Redevelopment Plan
- Phase 2: Recruit private developers for targeted properties
- Phase 3: Assist with acquisition, financing, rehabilitation and/or redevelopment of properties

Total Cost Estimate: \$10,050,000

Time Schedule:

Initiative 10: Revitalize Lansdowne Central Business District

Month/Phase	Year 1					Year 2					Year 3					Year 4					Year 5								
	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10
1. Redevelopment Planning																													
2. Recruit Private Developers																													
3. Redevelopment Assistance																													

Project Narrative: Lansdowne's Central Business District (CBD), located just off of Baltimore Avenue, contains several buildings that are vacant or underutilized, including the Theater, the Bell Telephone Building, and the 1925 Bank Building and properties along S. Highland Avenue. While private developers have expressed interest in these properties, the redevelopment process has been complicated by high renovation costs and outdated building designs. However, with adequate financing and assistance from the County and Lansdowne, these properties could be put back into productive use. The redevelopment of these key properties may require condemnation. Once these buildings are in a position to be rehabbed, the Borough of Lansdowne should pursue private developers to conduct the rehabilitation. Because of the excessive cost of rehabbing the properties, financial assistance from the County and private banks is likely to be necessary.

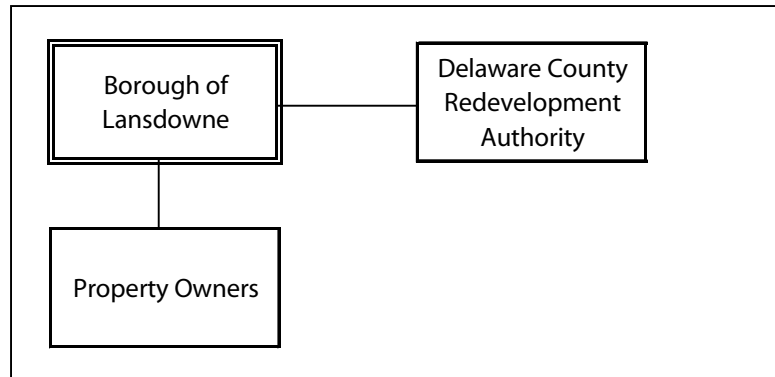


<p>Delaware County Renaissance Program</p>	<p><i>Project 10:</i> Revitalize Lansdowne Central Business District</p>		<p>  Borough Hall  School  SEPTA Rail Station  Revitalization Area  Municipal Boundary </p>
<p>Urban Partners</p>	<p>   200 0 200 Feet </p>		

Project Description By Phase

Phase 10.1: Redevelopment Planning

Responsible Parties:



Time Schedule: See above table. Redevelopment planning could take as long as 18 months to work through the legal process.

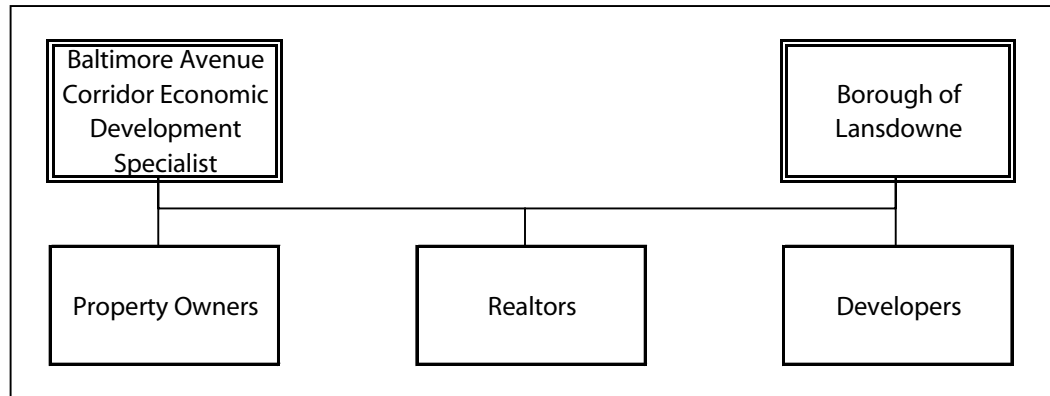
Cost Estimate: \$50,000

Technical Support & Funding Options: If condemnation is required, it will be necessary to work with the Delaware County Redevelopment Authority. Funding may be available from the Delaware County Renaissance Program, the Transportation and Community Development Initiative, the Community Development Block Grant Program, and the Pennsylvania Department of Community and Economic Development Community Revitalization Program.

Summary: In the event that any of these properties do not have an identifiable owner or have been sitting vacant for an extended period of time, it may be necessary to pursue redevelopment certification and create a redevelopment plan.

Phase 10.2: Recruit Developers

Responsible Parties:



Time Schedule: See above schedule. It is difficult to predict how long it will take to identify developers in the position to rehab these properties. This initiative may take as long as three or four years.

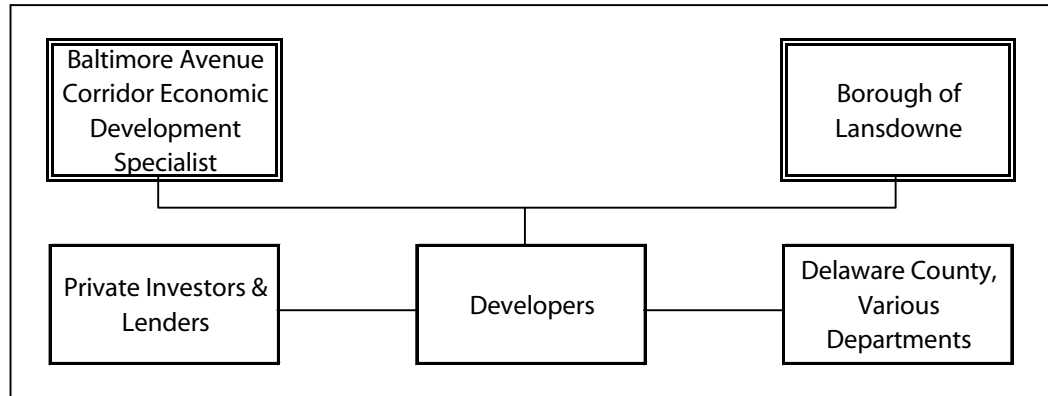
Cost Estimate: \$0 (Included in Initiative 9 above)

Technical Support / Funding Options: This phase will be carried out by the Borough of Lansdowne with the Economic Development Specialist and does not require technical assistance. Funding for this phase is included in Initiative 9.

Summary: The Central Business District of Lansdowne has begun to show signs of deterioration. Several buildings are vacant or significantly underutilized, and the physical environment is beginning to decline. This phase is intended to benefit from the Baltimore Avenue Corridor Economic Development Initiative by jointly marketing its commercial properties and implementing coordinated streetscape and façade improvements.

Phase 10.3: Redevelopment Assistance

Responsible Parties:



Time Schedule: See above table. Acquisition, financing, and rehabilitation/redevelopment assistance may be required immediately and may be necessary for at least three years.

Cost Estimate: \$5 million

Technical Support / Funding Options: Technical support may not be necessary for this phase. Funding options may include Delaware County Renaissance Program, private financing, Small Business First loans, the Community Economic Development Loan Program, the Pennsylvania Department of Community and Economic Development Opportunity Grant Program HUD Section 108 Financing, and the Small Business Administration 504 Loan Program.

Summary: Assistance with acquisition, financing, rehabilitation and/or redevelopment of the properties in the Lansdowne Central Business District will be necessary.

INITIATIVE 11

Targeted Site Revitalization of Yeadon Shopping Center Complex

Priority Level: Medium

Map: Attached

Municipal/Regional Impact: The redevelopment Yeadon Shopping Center would provide a retail anchor site for Yeadon and would serve residents from Darby Borough and Upper Darby Township as well. The revitalization of this site would also bring in additional jobs and tax revenue.

Renaissance Planning Area Goals: This initiative is consistent with the goal to “redevelop small commercial sites that have been sitting vacant for a long period of time and whose redevelopment would create jobs and increase the tax base.”

Implementation Summary: This initiative can be completed in no more than three phases:

Phase 1: Work with property owners and recruit developers

Phase 2: Redevelopment planning, if necessary

Phase 3: Assist with site assembly, financing, rehabilitation, and/or redevelopment of properties

Total Cost Estimate: \$6 million

Time Schedule: The time schedule will depend on the success of collaborating with the existing property owners in implementing the Borough’s vision for the Yeadon Shopping Center Complex. If the process requires condemnation of certain properties, the initiative may take up to three and a half years. Please see the following time schedule:

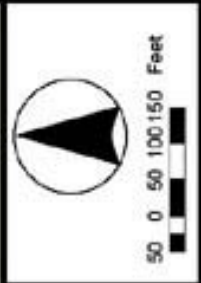
Initiative 11: Targeted Site Redevelopment of Yeadon Shopping Center Complex

Month/Phase	Year 1				Year 2				Year 3				Year 4				Year 5							
	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12
1. Coordinate w/ Owners; Recruit	[Shaded]												[Shaded]				[Shaded]							
2. Redevelopment Planning	[Shaded]												[Hatched]				[Shaded]				[Shaded]			
3. Site Assembly, Financing, Redev.	[Shaded]				[Shaded]				[Shaded]				[Shaded]				[Shaded]							

Project Narrative: The Yeadon Shopping Center Complex is located between Chester Avenue and MacDade Boulevard and is adjacent to Darby Borough. The complex stands mostly vacant and is thought to be ideal for a new supermarket. The site is approximately six acres and is divided into four parcels. While the site is occupied in part by a modern

CVS drugstore, the complex stands substantially vacant. One parcel was purchased recently, and two others remain for sale. Developers have expressed an interest in redeveloping the site but have been held up by the need for site assembly, poor site configuration, deed restrictions, and financial constraints. This initiative would facilitate site assembly, access to financing, and other technical support. The redevelopment of the Complex would serve as an anchor site for commercial activity in Yeadon.

The first phase of this initiative will require working with the existing property owners to facilitate the redevelopment of the shopping complex. Because of site complications, it may be necessary to pursue condemnation. Simultaneously, the Borough of Yeadon should identify a viable developer for the redevelopment of this center.



Project 11:
Targeted Site Revitalization
Yeadon Shopping Center

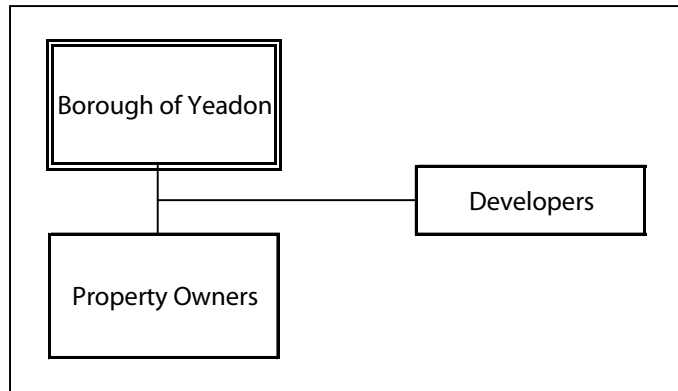
Delaware County Renaissance Program
 Urban Partners

-  Borough Hall
-  School
-  SEPTA Rail Station
-  Municipal Boundary

Project Description By Phase

Phase 11.1: Work with Property Owners and Recruit Developer

Responsible Parties:



Time Schedule: The Borough of Yeadon should work with the property owners on an ongoing basis to coordinate the redevelopment of the shopping complex.

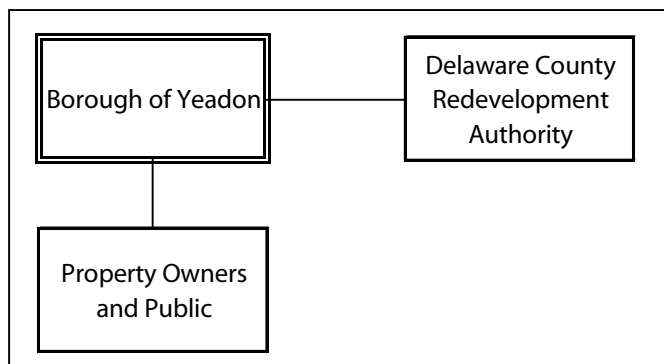
Cost Estimate: N/A

Technical Support & Funding Options: N/A

Summary: The first phase of the redevelopment of the shopping complex is to coordinate with existing owners. If it is not possible to locate a property owner or if they are unwilling to coordinate with the Borough, it may be necessary to pursue redevelopment planning. In addition, a private developer should be pursued to construct Yeadon's long-range vision for the Yeadon Shopping Center Complex.

Phase 11.2: Redevelopment Planning

Responsible Parties:



Time Schedule: See above schedule. Redevelopment planning could take as long as 12 months to work through the legal process.

Cost Estimate: \$25,000

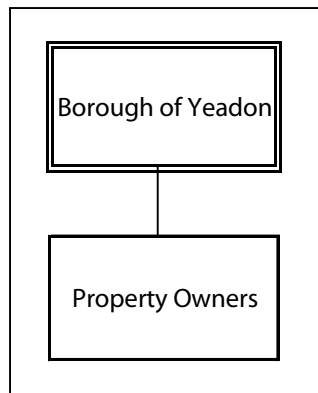
Technical Support & Funding Options: If condemnation is required, it will be necessary to work with the Delaware County Redevelopment Authority. Funding may be available from:

- the Delaware Valley Regional Planning Commission Transportation and Community Development Initiative
- the Community Development Block Grant Program
- the Pennsylvania Department of Community and Economic Development Community Revitalization Program

Summary: In the event that any of these properties have been sitting vacant for an extended period of time or it is not possible to locate the owners, it may be necessary to pursue condemnation.

Phase 11.3: Redevelopment Assistance

Responsible Parties:



Time Schedule: The redevelopment of the Yeadon Shopping Center should begin as soon as all of the above phases are completed and is expected to take 1½ years. Acquisition, financing, and rehabilitation/redevelopment assistance may be required immediately. See above schedule.

Cost Estimate: \$6 million

Technical Support & Funding Options: Technical support may not be necessary for this phase. Funding options may include:

- Delaware County Renaissance Program
- Private financing
- Small Business First loans
- the Community Economic Development Loan Program
- the Pennsylvania Department of Community and Economic Development Opportunity Grant Program
- HUD Section 108 Financing
- the Small Business Administration 504 Loan Program

Summary: Assistance with acquisition, financing, rehabilitation and/or redevelopment of the Yeadon Shopping Center may be necessary.

INITIATIVE 12

Targeted Site Revitalization of Drexel Hill Aronimink/Ferne

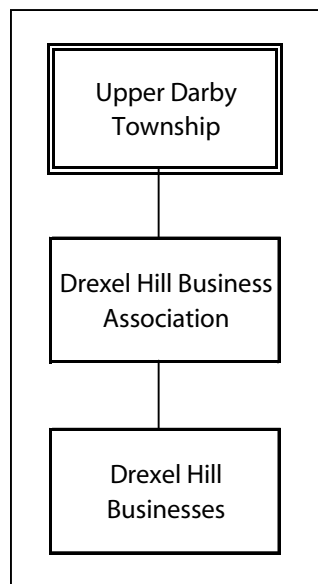
Priority Level: Medium

Map: Attached

Municipal/Regional Impact: Revitalizing the Drexel Hill Aronimink/Ferne station area will enhance the commercial area as a retail destination and increase tax revenue generated from increased occupancy and higher sales.

Renaissance Planning Area Goals: This initiative is consistent with the Renaissance Planning Area's goals to expand the tax base, to revitalize properties, enhance commercial services, and improve the area as a community of choice for homebuyers.

Responsible Parties:



Time Schedule: Developing a design plan for streetscape and façade improvements and implementation will likely take one year.

Cost Estimate: \$700,000

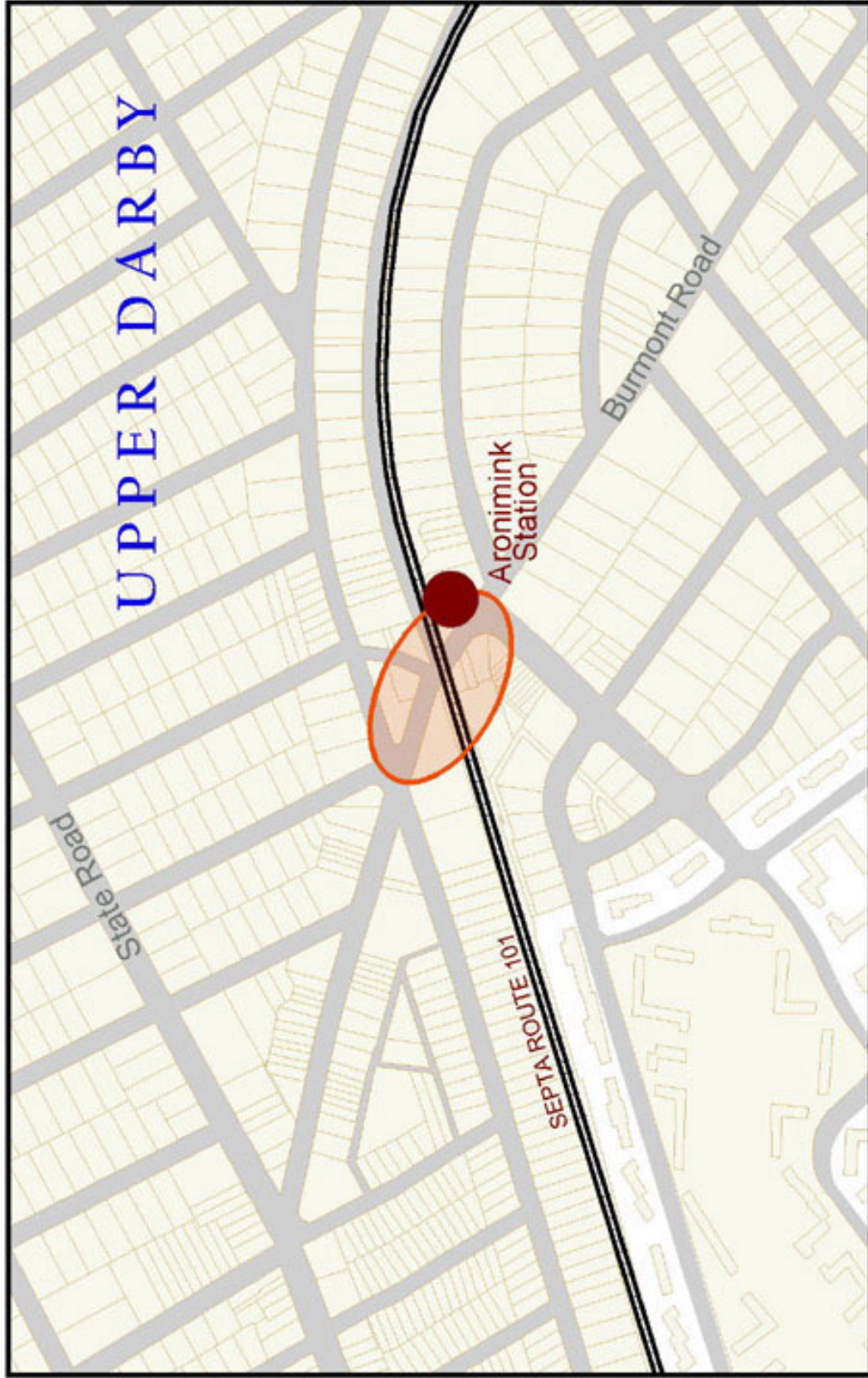
Project Narrative: The portion of Burmont Road between Ferne Avenue and Woodland Boulevard is a busy business district and is the location of the Ferne SEPTA station. There are approximately 40 storefronts with 85% occupancy and two apartment buildings. This initiative seeks to revitalize this area by conducting streetscape and façade

improvements in conjunction with the businesses, building owners, and the Drexel Hill Business Association.

Technical Support & Funding Options: Technical support will not be necessary for this initiative.

Possible funding sources include:

- Delaware County Renaissance Program
- TEA-21 Transportation Enhancements program
- Delaware Valley Regional Planning Commission Transportation and Community Development Initiative
- Pennsylvania Department of Community and Economic Development Community Revitalization Program
- Community Development Block Grant Program
- Pennsylvania Department of Community and Economic Development Communities of Opportunity Program



<p>Delaware County Renaissance Program</p>	<p><i>Project 12:</i> Targeted Site Revitalization Drexel Hill, Aronimink/ Ferne Area</p>		
<p>Urban Partners</p>			

INITIATIVE 13

Market the Area to Attract Businesses

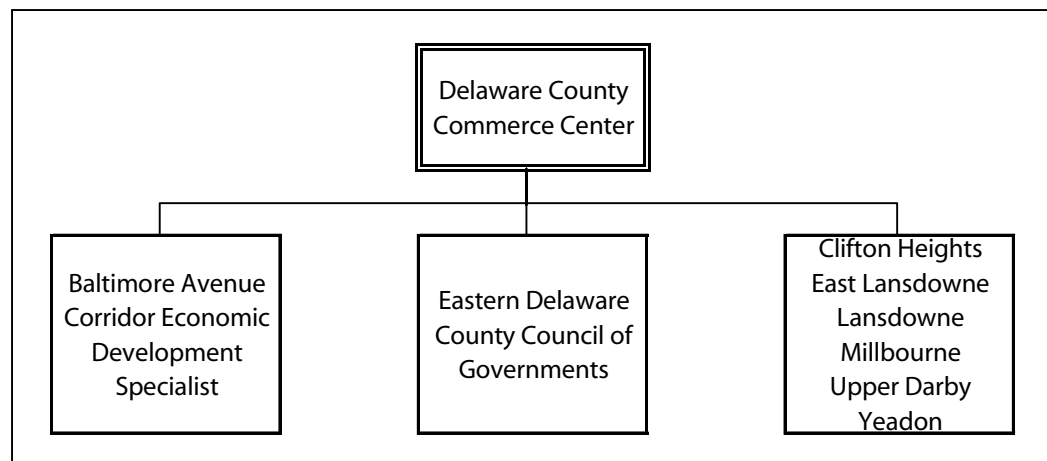
Priority Level: Medium

Municipal/Regional Impact: Each of the municipalities and the entire region will be impacted positively by a coordinated and planned strategy to retain and attract businesses to Planning Area 5.

Justification for New Program: There is no entity that focuses on the recruitment of businesses on Planning Area 5, which is evidenced by the number of vacant and underutilized sites throughout the Planning Area. This program would fill a much-needed void in outreaching to businesses.

Renaissance Planning Area Goals: This project meets the goal of marketing the region to attract businesses, especially to provide access to higher wage employment opportunities by attracting commercial office and light industrial/distribution companies to the area. It also ties into the Baltimore Avenue Corridor revitalization efforts.

Responsible Parties:



Cost: Marketing materials and website, \$40,000
Target Niche Business Research, \$60,000

Program Narrative: This initiative seeks to ensure the future sustainability of the area's economy through on-going business attraction and retention efforts. Through a coordinated marketing strategy, this initiative will serve to attract both experienced businesses and young professionals and entrepreneurial ventures. As part of this initiative, a study will

be conducted to evaluate the current commercial and industrial trends in this portion of the County and to identify possible niche markets to best position the area for future business development. This program should be organized by the Economic Development Specialist for the Baltimore Avenue Corridor with support from the Delaware County Commerce Center. Funding will be required for the study and for marketing materials.

Technical Support & Funding Options: Technical support from the Delaware County Commerce Center will be needed to gather information about contacts and resources that will be useful to businesses. Ongoing support to facilitate the business attraction and retention as well as the development of the study will be required. Funding options include:

- Delaware County Renaissance Program
- Area banking institutions such as Citizens Bank, First Union Bank, PNC Bank, Delaware County Bank, Commerce Bank, and Roxborough Manayunk Bank
- Large local employers such as Delaware County Memorial Hospital, Mercy Hospital, PECO Energy Company
- Knight Foundation
- Pennsylvania Department of Community and Economic Development Community Revitalization Program
- Community Development Block Grant Program

INITIATIVE 14

Entrepreneur Business Incubator

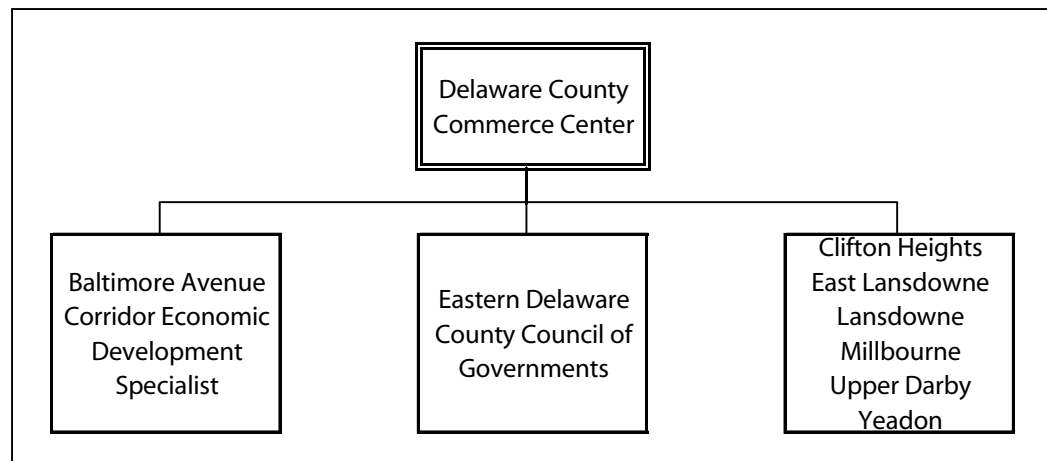
Priority Level: Low

Municipal/Regional Impact: Each of the municipalities and the County will benefit from job growth, greater economic activity, and increased tax revenue that will result from the EBI.

Justification for New Program: Business growth in the County and its older suburbs should be a primary objective for the County and the Planning Area. However, there are no programs that are pursuing the creation of a center for entrepreneurs in this area.

Renaissance Planning Area Goals: This program supports the goal to “provide access to higher wage employment opportunities by attracting commercial, office, and light industrial/distribution companies to the area.

Responsible Parties:



First year cost: \$50,000 for feasibility study

Program Narrative: This initiative recommends the development of an Entrepreneur Business Incubator (EBI) in Planning Area 5, which would stimulate job growth and increase tax revenue by bringing new businesses to the County. A study will be required to determine the feasibility of developing an EBI in the area, to identify a management entity that would recruit new businesses, and to identify the best location for an EBI. The County and the Economic Development Specialist of the Baltimore Avenue Corridor should work together on the development of a study and on the implementation of the study’s findings.

Technical Support & Funding Options: The Delaware County Commerce Center is the only obvious coordinator for this program and should work with local jurisdictions and the Economic Development Specialist to implement this initiative. Funding options include:

- Delaware County Renaissance Program
- Pennsylvania Department of Community and Economic Development Community Revitalization Program
- Community Development Block Grant Program
- Pennsylvania Department of Community and Economic Development Communities of Opportunity Program
- Pennsylvania Department of Community and Economic Development New Communities/Hybrid Program

Train Station Area Improvements

INITIATIVE 15

Lansdowne Train Station Area Improvements

Priority Level: Medium

Map: Attached

Municipal/Regional Impact: Improvements to the train station would increase usage of the commuter system, alleviating traffic congestion, and would maximize the market potential of adjacent properties. The redevelopment of these properties would increase jobs and tax revenue.

Renaissance Planning Area Goals: This initiative supports the goal to “create a safer and more inviting commercial destination along Baltimore Avenue Corridor through improved access and infrastructure of roadways, transit facilities, and walkways.”

Implementation Summary:

- Phase 1.** Install directional signage
- Phase 2.** Engineering study for feasibility of walkway
- Phase 3.** Obtain properties for construction of walkway
- Phase 4.** Construct walkway
- Phase 5.** Work with property owners/developers on redevelopment of properties on Union Avenue, Madison Avenue, and S. Highland Avenue

Total Cost Estimate: \$120,000, plus acquisition

Time Schedule:

Initiative 15: Lansdowne Train Station Area Improvements

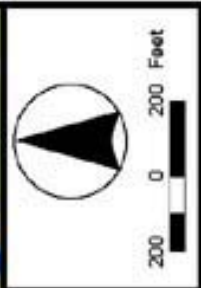
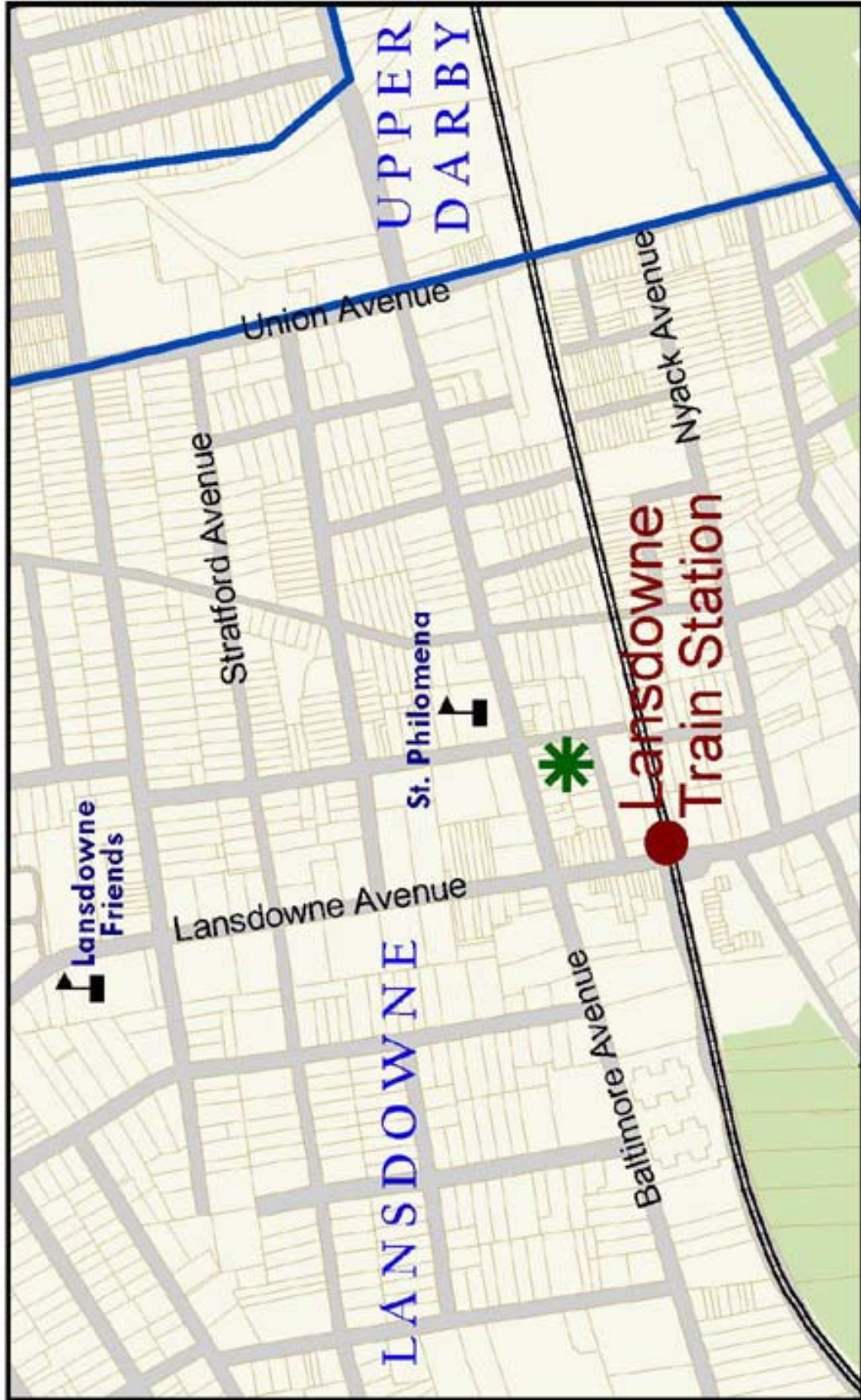
Month/Phase	Year 1				Year 2				Year 3				Year 4				Year 5						
	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10
1. Install Directional Signage	█																						
2. Engineering Study	█																						
3. Obtain Properties for Walkway					█																		
4. Construct Walkway									█														
5. Redevelopment					█				█				█				█						

Project Narrative: The Lansdowne train station is located south of Baltimore Avenue on Lansdowne Avenue. The station has restricted pedestrian access, limited parking, and poor visibility, which reduces the use of the station and impedes the development potential

of the surrounding properties. Adjacent properties include a hodgepodge of low-end uses: two small parking lots, small offices, two residential structures (one of which is for sale), and a largely vacant strip of storefronts on Madison and S. Highland Avenues.

Users of the train station would benefit greatly from expanded parking, improved directional signage on surrounding roadways, and greater pedestrian accessibility. Train station area improvements should include an easily accessible and safe pedestrian passageway between Union and Lansdowne Avenues to accommodate pedestrians walking along the SEPTA R3 line south of Baltimore Avenue. This may require acquiring property or obtaining easements along the railroad tracks south of Baltimore Avenue for the development of the pedestrian walkway. Improvements to the train station would have a spill over effect on the market potential of the adjacent properties. For example, construction of the walkway would encourage the development of an office complex or retail along Union Avenue and on Madison and S. Highland Avenues south of Baltimore Avenue along the railroad tracks.

The objectives of this initiative are to increase usage of the train station and stimulate private development of surrounding properties. Phases to implement this initiative will overlap. The first phase will be to install directional signage along Baltimore Avenue, Lansdowne Avenue, and other major intersections within one mile of the station. Phase 2, taking place concurrently with Phase 1, will require an engineering and design study to determine the feasibility of constructing a walkway. If the engineering study determines that a walkway is feasible, Phase 3 would begin. This phase involves purchasing or obtaining easements for properties along the railroad track from Lansdowne Avenue to Union Avenue to accommodate the proposed walkway. Phase 4, the construction of the walkway, would occur upon the completion of Phase 3. The final phase involves working with property owners and developers to redevelop the surrounding sites as a combination of retail, office, and parking.



Project 15:
**Lansdowne Train Station
 Area Improvements**

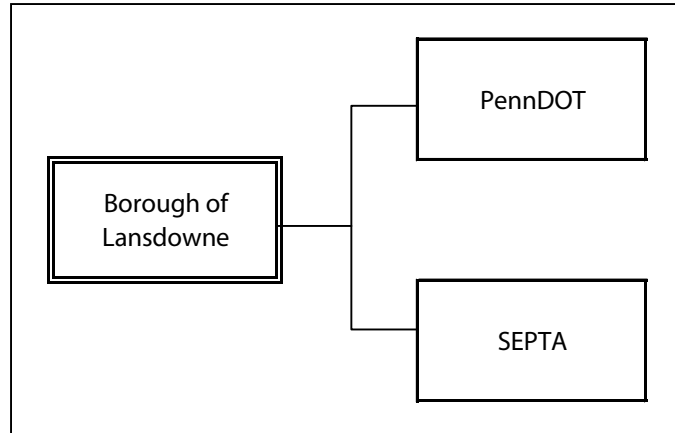
Delaware County
 Renaissance Program

Urban Partners

Project Description By Phase

Phase 15.1: Install Directional Signage

Responsible Parties:



Time Schedule: See above schedule.

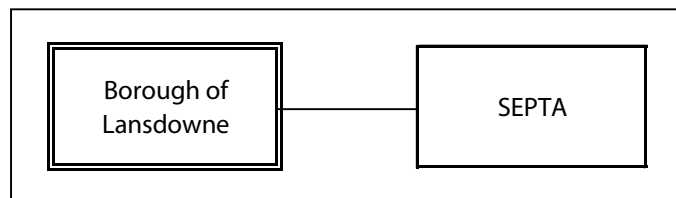
Cost Estimate: \$5,000

Technical Support & Funding Options: Installing the signs will necessitate coordination from SEPTA and PennDOT. Funding sources include the Delaware Valley Regional Planning Commissions Transportation Improvement Program and the Transportation and Community Development Program.

Summary: The installation of directional signage on major roadways and intersections is intended to increase the usage of the R3 commuter line and encourages transit-oriented development as a result of increased usage.

Phase 15.2: Engineering Study for Feasibility of Walkway

Responsible Parties:



Time Schedule: See above schedule.

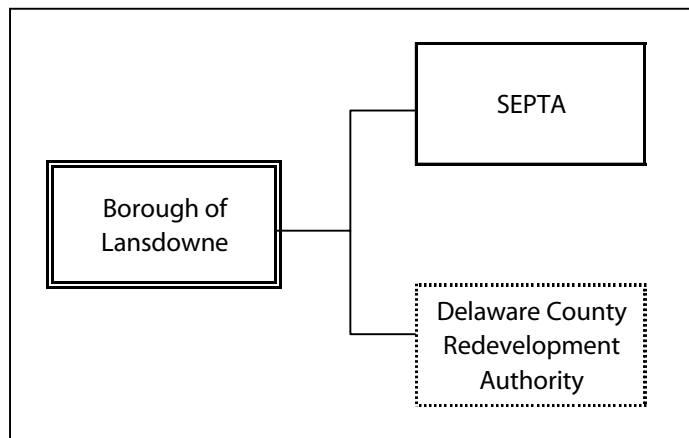
Cost Estimate: \$15,000

Technical Support & Funding Options: SEPTA and Lansdowne will need to work together to determine the feasibility and design of the walkway. Funding for the study may be available from the Delaware County Renaissance Program, the Delaware Valley Regional Planning Commission's Transportation Improvement Program, and the Federal Highway Administration's TEA-21 program.

Summary: This phase must be completed before the walkway is constructed or property can be purchased to make way for the walkway.

Phase 15.3: Obtain Properties for Construction of Walkway

Responsible Parties:



Time Schedule: See above schedule. It may take 6 months to two years depending on whether condemnation is necessary.

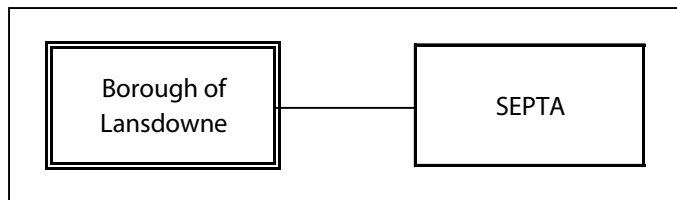
Cost Estimate: Unknown

Technical Support & Funding Options: Technical support may be required from the County if condemnation is pursued. Available funding sources for the purchase of the space for the walkway include the Delaware County Renaissance Program, the Delaware Valley Regional Planning Commission Transportation Improvement Program, Congestion Mitigation and Air Quality Program, and the Federal Highway Administration TEA-3 Program.

Summary: The area for the walkway may be acquired through property sale, easements, or condemnation. Acquisition through sale or easements should take no longer than six months. Condemnation should be used as the last resort due to the costly and time-consuming nature of this process. This may prolong the project by as much as two years.

Phase 15.4: Construct Walkway

Responsible Parties:



Time Schedule: See above schedule.

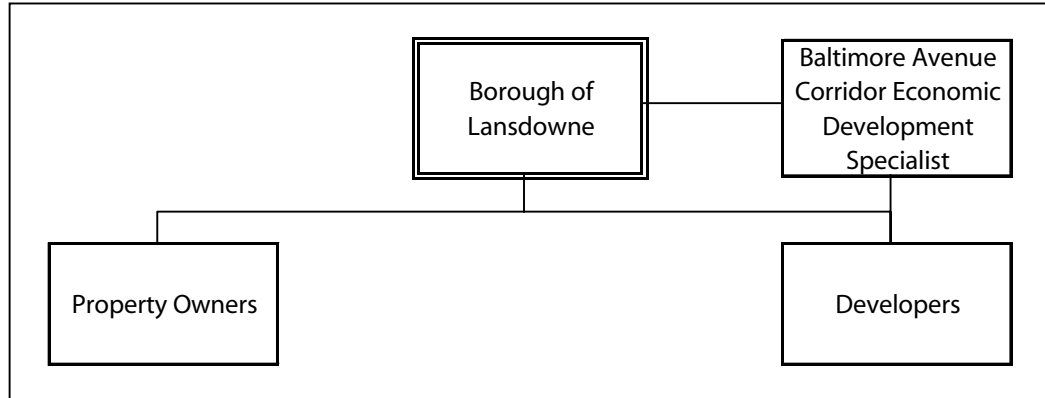
Cost Estimate: \$150,000

Technical Support & Funding Options: The construction of the walkway will necessitate SEPTA’s involvement. Available funding sources for the construction of the walkway include the Delaware County Renaissance Program, SEPTA Transit Enhancements, the Delaware Valley Regional Planning Commission Transportation Improvement Program, the Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program, and TEA-21.

Summary: Construction of the walkway will begin following the acquisition of the land and should take no longer than one year.

Phase 15.5: Work with property owners/developer on redevelopment of properties on Union Avenue, Madison Avenue, and S. Highland Avenue

Responsible Parties:



Time Schedule: See above schedule.

Cost Estimate: Included in Initiatives 9 and 10.

Technical Support & Funding Options: Together with Lansdowne, the County should work to facilitate the redevelopment of this area by making information as accessible as possible and by connecting developers and entrepreneurs with needed low-cost financing.

Summary: The redevelopment of Union Avenue, Madison Avenue, and S. Highland Avenue is intended to be a byproduct of the proposed new walkway and improved visibility of the train station. Lansdowne and the Baltimore Avenue Corridor Economic Development Specialist should facilitate redevelopment of this area by identifying potential developers, merchants, and office users. This phase should coordinate with the Baltimore Avenue Corridor Economic Development Initiative.

INITIATIVE 16 Yeadon/Fernwood Train Station Area Improvements

Priority Level: High

Map: Attached

Municipal/Regional Impact: Improvements to the train station would increase usage of the commuter system, alleviating traffic congestion, and would maximize the market potential of adjacent properties. The redevelopment of these properties would increase jobs and tax revenue.

Renaissance Planning Area Goals: This initiative supports the goal to “create a safer and more inviting commercial destination along Baltimore Avenue Corridor through improved access and infrastructure of roadways, transit facilities, and walkways.”

Implementation Summary:

- Phase 1.** Install directional signage
- Phase 2.** Conduct parking and design study
- Phase 3.** Construct improvements
- Phase 4.** Revitalize the 400 block of Church Lane

Total Cost Estimate: \$1,565,000, plus unknown cost of station area improvements.

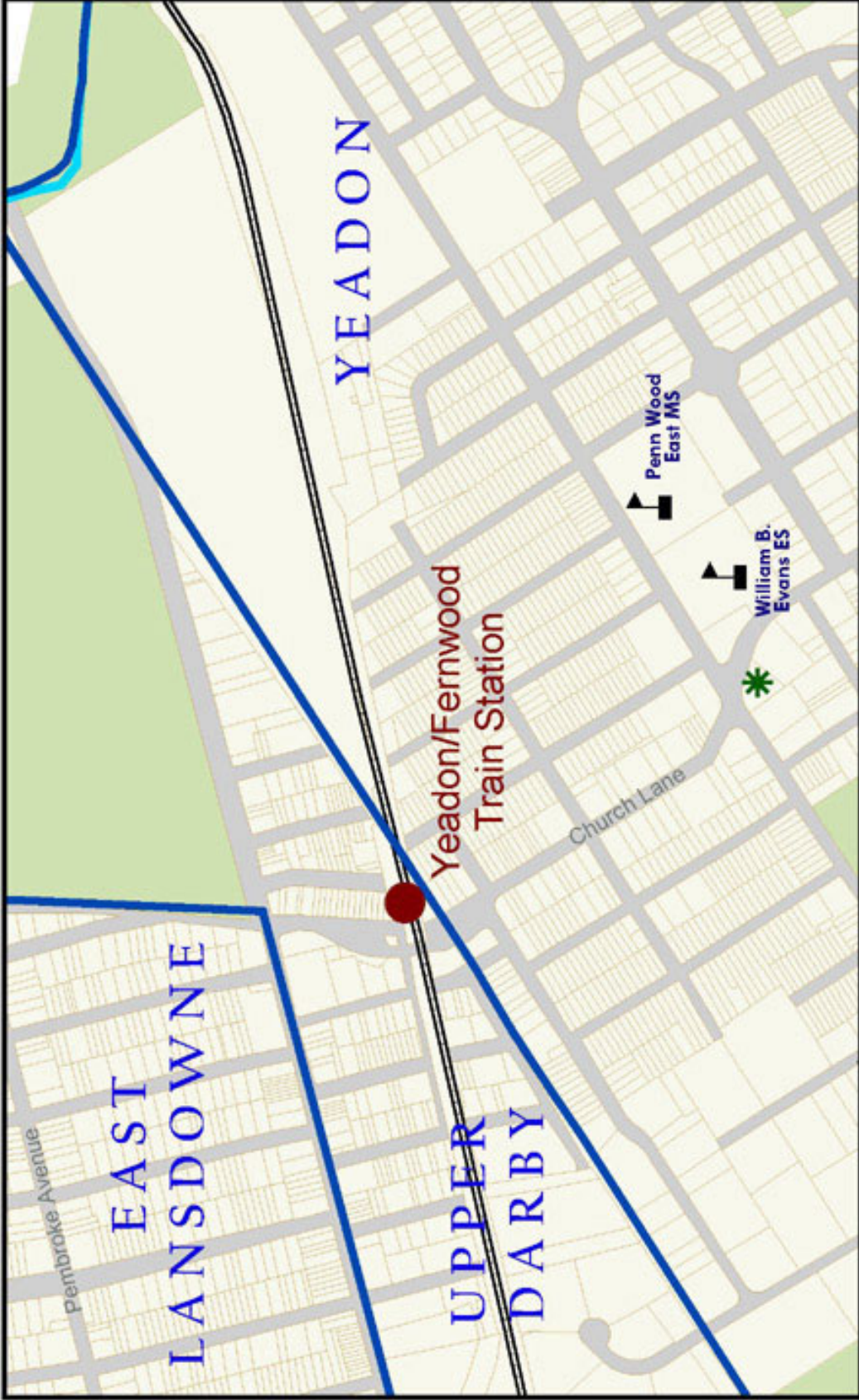
Time Schedule:

Initiative 16: Yeadon/Fernwood Train Station Area Improvements

Month/Phase	Year 1				Year 2				Year 3				Year 4				Year 5						
	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10
1. Install Directional Signage	█																						
2. Parking and Design Study	█																						
3. Construct Improvements					█				█														
4. Revitalization of Church Lane					█				█														

Project Narrative: The objective of this initiative is to stimulate the economic climate of the area and increase the usage of the Yeadon/Fernwood train station. The train station is just south of Baltimore Avenue and is near the commercial strip of the 400 block Church Lane. The station is in need of physical upgrades, including improved platforms, additional lighting, and new shelters. Access to the train station is restricted, and parking is very limited. In addition to the physical upgrades, this initiative seeks to improve accessibility and provide new station area parking. Improvements to the station area are intended to facilitate redevelopment of the 400 block of Church Lane.

Phase 1 will require Yeadon to work with PennDOT on the placement and installation of the signs. Phase 2 will necessitate that the Borough and SEPTA collaborate on the parking and design study. Phase 3, the construction of what is assumed to become municipal lots and physical improvements to the station, will need to be a joint effort of the Borough and SEPTA. The final phase, the revitalization of the 400 block of Church Lane is intended, in part, to be a byproduct of the station's renovations. In addition, the Borough will need to work with property owners, retailers, and the Economic Development Specialist of the Baltimore Avenue Corridor to implement a complete revitalization of this section of Church Lane.

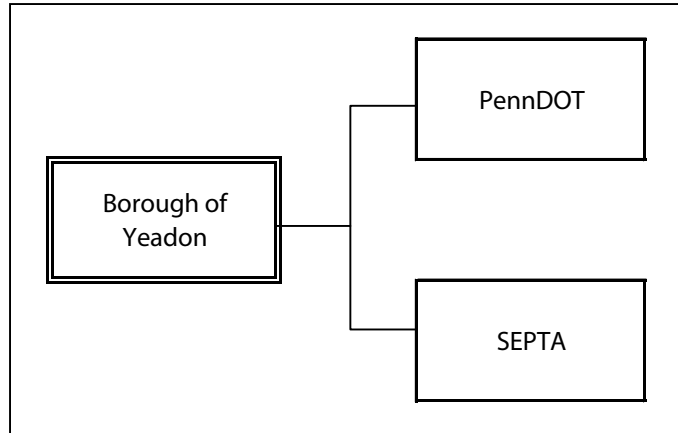


Delaware County Renaissance Program	<p><i>Project 16:</i> Yeadon / Fernwood Train Station Area Improvements</p>		
Urban Partners			

Project Description By Phase

Phase 16.1: Install Direction Signage

Responsible Parties:



Time Schedule: See above

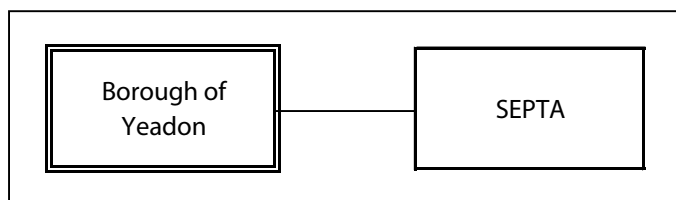
Cost Estimate: \$5,000

Technical Support & Funding Options: Installing the signs will necessitate coordination from SEPTA and PennDOT. Funding sources include the Delaware County Renaissance Program, the Delaware Valley Regional Planning Commissions Transportation Improvement Program, and the Transportation and Community Development Program.

Summary: The installation of directional signage on major roadways and intersections is intended to increase the usage of the R3 commuter line and encourages transit-oriented development as a result of increased usage.

Phase 16.2: Conduct Parking and Design Study

Responsible Parties:



Time Schedule: See above schedule.

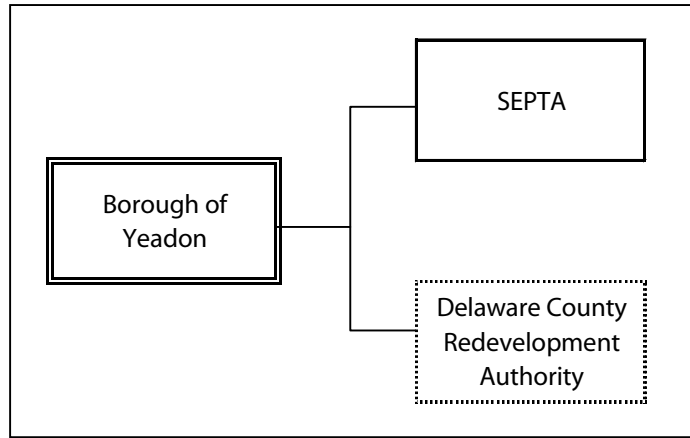
Cost Estimate: \$60,000

Technical Support & Funding Options: The parking and design study will be coordinated between SEPTA and Yeadon with the assistance of a design consultant. An application for a TCDI grant is pending. Additional funding sources include the Delaware County Renaissance Program, the Delaware Valley Regional Planning Commission Transportation Improvement Program and Transportation and Community Development Program, the SEPTA Transit Enhancement Program, and the Federal Highway Administration TEA-21 Program.

Summary: The parking and design study is intended to make recommendations on improvements to the station and opportunities to expand parking for the train station.

Phase 16.3: Construct Improvements

Responsible Parties:



Time Schedule: See above schedule.

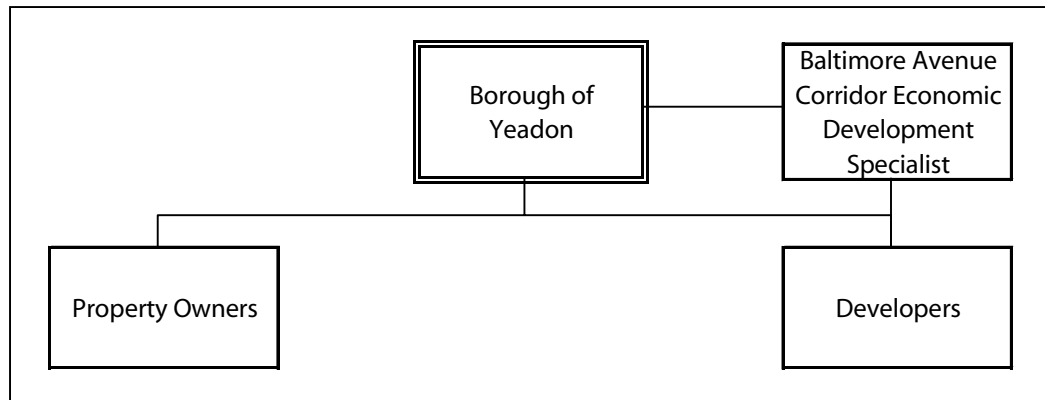
Cost Estimate: Unknown

Technical Support & Funding Options: It will be necessary for SEPTA to implement the lighting, platform, and shelter improvements. Funding sources include the Delaware County Renaissance Program, SEPTA Transit Enhancements, the Delaware Valley Regional Planning Commission Transportation Improvement Program and Transportation and Community Development Program, and the Federal Highway Administration TEA-21 Program.

Summary: Following the parking and design study, SEPTA and the Borough should begin implementing the study's recommendations. The study is intended to make recommendations on improvements to the station and opportunities to expand parking for the train station. In order to expand parking, it may be necessary to acquire property either through sales transactions or condemnation, which will prolong the implementation of this initiative.

Phase 16.4: Revitalize the 400 Block of Church Lane

Responsible Parties:



Time Schedule: See above schedule.

Cost Estimate: \$1,500,000

Technical Support & Funding Options: Technical assistance will not be required for this phase. Funding sources include:

- Delaware County Renaissance Program
- Private financing
- Community Development Block Grant Program
- Small Business First Loans
- Small Business Administration 504 Loan Program
- Pennsylvania Department of Community and Economic Development New Communities/Hybrid Program
- Pennsylvania Department of Community and Economic Development Communities of Opportunity Program
- SEPTA Transit Enhancements
- Federal Highway Administration TEA-21 Program
- Delaware Valley Regional Planning Commission Transportation and Community Development Program

Summary: The revitalization of the 400 block of Church Lane is expected to be a byproduct of both the improvements to the Yeadon/Fernwood train station and the coordinated economic strategy of the Baltimore Avenue Corridor. Streetscaping, façade improvements, and the programming of storefronts are each elements of this phase.

Roadway & Infrastructure Improvements

INITIATIVE 17 Implement Effective Signal Coordination

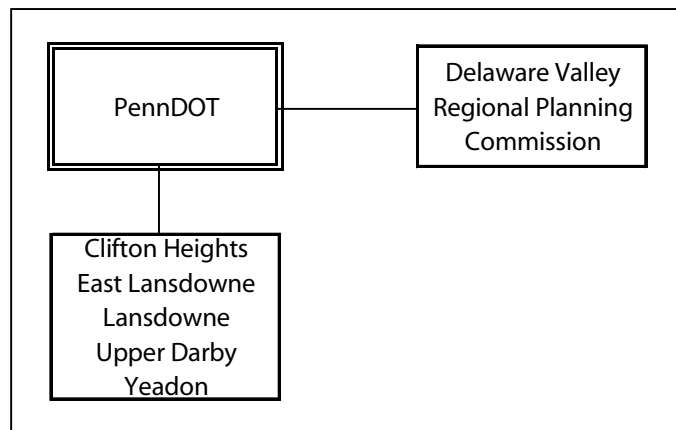
Priority Level: High

Map: N/A

Municipal/Regional Benefits: Each of the five municipalities impacted by the Baltimore Avenue Corridor as well as visitors from the region will benefit from reduced traffic congestion.

Renaissance Planning Area Goals: The implementation of effective signal coordination specifically addresses several of Renaissance Program Area 5's goals by easing congestion on major roadways, creating a safer and more inviting commercial corridors (such as Baltimore Avenue), and mitigating traffic issues along Baltimore Avenue, West Chester Avenue, Lansdowne Avenue, and other critical intersections.

Responsible Parties:



Time Schedule: Estimated start time of 2004.

Total Cost Estimate: The total cost is estimated to be \$200,000.

Project Narrative: The synchronization of the signals along the major roadways and key intersections throughout Planning Area 5 will prevent unnecessary traffic congestion. This project will include the installation of designated left-turn lanes at key intersections. This initiative is on the approved projects list in the Delaware Valley Regional Planning Commission FY 2003-2006 Transportation Improvement Program for Pennsylvania.

The project, called Corridor Optimization, includes the optimization of 16 traffic signals, the installation of lights at seven side streets, and the addition of left turn lanes at five intersections. The project area extends from Bishop Avenue in Springfield Township to Church Lane in Upper Darby Township and East Lansdowne Borough.

Technical Support / Funding Options: Funding for this project is from the Congestion Mitigation and Air Quality Program (CMAQ).

INITIATIVE 18
Reconstruct Long Lane

Priority Level: High

Map: Attached

Municipal/Regional Impact: East Lansdowne, Upper Darby, and all through traffic.

Renaissance Planning Area Goals: This initiative is consistent with the plan’s goal to “improve and maintain the area’s storm and sanitary sewers and repair roadways.”

Implementation Summary:

Phase 1. Conduct engineering study

Phase 2. Reconstruct Long Lane

Total Cost Estimate: Unknown

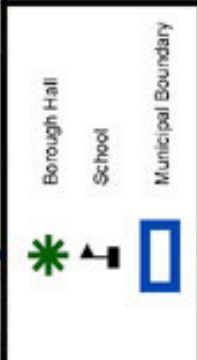
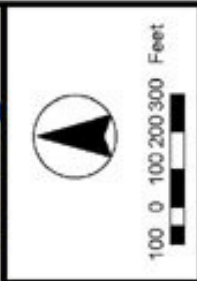
Time Schedule:

Initiative 18: Reconstruct Long Lane

Month/Phase	Year 1				Year 2				Year 3				Year 4				Year 5							
	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12
1. Conduct Engineering Study																								
2. Reconstruct Long Lane																								

Project Narrative: Long Lane is divided by Upper Darby to the east and East Lansdowne to the west. This roadway is heavily used and leads into one of the critical intersections along Baltimore Avenue. The section between Glenwood and Baltimore Avenues is severely deteriorated and is in need of reconstruction. This initiative will require an engineering study and cost estimate of the reconstruction of Long Lane.

Phases 1 and 2 will require the coordination of East Lansdowne and Upper Darby. However, a majority of the roadway is in East Lansdowne, which should take the lead in pursuing the engineering study and the roadway’s subsequent reconstruction.



Project 18:
Reconstruct Long Lane

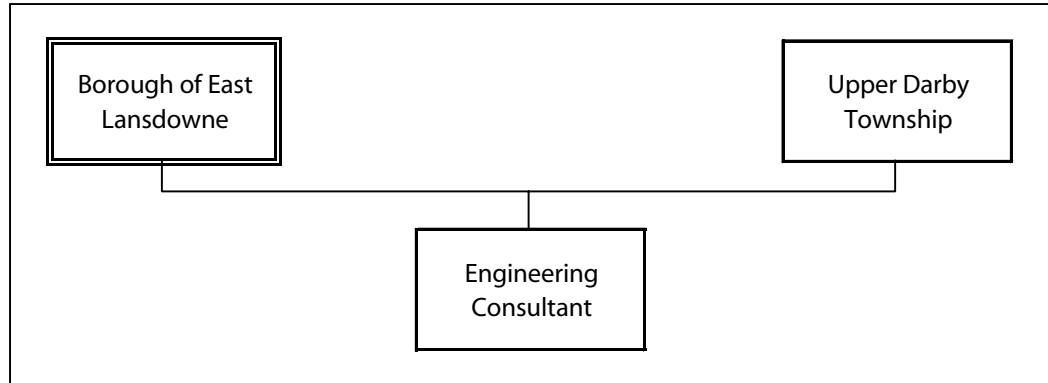
Delaware County
 Renaissance Program

Urban Partners

Project Description By Phase

Phase 18.1: Conduct Engineering Study

Responsible Parties:



Time Schedule: See above schedule.

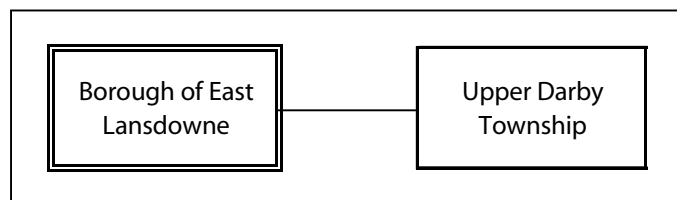
Cost Estimate: Unknown

Technical Support & Funding Options: Technical support will not be necessary for this phase. It may be possible to obtain funding for this phase from the Delaware County Renaissance Program and/or the Delaware Valley Regional Planning Commission Transportation Improvement Program.

Summary: The extent of reconstruction of Long Lane is unclear and, therefore, requires further study.

Phase 18.2: Reconstruct Long Lane

Responsible Parties:



Time Schedule: See above schedule.

Cost Estimate: Unknown

Technical Support & Funding Options: Technical support will not be necessary for this phase. It may be possible to obtain funding for this phase from the Delaware County Renaissance Program and/or the Delaware Valley Regional Planning Commission Transportation Improvement Program.

Summary: Long Lane between Glenwood and Baltimore Avenues is very deteriorated and is in critical need of reconstruction. Phase 2 should immediately follow the findings of the engineering study.

INITIATIVE 19 Widen Union and Nyack Avenues

Priority Level: Low

Map: Attached

Municipal/Regional Impact: Upper Darby, Lansdowne, all through traffic

Renaissance Planning Area Goals: This initiative is consistent with the goal to “mitigate traffic issues along Baltimore Avenue Corridor, West Chester Avenue, and Lansdowne Avenue, and at other critical intersections.”

Implementation Summary:

Phase 1. Conduct engineering study

Phase 2. Obtain property for widening of roadways

Phase 3. Widen roadways

Total Cost Estimate: Unknown

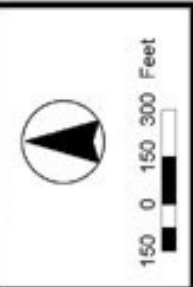
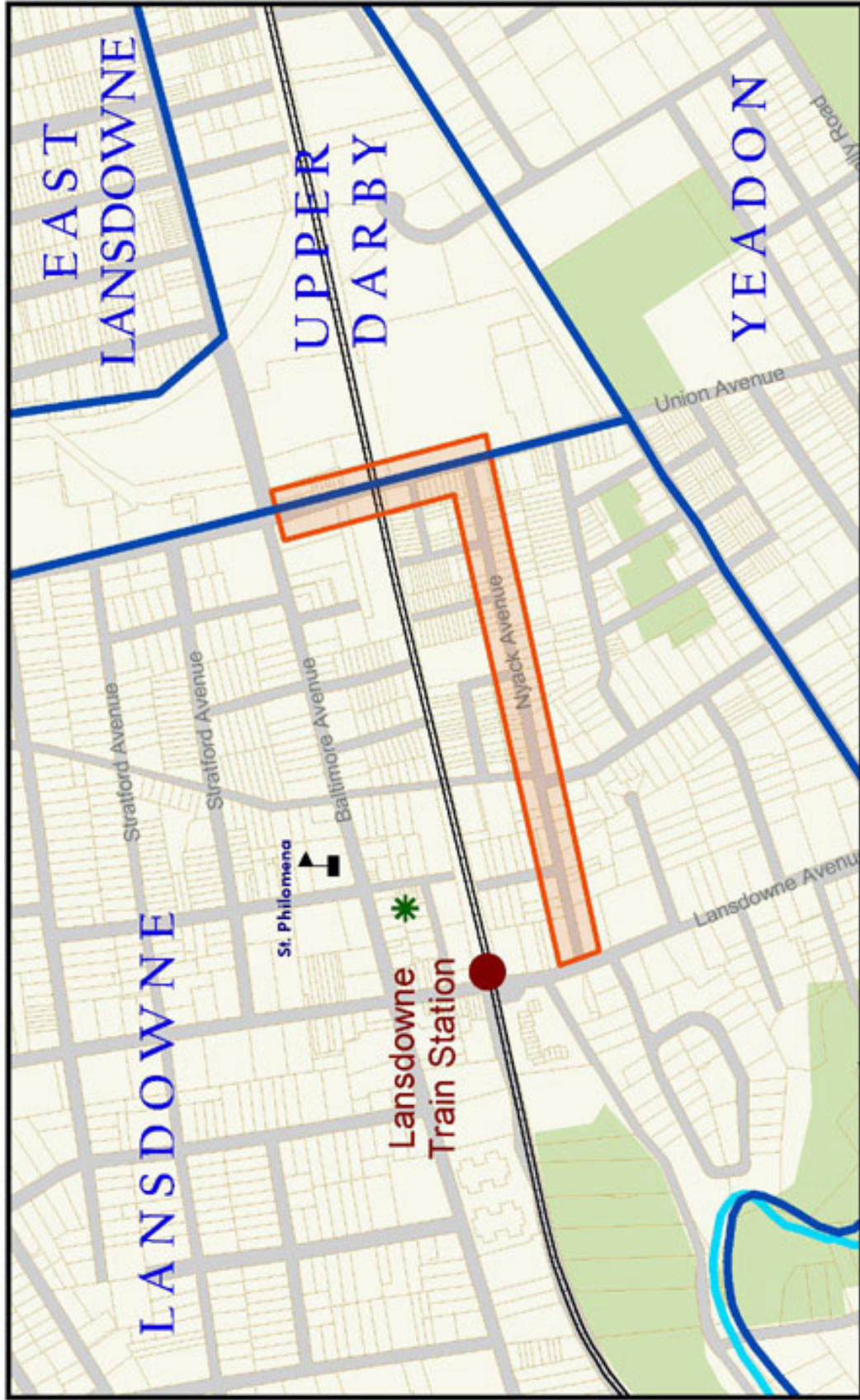
Time Schedule:

Initiative 19: Widen Union & Nyack Avenues

Month/Phase	Year 1				Year 2				Year 3				Year 4				Year 5						
	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10
1. Conduct Engineering Study	█																						
2. Obtain Property					█				▨														
3. Widen Roadways									█														

Project Narrative: This initiative is intended to alleviate traffic congestion along Lansdowne and Baltimore Avenues through the development of wider alternative thoroughfares, such as the widening of Union and Nyack Avenues.

Union Avenue is divided between Upper Darby and Lansdowne. While one municipality should take the lead on implementation, this initiative will require the municipalities to work together through all three phases. Because Union Avenue crosses over the SEPTA R3 line, it will be necessary to involve SEPTA in the engineering and construction phases. Phase 2 will involve the purchase or condemnation of property in order to widen Union and Nyack Avenues.



-  Borough Hall
-  School
-  SEPTA Rail Station
-  Municipal Boundary

Project 19:
**Widen Union and
 Nyack Avenues**

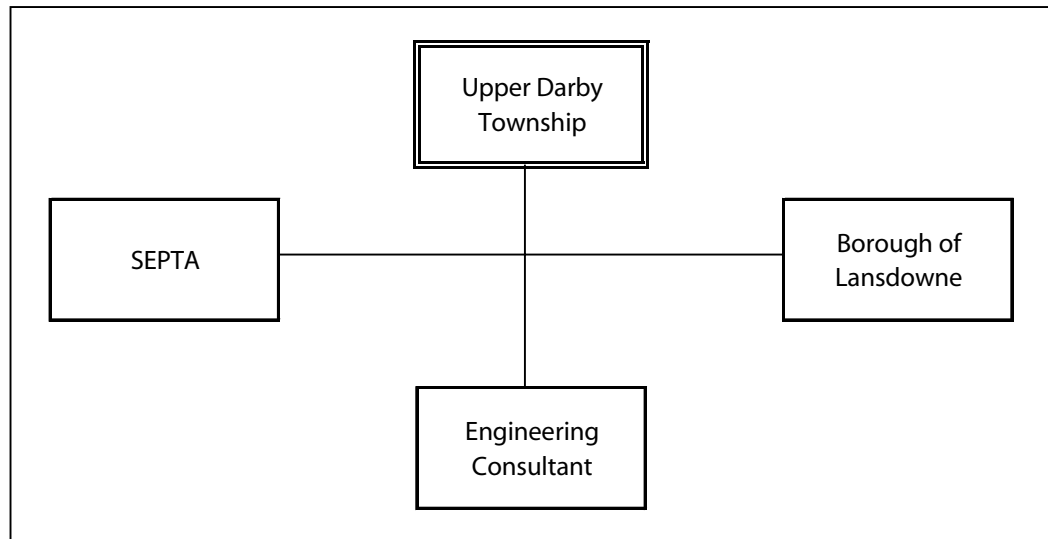
Delaware County
 Renaissance Program

Urban Partners

Project Description By Phase

Phase 19.1: Conduct Engineering Study

Responsible Parties:



Time Schedule: See above schedule.

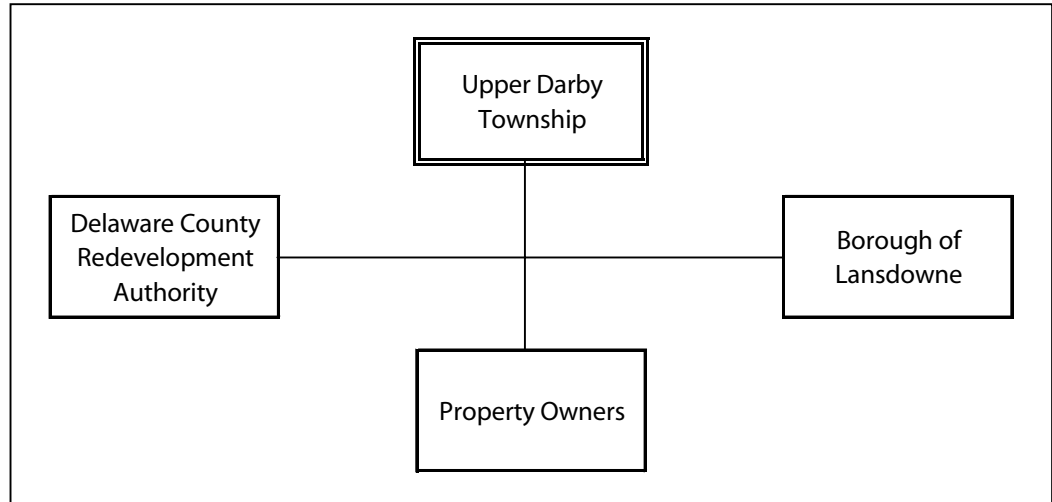
Cost Estimate: \$75,000

Technical Support & Funding Options: Technical support will not be necessary for this phase. Upper Darby has submitted an application for \$45,000 to the Delaware Valley Regional Planning Commission Transportation and Community Development Initiative Program for the study of widening Union Avenue. Additional funding will be required to study the feasibility of widening Nyack Avenue. Funding may be available from the Delaware County Renaissance Program and the Delaware Valley Regional Planning Commission Transportation and Community Development Program and the Transportation Improvement Program.

Summary: The widening of Union and Nyack Avenues will require an engineering study and collaboration with SEPTA to determine the feasibility of widening the crossing at the SEPTA R3 rail line.

Phase 19.2: Obtain Property for Widening Roadways

Responsible Parties:



Time Schedule: See above schedule.

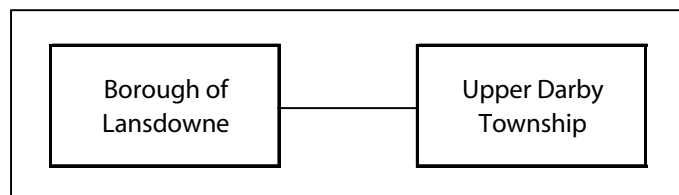
Cost Estimate: Unknown

Technical Support & Funding Options: If it becomes necessary to obtain land for the widening of the roadways through condemnation, assistance from the Delaware County Redevelopment Authority will be needed. Funding may be available from the Delaware County Renaissance Program and the Delaware Valley Regional Planning Commission Transportation and Community Development Program and the Transportation Improvement Program.

Summary: Property must be acquired in order to widen Union and Nyack Avenues. This may be accomplished by property sale or condemnation, if necessary.

Phase 19.3: Widen Roadways

Responsible Parties:



Time Schedule: See above schedule.

Cost Estimate: Unknown

Technical Support & Funding Options: Technical support will not be necessary for this phase. Funding may be available from the Delaware County Renaissance Program and the Delaware Valley Regional Planning Commission Transportation and Community Development Program and the Transportation Improvement Program.

Summary: The successful widening of Union and Nyack Avenues will reduce congestion along Baltimore Avenue and will provide an alternative route to Lansdowne Avenue.

INITIATIVE 20 Storm Water & Sewer System Management & Improvements

Priority Level: High

Map: Attached

Municipal/Regional Benefits: All

Renaissance Planning Area Goals: Improvements to and the on-going maintenance of storm water and sewer system infrastructure are stated goals for Planning Area 5 municipalities. Additional goals addressed by the implementation of this project include the facilitated redevelopment of vacant and underutilized properties on Baltimore Avenue and smaller scattered sites throughout the community by creating development ready sites.

Implementation Summary: The Storm Water & Sewer System Management & Improvements project will be accomplished in three phases:

Phase 1: Coordinated Storm Water Management Improvement Program will examine the replacement needs of the storm water system and collectively identify funding sources for the system’s replacement in Clifton Heights, East Lansdowne, Lansdowne, and Yeadon.

Phase 2: Coordinated Sanitary Sewer System Improvement Program will examine the replacement needs and identify funding sources for Planning Area 5’s sanitary sewer systems.

Phase 3: Replace Insufficient Sewer Systems will facilitate redevelopment of underutilized properties and prevent flooding damage throughout Planning Area 5.

Total Cost Estimate: Unknown, at least \$10 million, perhaps much greater.

Time Schedule:

Initiative 20: Storm Water & Sewer System Management & Improvements

Month/Phase	Year 1					Year 2					Year 3						
	2	4	6	8	10	12	2	4	6	8	10	12	2	4	6	8	10
1. Storm Water Management Program Study																	
2. Sanitary Sewer Management Program Study																	
3. Replacement and Upgrade of Key Components											Ongoing						

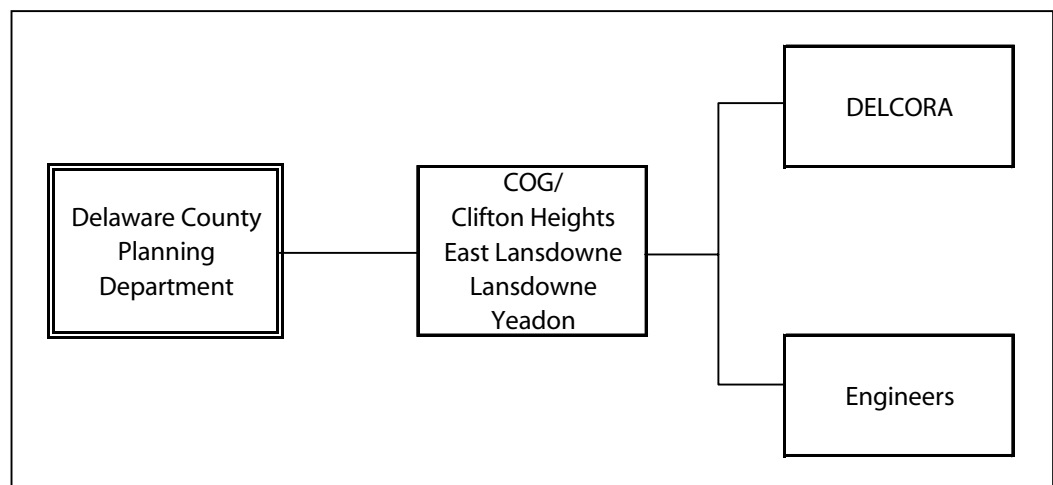
Project Narrative: Severe flooding and inadequate sewer lines have dampened the area’s economy by preventing the redevelopment of key sites and restricting access to businesses. In some areas, the need for repair is critical. According to a study conducted by the Delaware County Regional Water Quality Control Authority (DELCORA), numerous pipe segments were identified with capacity limitations and the presence of severe inflow and infiltration (I&I), including obstructions/blockages, two creek crossings that allow water to enter the interceptor, and flooding caused by heavy precipitation. The amount of repairs needed to the storm water and sanitary sewer systems is not known. It is critical, however, that studies of these systems be done and repairs be made before the system totally fails and becomes a health issue. Chronic flooding on and near Baltimore Avenue has prevented the redevelopment of key vacant and underutilized parcels there. The County Planning Department should spearhead the initiative and work with the municipalities to identify and prioritize the replacement needs of the storm water and sanitary sewer systems and collectively identify funding sources for replacement.

The long-range strategy for improving the overall storm water and sanitary sewer systems require additional engineering studies of both systems. The repair or total replacement of some lines is critical in several areas and is a significant priority of this Action Plan. The Delaware County Planning Department should spearhead the coordination of this initiative.

Project Description By Phase

Phase 20.1: Coordinated Storm Water Management Improvement Program

Responsible Parties:



Time Schedule: See above schedule. It should take up to one year to conduct a coordinated study of the storm water sewer system in Planning Area 5.

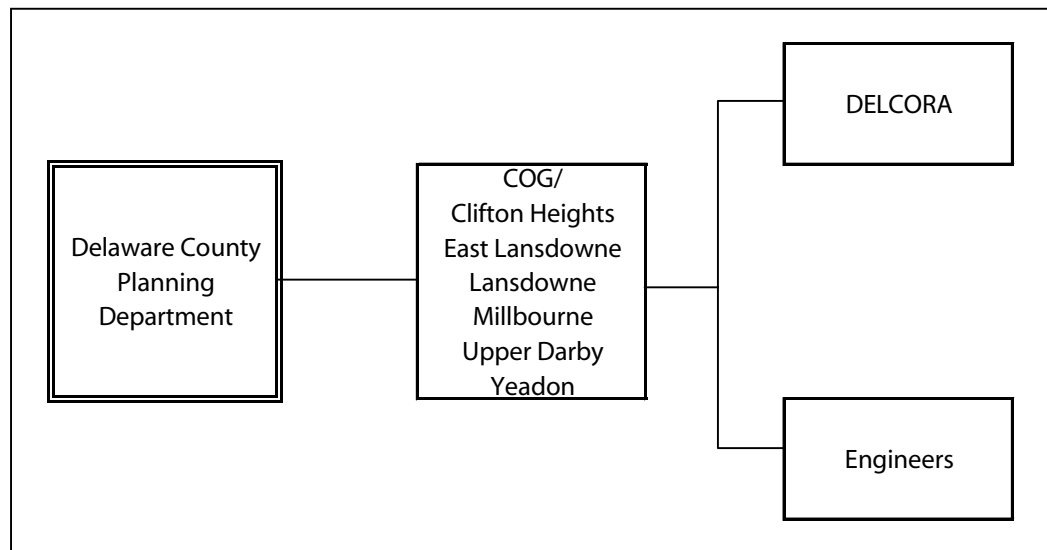
Cost Estimate: Unknown; depends on total scope; \$100,000-\$300,000 estimate.

Technical Support / Funding Options: Coordination will be needed between the municipalities and the County Planning Department on the management program. Funding options include the Delaware County Renaissance Program, the Pennsylvania Department of Community and Economic Development Land Use Planning and Technical Assistance Program and the Pennsylvania Department of Environmental Protection.

Summary: Clifton Heights, East Lansdowne, Lansdowne, and Yeadon share issues that have evolved out of an outdated storm water sewer system. Most of the system is thought to be in need of replacement, while some areas are in more critical need than others. Severe flooding has prevented the redevelopment of key sites in the area, further damaging the area's economy. These four boroughs need to coordinate on the replacement needs of the storm water system and collectively identify funding sources for the system's replacement. A single, independent engineer should be commissioned to inspect, evaluate, and prioritize the system's replacement needs.

Phase 20.2: Coordinated Sanitary Sewer System Improvements

Responsible Parties:



Time Schedule: See above schedule.

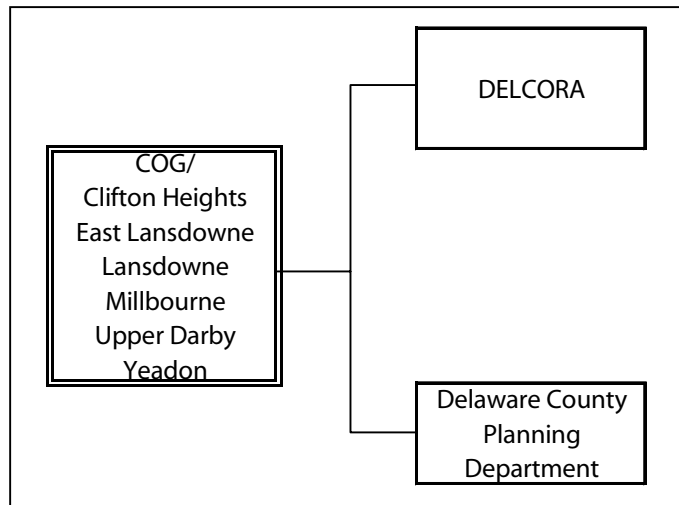
Cost Estimate: Unknown; depends on total scope; \$100,000-\$300,000 estimate.

Technical Support / Funding Options: Coordination will be needed between the municipalities and the County Planning Department on the management program. Funding options include the Pennsylvania Department of Community and Economic Development Land Use Planning and Technical Assistance Program and the Pennsylvania Department of Environmental Protection.

Summary: Just as the storm water sewer system is antiquated, so is the sanitary sewer system. All six municipalities in Planning Area 5 should coordinate on the replacement needs of the sanitary sewer system. This coordination should enable the area to prioritize its replacement needs and to identify funding sources for the projects. A single, independent engineer should conduct the evaluations and determine the area's replacement needs.

Phase 20.3: Replace Insufficient Sewer Systems

Responsible Parties:



Time Schedule: See above schedule.

Cost Estimate: Unknown; at least \$10 million

Technical Support / Funding Options: PENNVEST Growing Greener

Summary: This phase supports the replacement the insufficient storm water and sanitary sewer systems. Making these much needed repairs will facilitate redevelopment of adjacent sites and in the West Cobbs Creek area and will prevent further flooding and damage to the surrounding area.

INITIATIVE 21
County Bid of Street and Sewer Work

Priority Level: Medium

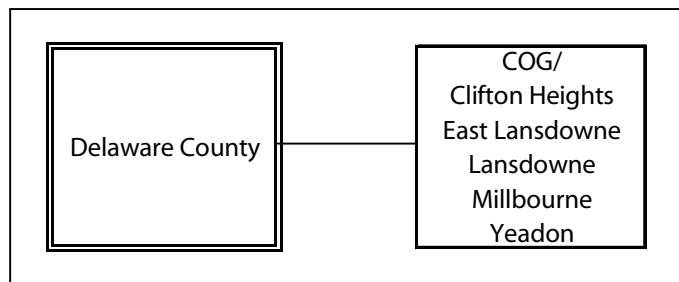
Municipal/Regional Impact: All

Justification for New Program: A contract through the County would reduce the cost of street and sewer work for the municipalities.

Renaissance Planning Area Goals: This initiative is consistent with the goal to “ improve and maintain the area’s storm water and sanitary sewers and repair roadways.”

First Year Cost: \$0

Responsible Parties:



Program Narrative: This initiative recommends that the County Procurement Office bid an open-end contract for the street and sewer work and partner with municipalities, thereby reducing the cost of infrastructure repairs for these municipalities.

Technical Support & Funding Options: The County Procurement Office would provide on-going technical assistance to Planning Area 5 municipalities in street and sewer repair contracting.