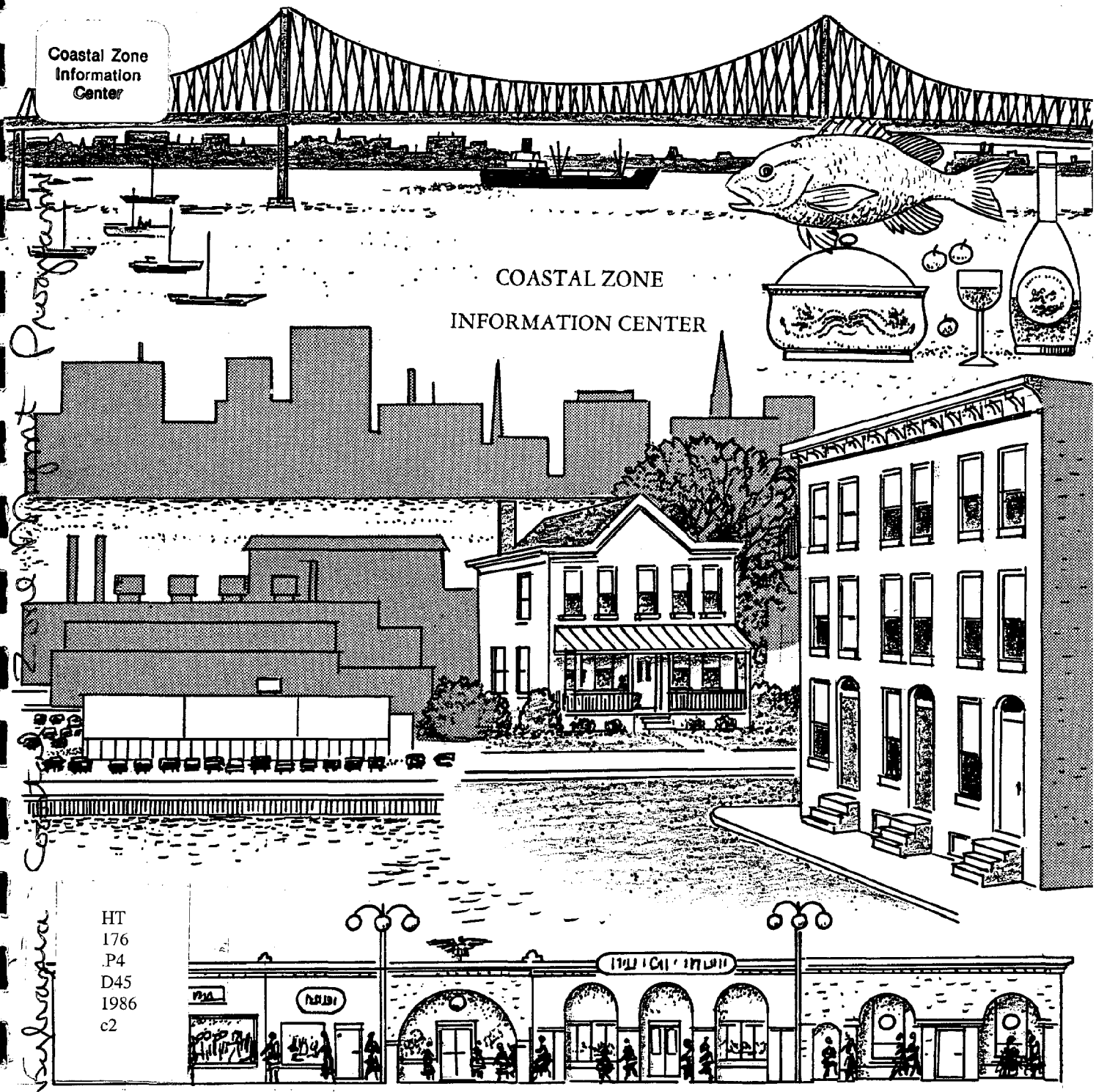
DELAWARE COUNTY COASTAL ZONE COMMERCIAL AREAS REVITALIZATION STUDY



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JANUARY, 1986

DELAWARE COUNTY PLANNING DEPARTMENT

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DELAWARE COUNTY COASTAL ZONE
COMMERCIAL AREAS REVITALIZATION STUDY
PHASE I

DELAWARE COUNTY PLANNING DEPARTMENT
LIMA, PENNSYLVANIA

January, 1986

The preparation of this report was financed in part through the Pennsylvania Coastal Zone Management Program under provisions of the Coastal Zone Management Act of 1972, administered by the Division of Coastal Zone Management, Bureau of Water Resources Management, Pennsylvania Department of Environmental Resources.

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INTRODUCTION

The Delaware County coastal zone was once the location of some of this area's/the nation's first settlements. Over the years, it grew and blossomed into a regional industrial center. After World War II and the economic prosperity which immediately followed, this area began to suffer serious decline as the demand for defense and water-based industries in this portion of the country waned. This, combined with other factors such as a general industrial move to the sun-belt and other parts of the country, contributed to the general decline of this area. All sectors, including residential and commercial, have suffered as a result. Today, many of the Delaware County coastal zone municipalities have begun to pick themselves up by their bootstraps in order to suspend this decline and to return the area to the vital and productive center that it once was. A central goal of this study is to aid in this process.

With the exception of a few municipalities such as Marcus Hook and Tinicum, the area which lies within the Delaware County coastal zone boundary is primarily industrial in nature. Although some commercial pockets remain, many have followed the industry which has moved to other parts of the County and the region. Residents who previously relied on these industries and commercial support services for employment have followed suit, thus contributing to the general decline of the entire area.

As the coastal zone begins to undergo the revitalization process, there is a need to retain existing commercial establishments as well as to promote the growth of new businesses. Without these businesses, it will be difficult to sustain the industrial base (and labor pool) that it is hoped this area will regain. It is for this reason that the Delaware County Planning Department has undertaken a coastal zone commercial areas revitalization study.

The purpose of this study has been to identify those coastal zone areas which offer the greatest potential for commercial opportunity so that they can serve as integral parts of the overall revitalization process. The intent of this study is to provide both data and other information pertaining to opportunities and constraints and land use management issues which will need to be addressed in future (more detailed) studies of the selected commercial revitalization areas.

Although this Phase I report is limited to fact finding and site selection, the Department feels that the information contained herein will provide both the County and its selected municipalities with a good basis for the development of a Phase II study which would involve detailed site delineation, formation of local task forces to determine the scope of desired activities, and in-depth, site specific

study and analysis in order to prepare implementable commercial redevelopment proposals for each site. The following is a series of memoranda which explain, in detail, the site selection process as well as document the various aspects of each of the selected study areas.

MEMORANDUM 1-a
PREPARATION OF A PRELIMINARY LIST OF COMMERCIAL PROPERTIES

Defining Commercial Use

In order to prepare the preliminary list of commercial properties, it was first necessary to define commercial use so as to focus our investigation on the appropriate uses. Due to the fact that permitted uses vary from municipality to municipality, we examined the uses permitted within the coastal zone municipalities' commercial zoning districts. The determination was that, for the purpose of this study, the following types of uses as listed in the "Standard Industrial Classification Manual" would be included in our survey of coastal zone business establishments.

TABLE 1
SIC CODES USED

Division G. Retail trade

Major Group 52.	Building materials, hardware, garden supply, and mobile home dealers
Major Group 53.	General merchandise stores
Major Group 54.	Food stores
Major Group 55.	Automobile dealers and gasoline service stations
Major Group 56.	Apparel and accessory stores
Major Group 57.	Furniture, home furnishings, and equipment stores
Major Group 58.	Eating and drinking places
Major Group 59.	Miscellaneous retail

Division H. Finance, insurance, and real estate

Major Group 60.	Banking
Major Group 61.	Credit agencies other than banks
Major Group 62.	Security and commodity brokers, dealers, exchanges, and services
Major Group 63.	Insurance
Major Group 64.	Insurance agents, brokers, and service
Major Group 65.	Real estate
Major Group 66.	Combinations of real estate, insurance, loans, law offices
Major Group 67.	Holding and other investment offices

Division I. Services

Major Group 70.	Hotels, rooming houses, camps, and other lodging places
Major Group 72.	Personal services
Major Group 73.	Business services
Major Group 75.	Automotive repair, services, and garages
Major Group 76.	Miscellaneous repair services

Major Group 78.	Motion pictures
Major Group 79.	Amusement and recreation services, except motion pictures
Major Group 80.	Health services
Major Group 81.	Legal services
Major Group 89.	Miscellaneous services

Source: Executive Office of the President-Office of Management and Budget, "Standard Industrial Classification Manual," U.S. Government Printing Office, Washington, D.C., 1972.

Location of Existing Commercial Establishments

Staff used several data sources in order to compile a list of the existing commercial establishments located in the coastal zone. Based on address and standard industrial classification (SIC), a list of commercial establishments was compiled. The following is a list of the data sources used:

1. Business Firms Directory of the Delaware Valley 1983-84, published by the Greater Philadelphia Chamber of Commerce for the Penjerdel Council, 1983.

2. Delaware County Employment Location File, Dunn and Bradstreet, 1974.

3. Philadelphia Electric Company Billing List, 1984.

4. Cole's Cross Reference Directory, Delaware County-Main Line 1985 Issue.

5. List of commercial establishments (requiring special refuse haulers) provided by the Solid Waste Division of the Delaware County Public Works Department.

Due to the fact that the number of businesses and their locations vary on a monthly basis, it was necessary to perform a street by street driving survey of the coastal zone in order to locate additional clusters of commercial activity. The result of this compilation was the identification of approximately 150 businesses which were scattered throughout the coastal zone. Clusters of these commercial establishments were then overlaid on a mylar working map (showing zoning in the coastal zone) in order to locate the preliminary study areas. This working map, which was used throughout the course of the study, is extremely large and has been altered many times; therefore, it has not been packaged as part of this study document. However, the map is available for review at the Planning Department.

MEMORANDUM 1-b
DEFINITION OF PRIMARY GOALS FOR COMMERCIAL REVITALIZATION IN THE DELAWARE COUNTY COASTAL ZONE

The definition of primary goals for commercial revitalization involved research into existing goals set forth in several County studies and the Coastal Zone Management Plan. The following is a list of the sources researched in order to aid in the establishment of goals for the coastal zone area:

1. Pennsylvania Coastal Zone Management Program Technical Record, Pennsylvania Department of Environmental Resources, December 1978.

2. Commonwealth of Pennsylvania Coastal Zone Management Program and Final Environmental Impact Statement, U.S. Department of Commerce, Office of Coastal Zone Management, August 1980.

3. Coastal Zone Economic Strategy.

4. CZM/Industrial Sites Study - Phase I, Delaware County Planning Department, November 1981.

5. CZM/Industrial Sites Study - Phase II, Delaware County Planning Department, February 1983.

6. CZM Integrated Development Strategy, Delaware County Planning Department, December 1984.

7. Delaware County Economic Development Strategy, Partnership for Economic Development, July 1984.

8. Delaware County Land Use Plan 2000, Delaware County Planning Department, 1977.

9. Coastal zone municipalities' comprehensive plans.

Staff also conducted a series of in-house discussions of area needs and performed numerous site surveys to visually assess these needs in order to formulate the primary coastal zone commercial revitalization goals. The following is a list of the goals:

1. Create a commercial transition area between such conflicting land uses as residential, industrial, and/or recreational activities in order to support and serve the needs of each sector and aid in the orderly growth of each activity.

2. Provide needed goods and services to area residents and businesses, thus retaining income in the area and contributing to the local tax base.

3. Resolve problems associated with incompatible mixed uses, and encourage the mixed use concept where viable to promote specific area revitalization objectives.

4. Reuse existing buildings which are structurally sound and compatible with the area not only to alleviate urban blight and reduce construction costs, but also to preserve historic buildings (an aid toward revitalization in itself) and avoid adversely changing the existing character of coastal zone communities.

5. Address the problems created by existing disorderly development and prevent similar schemes from being introduced to coastal zone communities through the use of up-to-date comprehensive plans and innovative zoning and subdivision controls.

6. Create a more aesthetically pleasing business/commercial environment in order to encourage both patrons and businesses to utilize the coastal zone commercial areas.

7. Create a sound economic atmosphere for the growth of commercial opportunities which will in turn create jobs and help to reverse downward economic cycles.

8. Create a sense of local pride and commitment to local participation in revitalization programs.

9. Expand the efforts and focus of existing programs and strategies through integration with on-going or scheduled projects.

MEMORANDUM 1-c
CRITERIA SELECTION

The Delaware County coastal zone presently contains two principal land use types, residential and industrial. In recognition of the fact that a strong commercial base is necessary to sustain the previously mentioned activities, the Department's staff set about the task of locating those areas which showed the greatest promise for commercially sustaining these land use types. The 150 commercial establishments identified in Memorandum 1-a were interspersed throughout the coastal zone, and few clusters of commercial activity were able to be located on the basis of this exercise.

In order to identify preliminary study areas, it was necessary to examine not only clusters of existing activity but also current municipal zoning ordinances and comprehensive plans. This examination, when combined with subjective evaluation of present neighborhood character, revealed a total of seven areas which, at the preliminary level, showed promise for commercial activity. The following is a list of the seven preliminary areas which were identified on the basis of the aforementioned process:

Site #1- Tinicum Township-Essington waterfront
Site #2- Tinicum Township-Route 291 commercial strip
Site #3- Marcus Hook Borough-central business district (CBD)
Site #4- Lower Chichester Township-Market Street north of the railroad
Site #5- Upper Chichester Township-north side of Laughead Road
Site #6- Chester City-Market Square area
Site #7- Chester City-waterfront near the Commodore Barry Bridge

The locations of these sites can be seen on Maps 1-7.

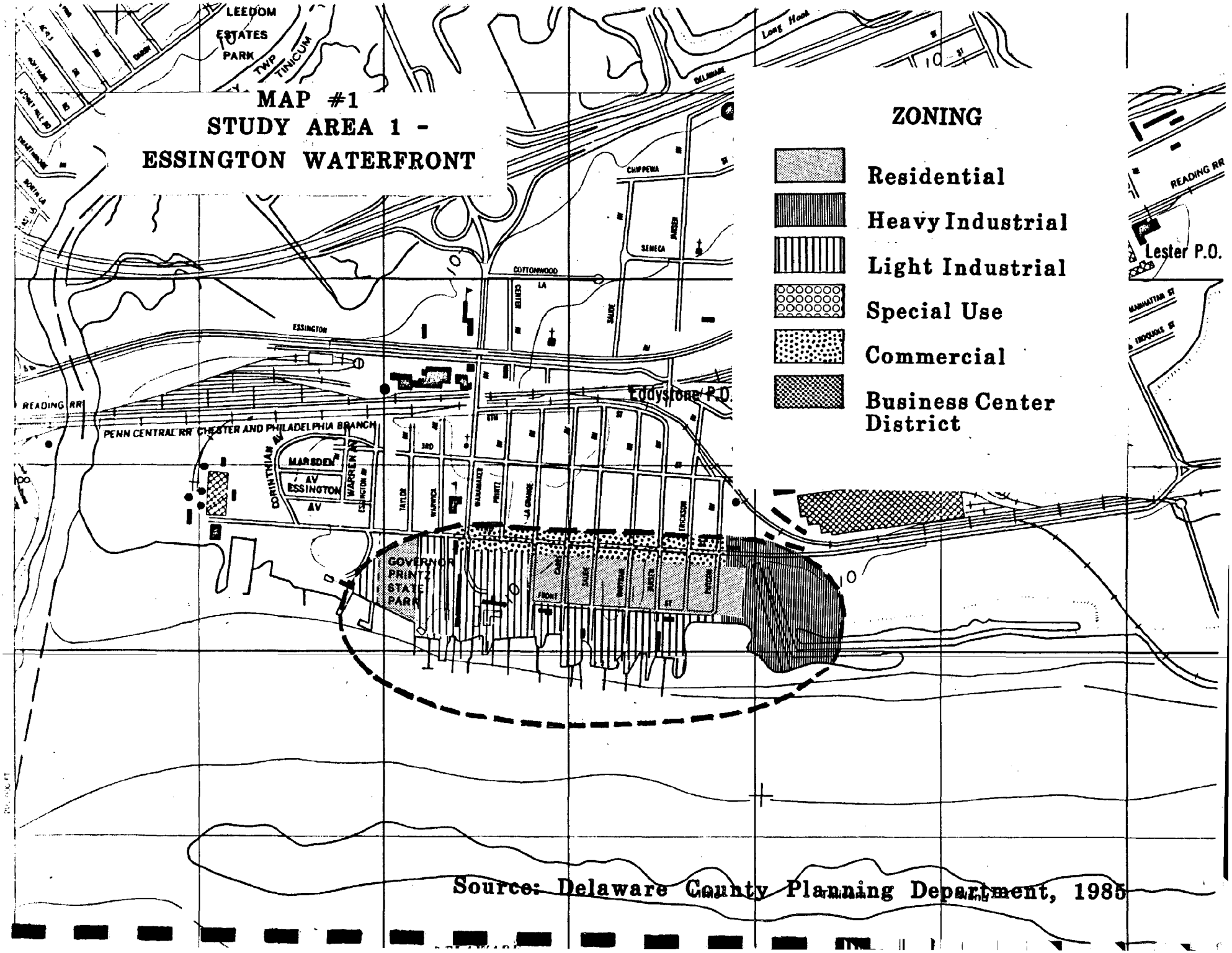
Each of the seven sites was further surveyed and analyzed on the basis of three main parameters. They are as follows:

I. Existing conditions at the site in order to determine those factors which would impact commercial development.

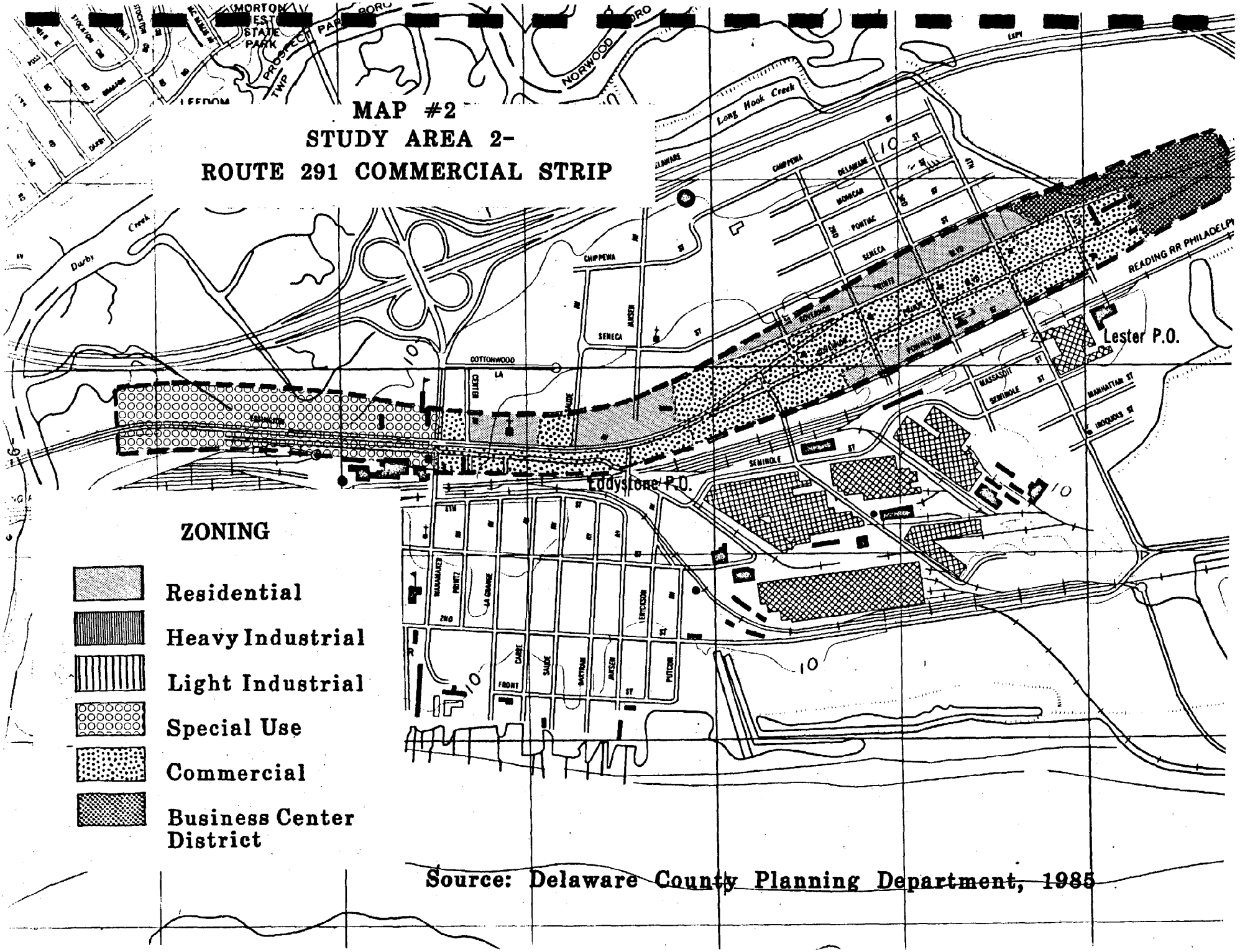
II. Needs in order to determine whether or not there is a need for a commercial revitalization project at the site.

III. Potential for results and possible impacts in order to determine whether or not revitalization would prove beneficial, and to whom.

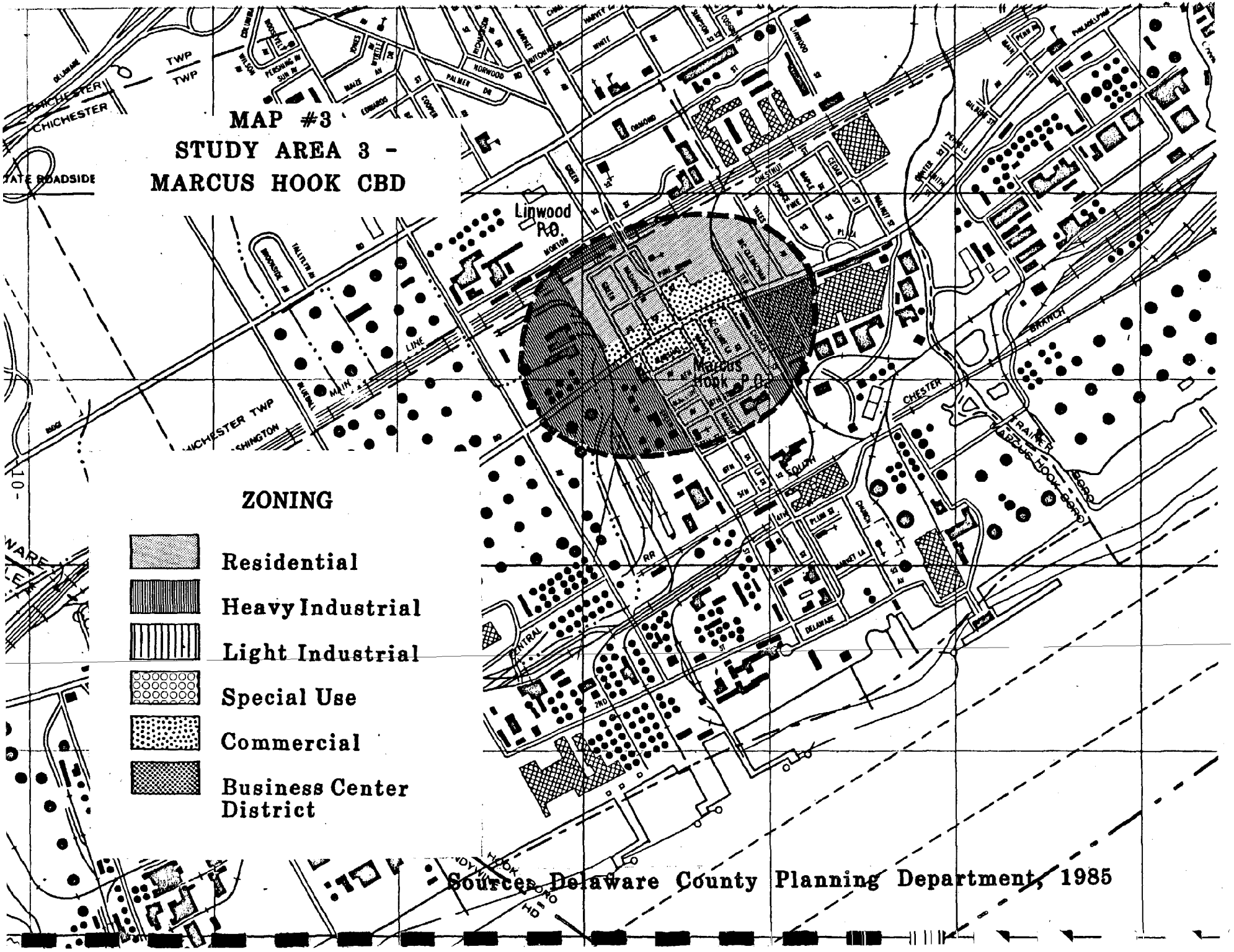
Each of these parameters was then broken down into specific criteria by which the individual sites were evaluated. The following is an explanation of each of the criteria and



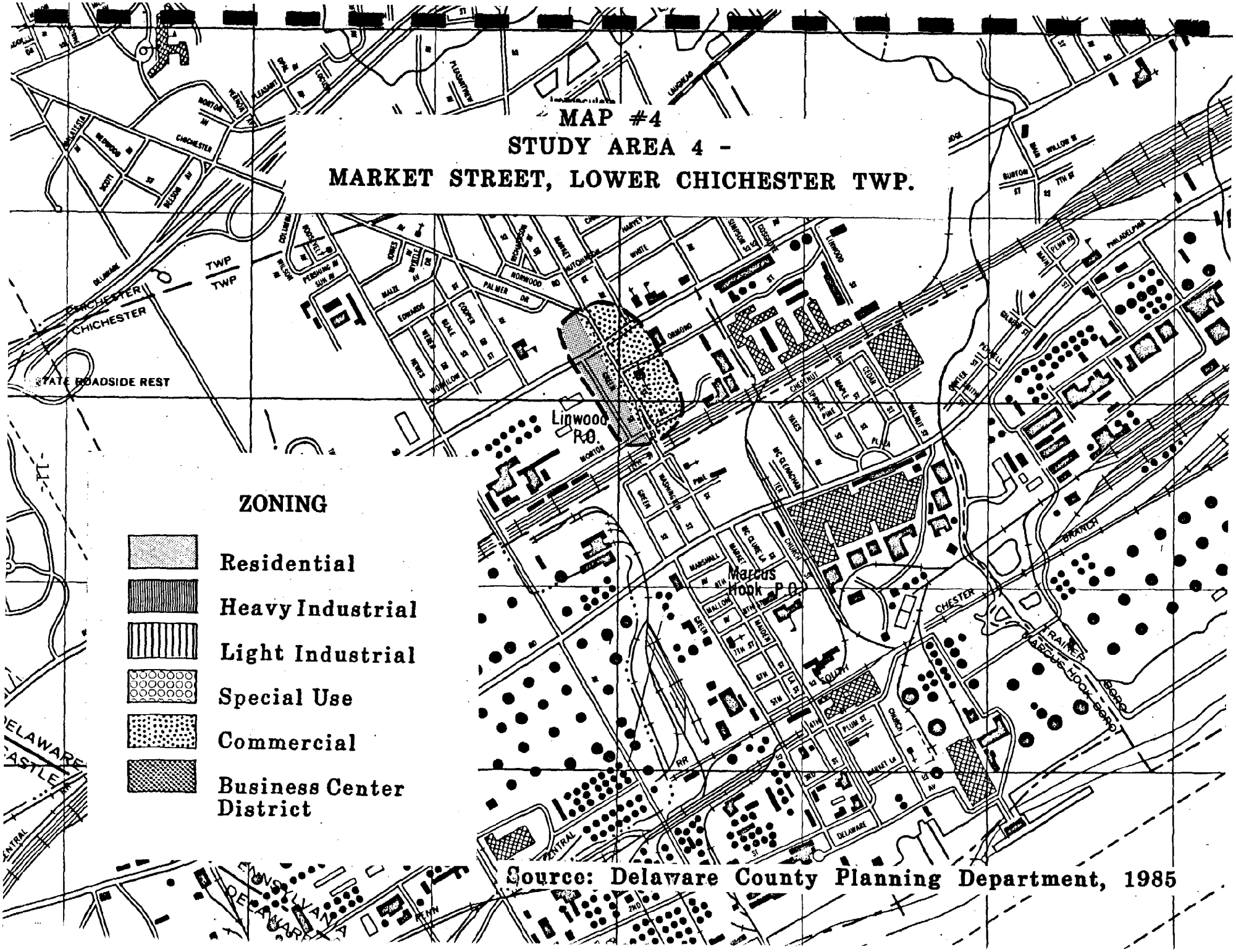
Source: Delaware County Planning Department, 1985



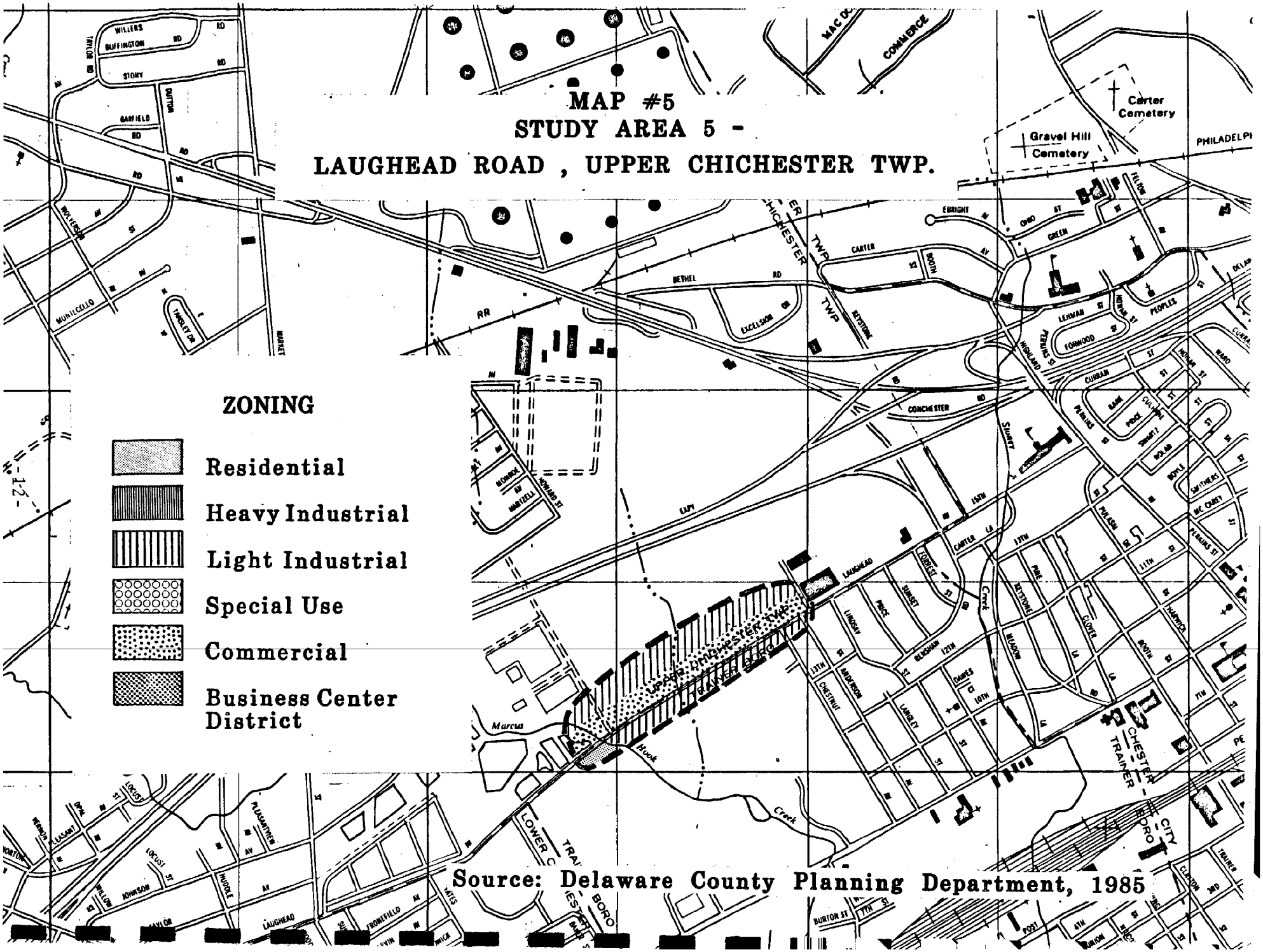
Source: Delaware County Planning Department, 1985



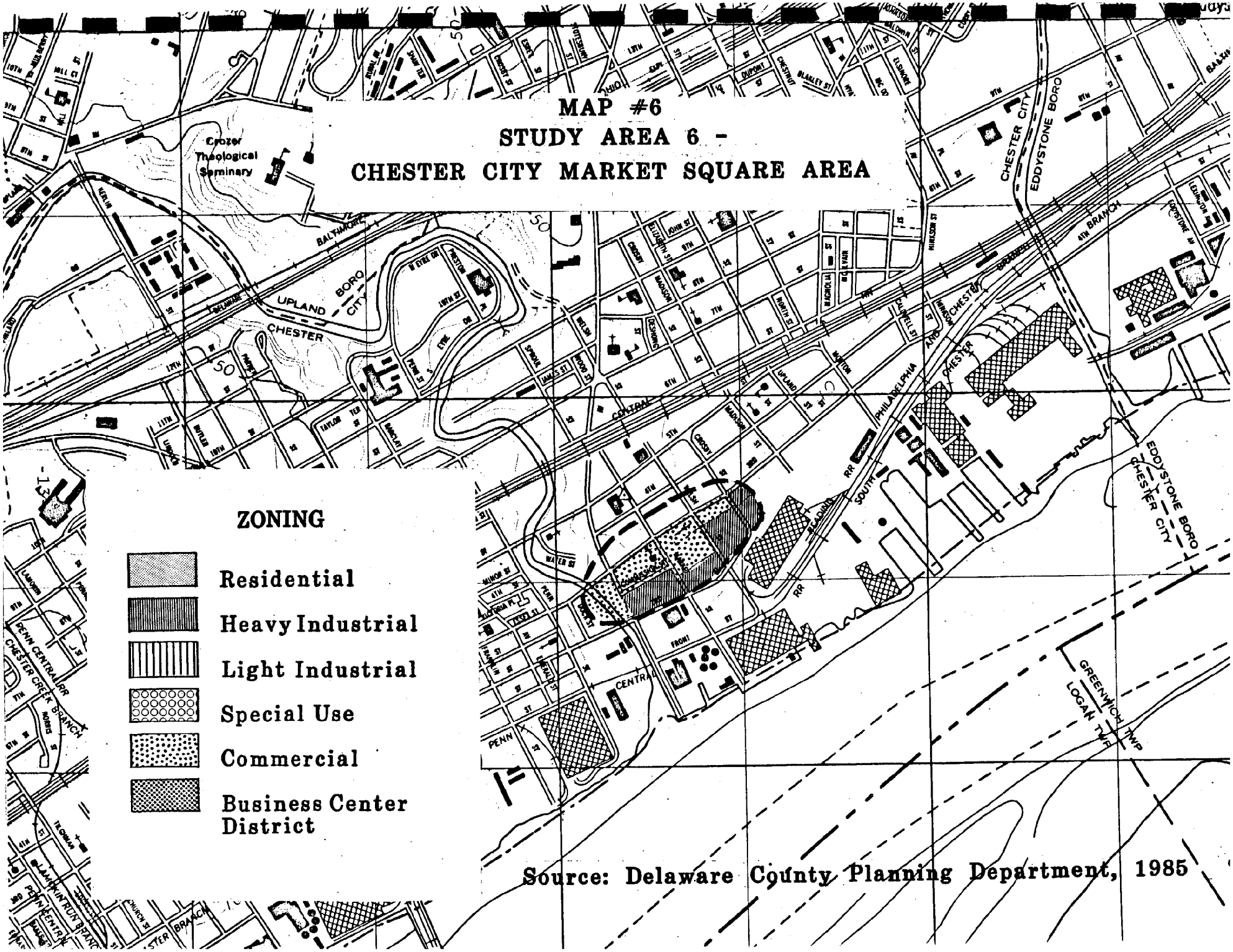
Source: Delaware County Planning Department, 1985

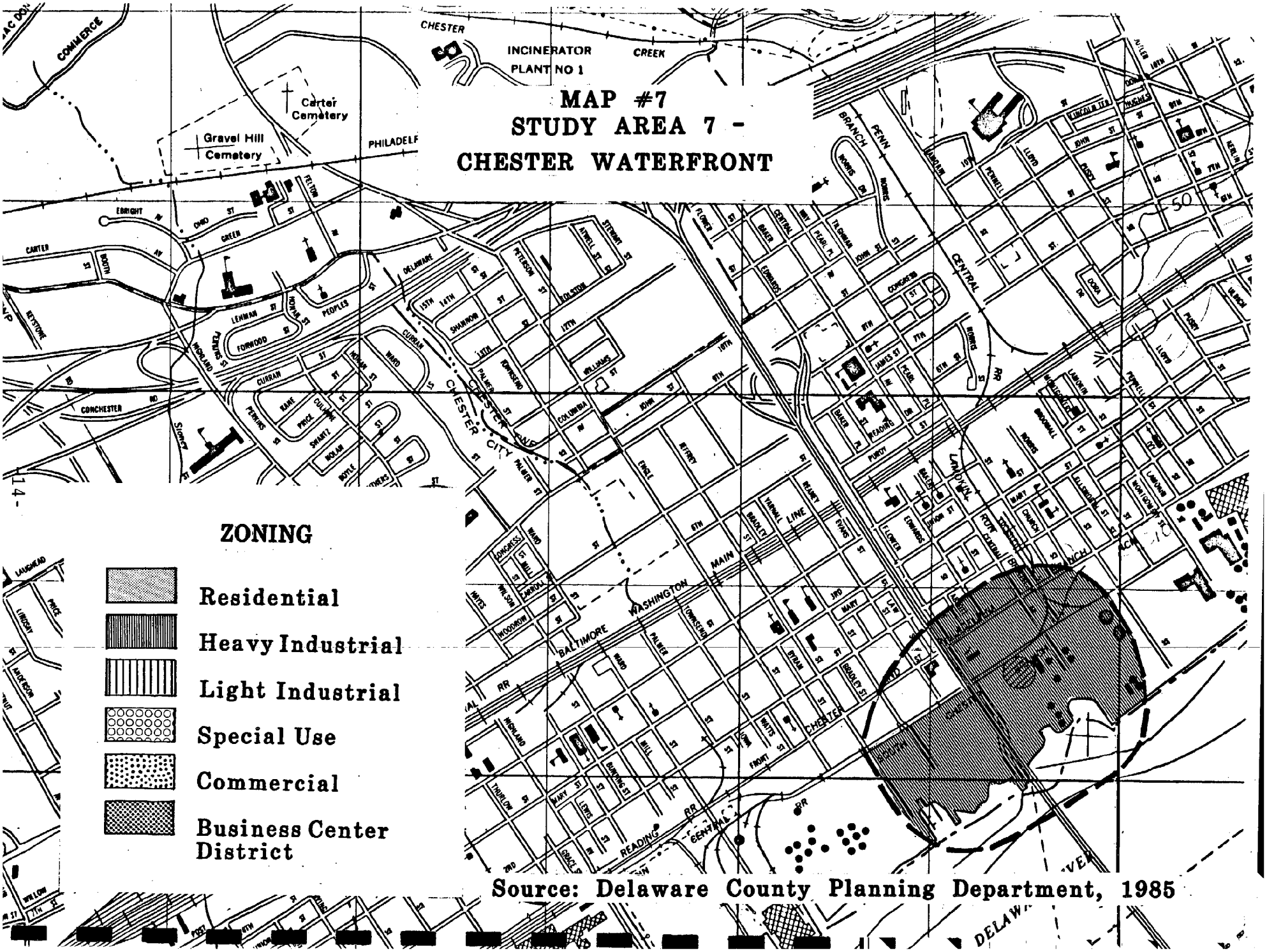

MAP #4
STUDY AREA 4 -
MARKET STREET, LOWER CHICHESTER TWP.
ZONING
Residential
Heavy Industrial
Light Industrial
Special Use
Commercial
Business Center District
Linwood P.O.
Marcus Hook P.O.
CHICHESTER
STATE ROADSIDE REST
TWP
TWP
Source: Delaware County Planning Department, 1985

MAP #5
STUDY AREA 5 -
LAUGHEAD ROAD , UPPER CHICHESTER TWP.



Source: Delaware County Planning Department, 1985


MAP #6
STUDY AREA 6 -
CHESTER CITY MARKET SQUARE AREA
ZONING
Residential
Heavy Industrial
Light Industrial
Special Use
Commercial
Business Center District
Crozer Theological Seminary
UPLAND BORO
CHESTER CITY
EDDYSTONE BORO
BALTIMORE
CENTRAL
PHILADELPHIA AND SOUTH RR
PENN CENTRAL RR
CHESTER CREEK BRANCH
GREENWICH TWP
LOGAN TWP
Source: Delaware County Planning Department, 1985



Source: Delaware County Planning Department, 1985

the rationale behind them:

Existing Conditions at the Site

1. Is commercial use/activity consistent with the zoning and/or comprehensive plan?

One of the first things that must be examined before choosing a site for commercial redevelopment is the existing zoning and the permitted uses within each district. While the ideal is to have a zoning ordinance based on the municipality's comprehensive plan (which explains the intentions of the municipality in terms of land use), in many cases these two documents do not match. This is often the case when one of the two documents is much older than the other and revisions to the two documents have not taken place concurrently. When a more recent comprehensive plan exists, it should be examined in order to determine what changes should be made to a zoning ordinance. Therefore, when evaluating a site for possible commercial development, both the zoning ordinance and the comprehensive plan must be evaluated for consistency in order to avoid potential land use conflicts within the study area and the surrounding community.

2. Does the site have good access, both highway and public transit, does it have good internal circulation for both pedestrians and automobile traffic, and is adequate parking available?

A primary component in the assessment of a potential commercial site is access to the area. What is most important is that potential users have the ability to get to the site. This involves good highway access, and, in many cases, the availability of public transportation, which can be a real asset. Internal circulation, whether automobile or pedestrian, is also an important consideration, but this can be later remedied or improved as a component of the planning process itself. Parking is another factor to be considered. Therefore, when investigating a site, all aspects of public access and parking should be evaluated.

3. Are there any historic sites or structures located in the vicinity of the study area?

Historic structures are valuable to a commercial area for several reasons. Not only do they hold value because they are historic, but also because these existing buildings may be able to be rehabilitated for less cost than would be necessary to build a new structure.

Historic sites and structures generally tend to pique people's interest. This is why they tend to draw people to a particular area and why there is such an interest in revitalization of older structures. Historic sites often serve as a focus for recreation because people who enjoy history will spend their free time taking in the sites. In

turn, the people who frequent these areas for historic and/or recreational purposes need commercial support services. It is for this reason that small shops tend to spring up in these areas. In many cases, shoppers are so impressed with the charm of an historic area that they choose to frequent these sites for shopping alone. Therefore, the presence of historic structures on the sites must be considered when evaluating a potential commercial area.

4. Does the site contain any untapped/unique physical characteristics?

Unique physical features have traditionally drawn people to them. Natural beauty or other physical features tend to become recreational areas for this reason. Therefore, an untapped physical resource may become an excellent place to plan a commercial site because wherever there are concentrations of people, there is a need for support services. Development of such a resource without provisions for commercial support services often leaves functional gaps in the area and lessens its usefulness. It is for this reason that areas with unique physical features must be examined for their commercial potential before they are developed to ensure that coordinated development takes place.

5. Does the site correspond to a distinct area (neighborhood, census tract, etc.)?

When assessing a commercial site for its suitability for revitalization or development, it is important to consider the site's boundaries. When the site corresponds directly to a particular neighborhood or specific physical location, it becomes much easier to plan, develop, finance, and obtain both municipal and public support for the project. Therefore, the boundary of the study area is an important factor to consider when choosing a commercial revitalization site.

6. Does the site contain existing vacant land or buildings which could be used for commercial activities?

Promoting commercial revitalization and development can be a difficult task if the area is completely developed and functioning (even at a minimum level). Although revitalization projects can eliminate eyesores and help to promote increased commercial activity, banks and private citizens are often reluctant to make changes or improvements to an existing operation (and are even more reluctant to raze a structure) because it may involve the interruption of business. They are unwilling to take the chance that their individual revitalization project may act as a growth seed for the entire commercial district.

Therefore, the presence of vacant land or buildings in a potential revitalization area makes the task easier because

the availability of vacant land or buildings gives the potential new developer or commercial vendor a place at which to begin construction or rehabilitation. It is then likely that the remainder of the existing store owners will follow suit as they can see the potential for the commercial area.

Needs

1. Does the area have a lack or an overabundance of particular goods and services?

The lack or overabundance of needed goods and services in a commercial area can greatly detract from an area's commercial viability. While the lack of particular goods and services may force customers to look elsewhere to satisfy their needs, the overabundance of a particular type of business can deter desirable businesses from locating in the area. Therefore, both the nature and the number of existing goods and services offered must be considered when determining a need for commercial revitalization at a particular site.

2. Are there existing aesthetic problems which need to be resolved in order to help promote commercial activity?

Aesthetics play a major role in the viability of a commercial area. In many cases, a once viable area has aged to the point where it is no longer aesthetically pleasing. Poor lighting and signage, litter, and a lack of streetscape amenities are items which can negatively impact a commercial area's image. When this situation develops, shoppers begin to find other places to conduct business, thus contributing to the decay of a commercial area because the shop owners can no longer generate enough income to keep them in good repair. It is for this reason that the need for improved aesthetics was a factor for concern when evaluating needs.

3. Does the area suffer from unemployment problems?

The presence of unemployment problems in a particular area is an indication of a need to provide jobs to an existing labor pool. Although the unemployed will continue to spend what money/income they do have on essential items (thus continuing to support the various commercial segments which provide such goods and services), the lack of regular income inhibits the potential for commercial growth which comes with increased disposable income.

Therefore, the presence of unemployment indicates a need for commercial revitalization which can provide jobs to the existing labor pool, which in turn can create more disposable income and thus positively impact the commercial sector of the economy.

This factor was analyzed on the basis of 1980 census data for employment. In those cases where the unemployment percentage for a municipality was higher than that for the County, we considered that area to have an unemployment problem.

Potential for Results and Possible Impacts

1. Are there any existing or proposed projects with which a commercial revitalization project would be compatible?

When analyzing whether or not a project would be beneficial to a community, it is important to consider the potential for results which could be attained should a new project be implemented.

In order to increase the likelihood of success of a commercial revitalization project, it is important to consider the existence of other current or scheduled projects with which it may be compatible. Often, one project can greatly influence the viability of another through both direct means such as infrastructure improvements or indirect means such as landscaping or open space projects (which would improve aesthetics and in turn attract commercial users to the area). Therefore, this is an important consideration when choosing a site.

2. Would a commercial revitalization project help to provide jobs to area residents?

One of the previous criteria addressed unemployment and the need to provide jobs. When analyzing a site, it is also important to consider whether or not, by the nature of the commercial revitalization, the potential for job creation exists. If so, then commercial revitalization would significantly impact the area.

3. Could commercial revitalization at this site benefit more than one municipality or neighborhood?

While it is important to analyze the impacts on the study area, it is also important to note the possible impacts that commercial revitalization may have on adjacent areas in terms of such items as goods and services provided, jobs, etc. The determination of the number of neighborhoods that can or will be served by a commercial area is an important question that needs to be answered; therefore, multi-area impact is an important criterion.

4. Could improved commercial activity produce a ripple effect in neighborhood areas?

When a successful commercial revitalization project is adjacent to other deteriorated areas, very often the residents and businesses of the adjacent neighborhood begin to

examine their own area to see what positive changes could be made. As a result, one revitalization project can produce a ripple effect throughout several areas. If this is the case, then the overall benefits of the initial project are increased and revitalization becomes more important.

5. Would commercial revitalization at the site produce positive tax base impacts?

While commercial activity benefits both the commercial sector and customers alike, many municipalities are concerned about the tax base impacts that result from commercial revitalization. While many commercial activities tend to contribute positively to the tax base, the possibility exists that commercial activity can negatively impact a municipality by placing a financial drain on the local government for public services such as police and fire protection. The tax revenue gained from commercial operations must be great enough to offset these increases and, ideally, should help to generate additional revenues for the benefit of the entire municipality.

MEMORANDUM 1-d
FINAL SELECTION OF COASTAL ZONE COMMERCIAL AREAS

Final selection of the coastal zone commercial study areas entailed evaluation of each site on the basis of the study area selection criteria. One point was given for each positive response to the questions posed by the selection criteria. Table 2 illustrates the results of this evaluation.

It was anticipated that this evaluation system would reveal a significant range in point scores which would allow highly rated preliminary study areas to become final study areas and lower rated areas to drop from further consideration at this time. We also expected this system to suggest sites with significant potential in more than one municipality so as to expand the potential for positive commercial impacts to more than one section of the coastal zone.

When the evaluation system was applied to the seven preliminary study areas, the desired results did not fully emerge. As illustrated in Table 2 and further described in the text, the highest rated areas are both located in Chester. In view of the fact that the intent was to select study areas in more than one municipality, the sites in both Chester City and Tinicum were chosen. Four appears to be the maximum number of sites that would be reasonable to study in terms of ability to properly perform and manage a Phase II effort. An additional rationale which supports this decision is the fact that multiple projects in one municipality will often be able to build upon each other, thereby maximizing the potential for positive results from available resources.

The following is a textual analysis of each preliminary study area based on the selection criteria:

Site #1 - Essington Waterfront, Tinicum Township

Existing Conditions at the Site

This study area is located between 2nd Street and the Delaware River in the portion of Tinicum Township known as Essington. Although the majority of the study area is presently zoned residential and is used as such, pockets of commercial zoning and uses are located along the north side of 2nd Street. The Township's comprehensive plan calls for commercial use from 2nd Street to the Delaware River.

Access to Tinicum Township is provided by Routes 420 and 291. Access to the waterfront is provided by Wanamaker Avenue. The area's internal circulation pattern is very good although there are several closed streets in the vicinity of Front Street at the eastern portion of the site. Some waterfront parking is provided at Governor Printz State Park and Walber's Restaurant.

TABLE 2
STUDY AREA CRITERIA EVALUATION

Existing Conditions at the Site	#1[1]	#2[1]	#3	#4	#5	#6[1]	#7[1]
Consistent With Zoning/Comp. Plan	X	X	X	X	X	X	X
Good Access or Parking	X	X	X	X	X	X	X
Historic Sites or Structures	X					X	X
Corresponds to a Distinct Area	X	X	X	X	X	X	X
Vacant Land or Buildings	X	X	X		X	X	X
Needs							
Goods and Services	X	X		X	X	X	X
Aesthetic Problems		X	X	X		X	X
Unemployment				X		X	X
Potential for Results and Possible Impacts							
Compatible Projects	X	X	X	X		X	X
Create Jobs	X	X			X	X	X
~~Benefit Several Areas~~	~~X~~	~~X~~	~~X~~	~~X~~	~~X~~	~~X~~	~~X~~
Produce a Ripple Effect				X		X	X
Positive Tax Base Impacts	X	X	X		X	X	X
Totals	10	10	8	9	8	13	13

Source: Delaware County Planning Department, 1985.

[1] sites selected as final study areas

Almost all of the Essington waterfront is historic in nature. As cited in the Coastal Zone Resource Protection Plan, it contains several historic sites and buildings. These sites include the Lazaretto, the Corinthian Yacht Club (which houses the remains of several historic sites), Tinicum Hotel, and Walber's. Governor Printz State Park is the former site of Printzhof, site of the first permanent European settlement in what was to become Pennsylvania.

The Tinicum waterfront is a unique untapped resource. The Coastal Zone Management Plan cites this area as a Geographic Area of Particular Concern (GAPC) due to its significant recreational, historic, or cultural value. The majority of the river access facilities are private and take the form of boat clubs and marinas. This site contains only one public recreation area and a small number of commercial establishments.

The scenic Tinicum waterfront is an ideal recreational area, particularly for marine activities. Little Tinicum Island serves as an outstanding buffer area for the channel which runs between it and the Essington shore. To date, boating activity at this site has been minimal, but due to the lack of similar quality river access in the County, it is likely that the area will soon be developed for that purpose.

The study area is easily identifiable as it corresponds directly to the Essington waterfront between 2nd Street and the Delaware River. As stated previously, the commercial potential in this area is relatively undeveloped. Although the majority of land north of 2nd Street is mostly residential, the waterfront itself is relatively undeveloped and contains several unused/underused parcels of land which lend themselves to additional marinas and other commercial support activities.

Needs

There are very few general aesthetic problems associated with this site, although several of the boat clubs could benefit from landscaping, sign control, and better fencing. In particular, the Lazaretto is in great disrepair. While this area lacks several types of commercial establishments, the area's residents are served by those provided along the Route 291 commercial strip.

It is likely that the waterfront portion of the Township will be further developed for recreational purposes. If so, there will be a greater need for additional commercial businesses to support the recreation industry. Some of these may include boat-related businesses and tourist services (including restaurants, motels, etc.).

The 1980 census reports that Tinicum Township has an unemployment rate of 6.3 percent (less than 1 percent

above the County figure of 5.9 percent). While this figure does not represent much of the unemployment resulting from the "phase-out" of the Westinghouse plant, there are several large industrial developments slated for the eastern portion of the Township. These are expected to be major employment generators; therefore, we do not feel that Tinicum has/will have an unemployment problem.

Potential for Results and Possible Impacts

Although there are currently no plans for commercial development in the study area, there is a landscaping study of the area underway. This project, which is aesthetic in nature, would help to increase the historical drawing power of the area, thus making it more conducive to tourist activity. Increased tourist activity and use of recreational open space would benefit not only the Township, but also much of Delaware County. Currently there are no such areas in the County.

Although many jobs were lost due to the closure of the Westinghouse plant, Tinicum Township has been relatively successful in attracting other types of industry to help provide employment to area residents. The tourist industry also has a large growth potential and could help serve this need.

Due to the location of the Essington waterfront in relation to other portions of the County, it is highly unlikely that commercial waterfront development in Essington will produce a ripple effect of this type on neighboring municipalities.

The introduction of the tourist/recreation industry would greatly affect the tax base in Tinicum Township. Revenues derived through taxation of the various commercial businesses should help to reduce residential taxes in the entire Township.

Conclusions

The Tinicum waterfront is a very unique physical resource which, if utilized to its fullest extent, could serve as a valuable commercial recreational area for the entire County.

Site #2 - Route 291 Commercial Strip, Tinicum Township

Existing Conditions at the Site

The study area comprises the entire length of Essington Avenue/Governor Printz Boulevard (Route 291) from the Eddystone Borough border to the I-95 ramp near the airport in Tinicum Township. Of particular concern is the portion of Route 291 east of Wanamaker Avenue which is zoned commercial

and is experiencing deterioration due to age. The western portion of this road is zoned special use (which permits such commercial uses as shopping centers, restaurants, hotels, etc.) This portion is experiencing rapid new development. The study area has excellent access provided by Route 420 (Wanamaker Avenue) and Route 291 (Essington Avenue). Internal circulation is generally good.

There are no important historical sites in the study area, but it is very near the Tinicum National Environmental Center (TNEC) and the Tinicum waterfront (which does contain historic structures). These areas tend to draw a number of environmentally and aesthetically interested parties to the Township. There are several unused parcels of land located at the western end of Essington Avenue. The eastern portion of the site is highly developed.

Needs

The greatest problem associated with this area is aesthetics, particularly to the east of Wanamaker Avenue. The area has little or no landscaping, poor parking, and suffers from haphazard development. Such a condition tends to leave a poor impression of Tinicum Township on motorists who drive through it. The area lacks many essential goods and services such as a supermarket, and it currently has an overabundance of automobile related businesses.

Much of Tinicum Township is currently suffering from unemployment problems due to the closure of the Westinghouse plant located on Route 291 in the study area. This situation is expected to be partially remedied with the introduction of new industries to the Township (see Site #1).

Potential for Results and Possible Impacts

There are currently no existing public economic development projects planned for this portion of Tinicum Township. The County, on behalf of the Township, has applied for funds to prepare revised zoning and subdivision ordinances. There are several private office and industrial developments proposed for the eastern portion of the Township. An improved and revitalized commercial center along Essington Avenue would help to serve the needs of these businesses, employees, and customers who will be frequenting these industries.

While a commercial revitalization project at this site would probably not benefit any other municipality other than Tinicum Township, it may indirectly serve the waterfront portion of the Township by providing additional goods and services needed by its residents and visitors. Commercial revitalization would help to provide some jobs to area residents.

Although commercial revitalization would help to produce positive tax base impacts on the area, the majority of the tax base impacts would come from the new development taking place in the western portion of the study area and the other proposed developments east of the study area. It is unlikely that such a commercial revitalization project within the study area would produce a ripple effect in the neighboring municipalities as the Township is partially segregated from the major portion of the County by significant physical constraints.

Conclusions

The commercial strip is in dire need of a face-lift and a more orderly development scheme. Proper planning and land use controls should help to accomplish this.

Site #3 - Marcus Hook Central Business District

Existing Conditions at the Site

The Marcus Hook central business district (CBD) is conveniently zoned commercial, and almost all of the activities which take place there are compatible with this use. This area is a central business district in the truest sense. The main intersection in the business district is located at Market Street and the Industrial Highway (Route 291).

Although it has very good access, the existing road network is too small to accommodate the heavy truck traffic in the area. Parking is at a premium. The central business district is served by both bus and rail service (located one block north).

Although there are several existing buildings in the district which are adaptable for reuse, none of them are significantly historic. The area does not contain any unique physical characteristics which would draw customers to the district.

Needs

The central business district is in need of landscaping and facade improvement. This is currently taking place at several sites. The CBD has a relatively good mix of commercial activities.

Although the coastal zone suffers from the traditional employment problems associated with industrial areas, Marcus Hook has only 4.6 percent unemployment and is below the County rate of 5.9 percent. This is due to the oil refineries located in the area which provide a portion of the jobs for the residents of the Borough.

Potential for Results and Possible Impacts

There is very good potential for commercial development in the Borough. There are currently several redevelopment projects underway in the Borough. In particular, there is a proposal by the Delaware County Redevelopment Authority to improve housing and streetscape amenities in a portion of the Borough south of the study area.

Commercial revitalization would not benefit an area much larger than the Borough itself. In view of the rehabilitation that is currently taking place, local residents should continue to frequent the existing businesses as long as they remain in good condition.

There are currently a limited number of commercial lots in the study area, and almost all of them are in use. While commercial revitalization may help to provide some jobs, the number will be limited to the available commercial space. It is unlikely that this revitalization would produce a ripple effect in neighboring communities.

Commercial revitalization in Marcus Hook should be reflected in an improved tax base, but it is unlikely that a new proposal would significantly alter the progress made through the on-going projects. The existing projects must continue in order to keep from reversing the positive trend.

Conclusions

While the Borough's central business district is an excellent site for commercial revitalization, it appears that on-going projects have already begun to address the issues, and significant progress is being made throughout the Borough. This should be continued, but to include this site as one of the final study areas may only serve to duplicate (or possibly interfere with) the efforts that are currently underway.

Site #4 - Market Street, Lower Chichester Township

Existing Conditions at the Site

This study area is currently zoned for commercial use. The Township's comprehensive plan (1978) indicates that the northern half of the west side of Market Street should be used for commercial use and that the southern half should be used for residential use (high density). There are currently several commercial establishments located in the study area on both sides of Market Street.

The site has very good access via Market Street and Ridge Road. The SEPTA commuter rail system runs along the southern terminus of the site. The rail station which is located there serves a large number of transit customers, in particular, Delaware residents who drive to Marcus Hook

to ride the train to Philadelphia. A significant portion of the parking for the system is located in the church parking lot on the east side of Market Street.

There are no historic sites or structures in the vicinity of the site, and it does not contain any unique physical characteristics. While the site does not contain any vacant sites or buildings, there are several residential buildings intermixed with the commercial uses on the west side of Market Street which could be converted or razed for new commercial activity.

Needs

Aesthetics (setbacks, landscaping, etc.) is one of the greatest problems associated with this site. While most of the needed goods and services for neighborhood residents are provided elsewhere, this commercial area does include a gas station, repair shops, a bar, a meat market, etc. Some of these establishments are ideal for commuter shoppers wishing to run errands, obtain car repairs, etc. According to 1980 census data, Lower Chichester Township suffers from unemployment problems (9.7 percent unemployment which is above the County rate of 5.9 percent).

Potential for Results and Possible Impacts

A DVRPC study has proposed a revitalization of the Marcus Hook train station which is located to the south of the study area. Some of the proposed improvements include a new train station and pedestrian walkways over the tracks which serve as the municipal line between Marcus Hook Borough and Lower Chichester Township. The proposed improvements also include several commercial establishments. It is the Department's opinion that both this project and a new one in Lower Chichester could be coordinated so as to provide a convenient commercial area for both residents and commuters.

Commercial revitalization at this site would benefit not only the municipality, but also its neighbors and commuters. Revitalization may not help to provide an abundance of jobs in the immediate study area, but it would provide jobs in the long-range by promoting the ripple effect to the northwest along Ridge Road and, thus, in another portion of the Township. The same holds true for positive tax base impacts. While the initial impact may not be felt in the study area itself, it would be felt in the Township as a whole as a result of ripple effect development.

Conclusions

The study area is zoned commercial and contains existing commercial uses. This particular area has a significant volume of traffic which travels through it. It also has a

significant amount of commuter rail traffic. SEPTA is currently negotiating with the City of Wilmington for the extension of rail service to the City, thus eliminating the out-of-state business in Marcus Hook.

Although the study area is adjacent to a proposed transit project, it may never be implemented. It is the staff's opinion that, should the proposal be completed, these projects would complement each other. Therefore, the staff feels that although this particular study area shows great promise, a full study of the area should be postponed until plans for rail service extension and train station revitalization are solidified.

Site #5 - Laughead Road, Upper Chichester Township

Existing Conditions at the Site

The study area comprises a 300-foot wide strip of commercially zoned land on the north side of Laughead Road. It is adjacent to a relatively large undeveloped parcel which is zoned industrial. A portion of the industrial parcel contains the former site of the Sun Company's hazardous waste lagoons (oil filter waste). Both the Township's comprehensive plan (1978) and a DVRPC Industrial Corridor Study recommended that this site be used for industrial purposes.

Access to the study area is provided along the entire length of Laughead Road, which if used as the main access to a commercial site, would need to be widened and improved (turning lane, traffic light, etc.) in order to accommodate a steady flow of commercial traffic. There is no public transportation at this site. There are no historic sites or unique physical features located at or near the site.

Needs

The study area and the parcel across the street (which is a park) are currently in a natural state and do not suffer from any aesthetic problems. Should the study area be developed for commercial or any other type of use, developers would need to take into account landscaping and other visual design factors to make the site aesthetically pleasing so as not to degrade (but rather improve) the quality of the site.

While the study area does not contain existing commercial establishments, there are several shopping areas within a short distance of the site. The surrounding area does not suffer from severe unemployment problems as the Township's unemployment rate is 5.7 percent, below the County's rate of 5.9 percent.

Potential for Results and Possible Impacts

There are no economic development projects proposed at or near this site which would be compatible with commercial development. There is a proposed industrial development slated for a parcel of ground north of the study area (north of I-95).

Commercial development at this site could provide needed goods and services to neighboring municipalities. Although commercial development would provide some jobs in adjacent coastal zone neighborhoods, the type of development would determine to what degree commercial activity would impact the job market.

Depending on the scale of commercial development at this site, the municipality may feel some tax base impacts. Unfortunately, these impacts may be negative as the costs associated with needed road improvements and public services may outweigh the revenue gained from taxes. It is unlikely that such development would produce a ripple effect in the surrounding area.

Conclusions

The physical nature of the vacant land in the study area lends itself much more to industrial than commercial use. The DVRPC prepared study recommended that the entire commercial strip of land be zoned industrial. In view of the location of the hazardous waste site at the northwestern portion of the study area and the costs associated with site preparation, it appears that the constraints are too great for commercial development. When the commercial strip is combined with the industrial parcel to the north, this site lends itself much more to industrial use; therefore, it was not chosen as one of the final study areas.

Site #6 - Chester City Market Square Area

Existing Conditions at the Site

The study area is located between Chester's central business district and the industrial waterfront. It is presently zoned commercial. The City's comprehensive plan (1972) supports this use.

Access to the area is provided via Route 291 (2nd Street) (east-west) and Market Street (north-south). The Route 291 relocation project will redirect this artery directly through 3rd Street. Although this may affect internal circulation to some degree, the widening and improvement of Route 291 should divert additional commercial traffic through the area. This site is served by public transportation. While the study area contains an abundance of parking, much of it takes the form of large lots which monopolize significant amounts of commercially valuable land area.

The study area is the former location of the City's Market Square - the commercial center. It contains several historic buildings and sites which would lend themselves to an overall commercial revitalization project. In particular, the park located at 3rd and Market Streets, which is the site of a Swedish burial ground, adds aesthetic value to the area. Of additional value is Ethel Waters Park, which is located within the study area along Chester Creek. The most significant natural feature is the presence of Chester Creek, which runs through Ethel Waters Park.

Needs

The study area is in need of landscaping and facade work (revitalization) to make it more aesthetically pleasing to potential businesses and customers. While the Chester CBD does provide several types of goods and services to residents and visitors alike, the revitalization of the study area would greatly benefit both the CBD and the study area by providing the CBD with a revitalized extension and a needed open space area.

Chester suffers from severe unemployment problems. 12.2 percent of the civilian labor force is unemployed as compared to the 5.9 percent County unemployment rate.

Potential for Results and Possible Impacts

There are currently no economic development projects proposed at this particular site, although the relocation of Route 291 through 3rd Street, which is to include landscaping and other improvements, should add to the commercial value of the study area.

Commercial revitalization could easily benefit not only the businesses in the study area but also those adjacent to the existing site (there is a several block area located between the study area and the CBD north of 3rd Street which would be directly impacted by a revitalization project). Due to the close proximity of public transportation, this area would provide a means to offer needed goods and services as well as jobs to people in neighboring communities.

Although commercial revitalization would help to provide a number of jobs within the study area, the overall impact would result from the ripple effect to surrounding portions of the City. Commercial revitalization would produce positive tax base impacts through the provision of new taxable business operations.

Conclusions

Although the relocation of Route 291 through the study area may disrupt current commercial activities, in the long-run this road will serve as an east-west corridor by which

commercial traffic may access the central business district to the north.

The physical amenities provided by the area's parks, when combined with facade work on existing buildings, could enhance the CBD as well as the study area and help to make this area a viable commercial site. In addition, the location of the study area, which is adjacent to the industrial waterfront, would help to provide an aesthetically pleasing buffer area between the existing industrial and commercial activities.

Site #7 - Chester Waterfront near the Commodore Barry Bridge

Existing Conditions at the Site

Although the study area, which is adjacent to the Commodore Barry Bridge, is currently zoned industrial and not commercial, the City's zoning ordinance does permit commercial uses within the district. The City's comprehensive plan indicates that the entire waterfront south of 2nd Street should be used for heavy industry.

Access to the actual waterfront area is poor. Delaware Avenue and Front Street (in portions) are very narrow and often unpaved or overgrown. Delaware Avenue shares its right-of-way with Conrail tracks. Other than a single parking lot located at the City's boat launch, there is little or no off-street parking available in the study area.

There are no significant historic buildings located within the study area, but the Chester waterfront is historic in itself as it is the location of the City's first industrial growth, and small clusters of older housing still remain. This area has unique physical and aesthetic characteristics. Located in the vicinity of the bridge along the Delaware River waterfront, this site offers a spectacular scenic view of the river, its traffic, and the bridge. Two parcels are currently being used for recreational purposes because of these amenities. They are the City boat launch and the West End Boat Club.

The study area corresponds to a distinct area in the vicinity of the bridge and the waterfront. While the study area itself is small, possible impacts could affect the entire waterfront and parts of the City north of the study area. There are currently numerous vacant lots within the study area (near the waterfront, south of Front Street). In addition, with the proposed expansion of Route 291 along 2nd Street, many buildings are being razed to make way for the right-of-way. Once the road is completed, there will be many open areas which will be prime for redevelopment. Existing homes within the study area could be either part of a reuse scheme or be razed for new development.

Needs

The study area does not offer any commercial goods or services to adjacent residents or industries. The addition of such uses would greatly increase the usefulness of this site to the surrounding community.

Aesthetically, this area has much to offer, but it appears to suffer from neglect in terms of landscaping and other physical improvements. Several lots appear to be virtually abandoned and are in dire need of clearing and mowing. The visual appearance of the area would be substantially improved by such measures.

Although few residents live within the actual study area, the surrounding community, as well as the City in general, suffers from severe unemployment problems (see Site #6).

Potential for Results and Possible Impacts

Several coastal zone studies, in particular the IDS, have recommended that Chester City, the County, and other redevelopment agencies revitalize the industrial waterfront in this portion of the City. In addition, there is a proposed plan for the widening of Route 291 (2nd Street) which would not only bring traffic into the area, but would also result in the improvement of both access and aesthetics in the vicinity east of the bridge.

A commercial development/revitalization project would benefit not only adjacent neighborhoods, which would feel the immediate effects of redevelopment, but also the entire coastal zone industrial sector by illustrating to potential developers and businesses that the Chester waterfront can be an aesthetically pleasing, viable, developing area. In addition, provision of commercial support services for existing and future recreational and industrial sectors would enhance its usefulness to both City and County residents.

Commercial revitalization could provide many jobs to Chester City residents not only in the commercial sector, but also in the industrial sector by providing area residents with jobs in the newly developing industries. Such redevelopment has the potential to produce startling long-range tax benefits to the entire City by providing an incentive for the relocation of new businesses to the area.

Conclusions

The Chester City waterfront has been suffering from severe economic and social decline for several decades, and there is no doubt that this situation needs to be remedied. Several industrial development scenarios have been devised

to bring heavy industry back to the City, thus providing jobs and increased revenue for the City. Unfortunately, developers and industries appear reluctant to move to Chester. It may be a combination of several factors, some of which include a national decline in water-based industries, and in the case of Chester, little faith in the overall viability of the City.

It appears that something drastic must be done to draw both industries and other types of businesses to the City in order to illustrate that Chester is not dead. By taking advantage of the unique physical characteristics of this part of the City (including the existing recreational aspects) and capitalizing on them with the inclusion of a commercial support sector, the City may hold the key to drawing future businesses into the area, which would in turn provide jobs, income, and eventual rehabilitation of the residential areas in neighboring parts of Chester. Therefore, this particular study area may be the one with the greatest untapped potential for results brought about by commercial revitalization in the coastal zone.

Summary

As noted in the preceeding text, four final study areas were selected based on analysis using the study area selection criteria. Each of these sites, the Essington waterfront, the Route 291 commercial strip, the Chester City Market Square area, and the Chester City waterfront, appears to have the qualities necessary to be a viable commercial area. The remainder of this report contains a compilation of vital information and preliminary analyses which provide the framework for Phase II (development of revitalization strategies) of this study.

MEMORANDUM 1-e
PREPARATION OF WORKING MAPS FOR SELECTED COASTAL ZONE COMMERCIAL AREAS

In view of the various items necessary to satisfy the data requirements of Task 2-a, it was necessary to use more than one scale of working map. In order to properly examine each of the study areas in their respective settings, it was necessary to prepare a 1:1760 scale map for the entire coastal zone and adjacent communities (see Memorandum 1-a). On this map we were able to note important highway routes, existing transit routes, zoning, nearby commercial areas, and other pertinent information relating to adjacent neighborhoods.

A 1:200 scale parcel map was also obtained for each individual study area. These maps indicate each parcel of land and enabled the staff to note each lot's use, condition, and respective owner (should it be necessary at a later date). In addition, these maps were large enough to indicate parking and internal circulation routes for each study area.

MEMORANDUM 2-a
DATA GATHERING OF COMMERCIAL LAND USE AND DEVELOPMENT FACTORS

This portion of the study entailed extensive data gathering for each of the selected study areas. Staff conducted numerous field views and did many hours of in-house research in order to complete this task. The following is a summary of the types of data gathered for each of the study areas. (For more detailed information, refer to Appendices A-E).

Market Analysis

Due to the fact that definitive study area boundaries will not be delineated and the framework for desired activities will not be defined until Phase II of this effort, it was felt that detailed market analysis involving local surveys should not be performed at this time. Any specific market data collected now may well become obsolete in a matter of months, resulting in an effort that would have to be repeated. Since this information will provide valuable input to the revitalization scenarios, this exercise seems to be one which would more appropriately be performed as part of the Phase II study.

The market area analysis which was performed for each of the study areas was largely based on 1980 census data pertaining to age, income, poverty status, education, and automobile ownership (items which should not change significantly over short (2-3 year) periods of time).

An in-house survey of the Department's Transportation section provided both highway and public transportation routes to, from, and within the selected study areas. An additional in-house survey of the Department's staff (who reside in the selected areas) provided data pertaining to shopping patterns both in and out of the selected study areas.

Goods and Services

In order to determine the actual number and types of goods and services offered in each study area, it was necessary to field survey not only each area but also to examine the surrounding community. This enabled staff to analyze both the market potential for commercial activity and the viability and condition of the existing commercial establishments.

Physical Conditions

Much of the data pertaining to the physical aspects of the study areas was gathered through field surveys. Through both driving and walking tours of the selected areas, staff examined the following:

1. Automobile and pedestrian circulation
2. Existing and needed streetscape amenities
3. Parking
4. Physical characteristics of the buildings

The above information is available in rough form on in-house maps and in files at the Delaware County Planning Department office.

MEMORANDUM 2-b
INVESTIGATION OF POSSIBLE FUNDING SOURCES

In order to establish a comprehensive funding package for a commercial revitalization project, it is first essential to know the details of the proposal. One must know whether or not the project will involve public improvements such as parking or sewers, private development such as an office building, or possibly a combination of several types of development. The intent of this study is not to finalize any particular type of development scheme but merely to identify those coastal zone areas which offer the greatest potential for commercial revitalization.

The actors involved in the preparation of detailed plans for the study areas must be made aware of potential funding sources so that revitalization strategies can be developed with available financing in mind. The following is a list of potential funding sources (provided at the public and private levels) which the Department has identified. These should be further investigated in the Phase II study.

Staff has investigated the many types of programs and means of funding which could aid in the implementation of commercial revitalization in the selected coastal zone study areas. This investigation revealed that while there are programs and financing available from both the public and private sectors, the best means of implementing revitalization projects may be to use a combination of public programs and private sources of funding.

Both the State of Pennsylvania and the federal government currently have programs which provide both technical assistance and funding (in the form of loans and grants). At both levels there are a number of departments and agencies responsible for the administration of programs and the allocation of funds. While the complete list of specific programs is too long to include in this phase of the study, the Department's investigation revealed that there are applicable programs available for historic preservation, flood-prone areas, public services, ordinance and comprehensive plan preparation, planning and design, and other planning studies.

The following is a partial list of programs which the Department examined for applicability in the selected study areas:

<u>Public</u>

Federal

U.S. Department of Commerce

- Economic Development Administration (EDA)- funding is available for Title III Technical Assistance

- Minority Business Enterprise Grants-assistance to the socially or economically disadvantaged who seek to start a business

U.S. Department of Housing and Urban Development

- Urban Development Action Grants (UDAG)- funding for specific eligible projects, some of which are rehabilitation of commercial structures, job creation, etc.
- Community Development Block Grants (CDBG)-revenue sharing program

Small Business Administration

- loans to businesses meeting specific "small business" criteria

State

Department of Community Affairs (DCA)

- Enterprise Development Area Program
- Flood-Prone Redevelopment Area Technical Assistance
- Main Street Manager Program
- Small Communities Program
- State Planning Assistance Grant Program (SPAG)

Department of Commerce

- Loan and grant programs offered through the Economic Revitalization Act of 1984

Local

It is possible for municipalities containing study areas to aid the implementation efforts through several programs. Several of these are innovative land use controls, tax incentives, municipal bonds, and manpower programs.

Private

While government programs may provide a portion of the funding for revitalization, many require some form of cost sharing or matching of funds. Therefore, in order for any commercial revitalization project to work, there must be a strong commitment on the part of the private sector. In addition to traditional financing sources such as banks, real estate trusts, etc., there are a number of other creative financing methods available to the interested participant.

Delaware County has several private agencies in operation for the purposes of supporting local businesses and promoting economic (business) growth within the County. Several of the services they perform include financing (often through creative methods or with public funds), site location, tax benefits, marketing, site preparation, and other development assistance tools. The following is a list of several of these agencies:

Delaware County Partnership for Economic Development (Partnership)
Delaware County Economic Development Center (EDC)
Delaware County Industrial Development Corporation (IDC)
Delaware County Industrial Development Authority (IDA)
RDC, Inc.

MEMORANDUM 3-a
IDENTIFICATION OF CONSTRAINTS AND OPPORTUNITIES

For this portion of the report, each study area has been individually evaluated in order to identify specific and area-wide constraints and opportunities for sound commercial development. This evaluation was based on information pertaining to the commercial land use and development factors obtained during the data base assembly portion of this study.

Although most of the opportunities and constraints were related to physical aspects of the sites (such as floodplain, aesthetics, highway access and circulation, historic structures, etc.), others related to the existing framework (such as municipal ordinances, existing numbers and types of goods and services offered, needs, perceived character of the area, etc.). The potential for funding from both the public and private sectors was also a consideration when evaluating the study areas.

Site #1 - Essington Waterfront, Tinicum Township

As stated previously, the Essington waterfront is a very valuable/unique riverfront area, in fact, the only one of its kind in the entire County. The natural physical beauty of the area (in particular the view of the river and Little Tinicum Island) tends to draw those with scenic interests to the riverfront. Recreational fishing has also become more popular along this portion of the Delaware River as the water quality has increased significantly over the years. Flounder and bluefish have been reported caught off the County's shore along this portion of the river.

The Pennsylvania Coastal Zone Management Plan states that the Essington waterfront is ideal for recreational use. In order to use this area to the fullest extent, both recreational and commercial support services will be necessary. These might take the form of marinas, boat launches, boat repair, supplies (both boat and personal), restrooms, and sewer, water, and electrical connections. In addition, if developed for recreation, restaurants/snack bars, lodging, etc. would be needed and would serve as related uses.

As indicated in Appendix A, there is a very high demand for water-related (recreation) industry in Delaware County. Unfortunately, there are few commercial marinas and boat launches to satisfy this demand. One large marina currently exists in Ridley Township on Darby Creek, but full use by boaters is limited by the width, depth, and other physical constraints (such as the TNEC, Conrail bridge, and siltation) on the river. Chester City has a public boat launch (without docking facilities) and one private boat club, but they lack access and related support services. Tinicum, on the other hand, has several existing boat-related facili-

ties, most of them private boat clubs. (These facilities can be seen on Map 11 in Appendix A). It does not have an operating public boat ramp.

Herein lies a basis for commercial development of this recreational resource. Much of the groundwork has been laid for this type of operation in Tinicum. The infrastructure is in place. The Township is served by public water, sewer, police, and fire services. At the private level, the piers and docks are in place; they only need rehabilitation. Walber's Restaurant/Hotel, which is located on the river, is a successful business and draws customers from all over the County and surrounding areas. It is surprising that others have not tried to capitalize on this area's many amenities.

As stated previously, this site offers excellent potential for boat-related activities. Little Tinicum Island serves as a protective buffer between Essington and the main channel of the Delaware River. It provides a relatively safe area in which small boats can sail without having to contend with commercial shipping on the Delaware River and a point at which larger pleasure boats may access the river. Although this portion of the river has become silted in over the years (see Map 8), with regular maintenance it is still usable for this purpose.

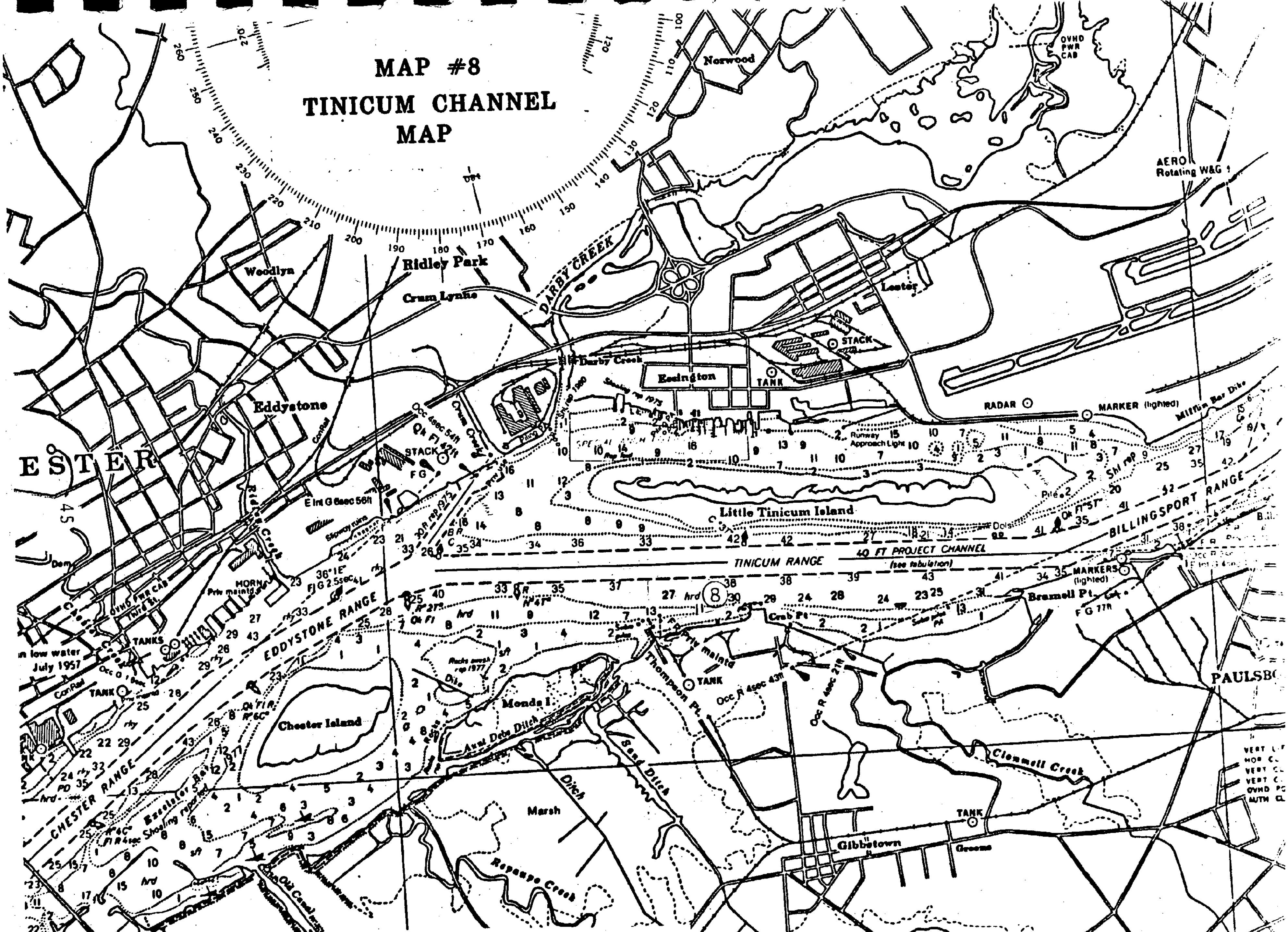
A related opportunity for development at this site may lie in a DER based study of Little Tinicum Island. This study will examine potential uses for the island and may result in expanded recreational opportunities for the waterfront.

The historic nature of the Essington waterfront is one of the Township's greatest assets (see Appendix D). Many historic structures and sites still remain in the area and serve as a good basis for tourist activity. A current project at the Lazaretto is an excellent example of historic and aesthetic rehabilitation in the study area. As people begin to frequent these sites, more people will realize the historic and aesthetic value of the area.

The TNEC is an added amenity in the Township which tends to draw persons interested in aesthetic beauty and could serve as an additional drawing force to the Township. The Henderson office/industrial development and United Parcel Service (UPS) will add to the area's drawing power.

Opportunities for both private and public sector funding are relatively good. Since the Essington channel is suited to smaller scale boating activity, capital needed for both construction of new, and improvements to existing, facilities should be lower than for one large-scale project. It is for this reason that private and public sector monies for small individual projects may be easier to obtain.

MAP #8
TINICUM CHANNEL MAP



Source: U.S. Coast & Geodetic Survey, 1982

A development constraint at the Tinicum waterfront is the fact that much of it lies within the 100- and 500-year floodplains (see Map 9). Recreational and marina activities in the 100-year floodplain are relatively good uses for this type of land if they are properly flood-proofed. Structures for commercial support services could be located behind the flood line.

Lack of parking for commercial marinas and other related tourist traffic is a potential constraint to development of the study area. Current street conditions (number and widths) appear inadequate to handle an increased number of parked cars, and there are few existing parking lots. The two largest lots are at Walber's Restaurant and Governor Printz State Park. New developments and expansion of existing facilities will require additional acreage for parking purposes.

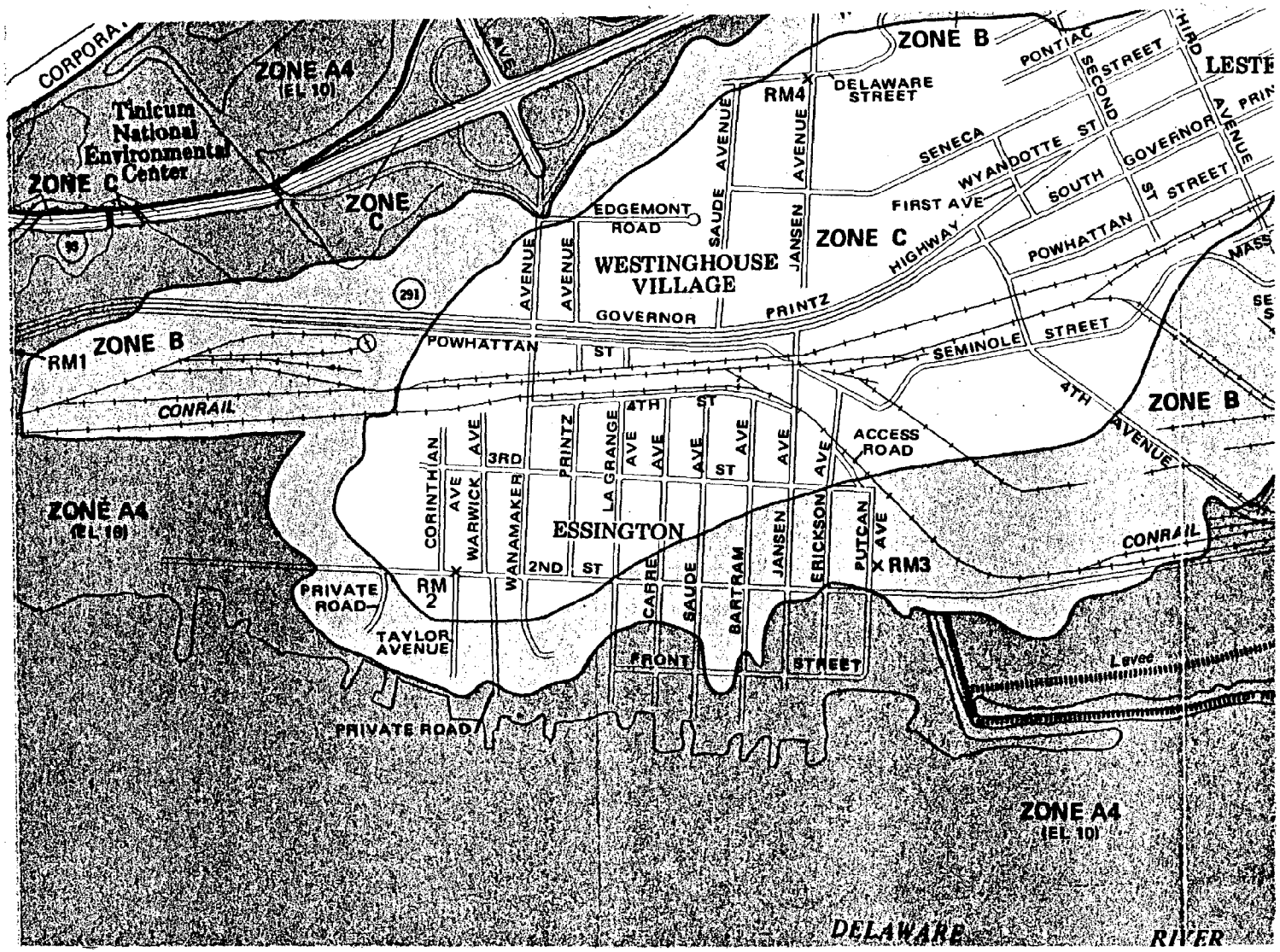
Another constraint to commercial/recreational development in Tinicum will be cost. Existing marinas have become deteriorated over the years. In order to make these facilities more usable, they will need to be repaired and in some cases reconstructed. While the initial cost for the rehabilitation may be high, revenue generated from increased activity should outweigh the investment costs.

Site #2 - Route 291 Commercial Strip, Tinicum Township

One of the greatest opportunities for commercial revitalization in the study area lies in the fact that it is an existing commercial strip which has zoning consistent with its use. It is blessed with a good location (Route 291 between the airport and the remainder of the County). There are also two Tinicum exits on I-95. These exits, which are located at each end of the Township, should provide access opportunities to several portions of the County and Philadelphia. Therefore, this area has the potential to be a good commercial support district for several areas as traffic will be regularly directed through the area.

Another commercial opportunity for Tinicum Township is the great influx of business to the eastern portion of the Township. Some of the major businesses are to include the UPS east coast headquarters (approximately 1,400 jobs), the Stearns Catalytic Corportation headquarters (approximately 1,000 jobs), and the Henderson Group office and industrial development (undetermined number of jobs). Each of these new businesses will bring increased numbers of employees and visitors who will require additional commercial support services within the municipality. These may be in the form of restaurants, hotels, and a multitude of other miscellaneous personal services. A well planned commercial strip should help to serve these people and help to attract additional business from the outside.

MAP #9
TINICUM FLOODPLAIN MAP



Source: FEMA Insurance Rate Map, 1978,1979

Both the TNEC and the Township's waterfront area pose great economic opportunities for the Township as a whole. These recreational areas possess a great deal of commercial drawing power, and this existing strip could serve many of the commercial needs brought about by increased demand from the recreational users.

While Tinicum Township has a relatively small labor force, it is within close proximity to other municipalities which could also benefit from jobs and goods and services. The 1980 census reported that 46.53 percent of the population (over 18) has less than a high school education. Most commercially oriented jobs require a minimum of training and could help to provide job opportunities for the Township's population.

The western portion of the study area (west of Wanamaker Avenue) was relatively undeveloped until recently. In the past few years, several new motels and restaurants have sprung up. The remaining vacant parcels are likely candidates for similar development. Care must be taken to ensure that new development does not occur haphazardly (as in the eastern portion of the study area). These new developments provide a good economic opportunity for area businesses (Delaware County and Philadelphia) whose customers visit from outside the area and need accommodations and other related services.

The eastern portion of the study area (east of Wanamaker Avenue) has a different character. This area, which is much older, is in deteriorating condition. Increasing commercial traffic (from Philadelphia, the new industrial developments, and the Essington waterfront) as well as other Tinicum residents would benefit greatly from its revitalization. While most of the services which it provides are small-scale, many of them are essential to daily operations and thus important.

One of the greatest constraints to commercial redevelopment in the study area (particularly in the eastern portion) is the existing conditions. This area contains several mixed uses. It will be difficult to reorganize the existing pattern of development to allow for new businesses and buildings. Aesthetically, this will also be difficult as many of the setback distances of the older structures will prohibit/limit the amount of landscaping. Adequate parking in this portion of the Township also places constraints on the number of customers which each establishment may serve. Facade treatment may also be difficult to encourage as the existing businesses may be adverse to interruption of operations to rehabilitate structures.

While internal circulation is generally good, there is a traffic problem at the terminus of Governor Printz Boulevard where the divided road turns into the Industrial Highway at

the far eastern end of the study area. There are no signs or other means by which a motorist is informed that he is approaching the highway to the airport and that turn-around will be difficult.

A constraint to further development in the western portion is access to individual parcels. Essington Avenue is a four-lane divided highway, which, when accessed by more driveways, will create traffic hazards and (if traffic signals are installed) could alter traffic patterns.

Another problem associated with this portion of Tinicum, especially on the north side of the road near the municipal border with Eddystone, is the floodplain. This condition could greatly constrain the types of uses and may impose great cost on the developer in terms of site preparation and other costs associated with floodplain construction. On the south side of the road, large parcels are owned by Conrail and contain railroad tracks.

Site #6 - Chester City Market Square Area

The Market Square area of Chester serves as a logical extension of the existing CBD to the north of the study area. It is presently zoned commercial although a minimal amount of commercial activity takes place there. If revitalized, both the CBD and the study area could benefit greatly from shared customers using the area.

Availability of parking in the study area makes it valuable to the CBD as there is a general shortage in the existing shopping area. Customers who wish to shop in the CBD would need to access this area first, thus inviting customers to the study area.

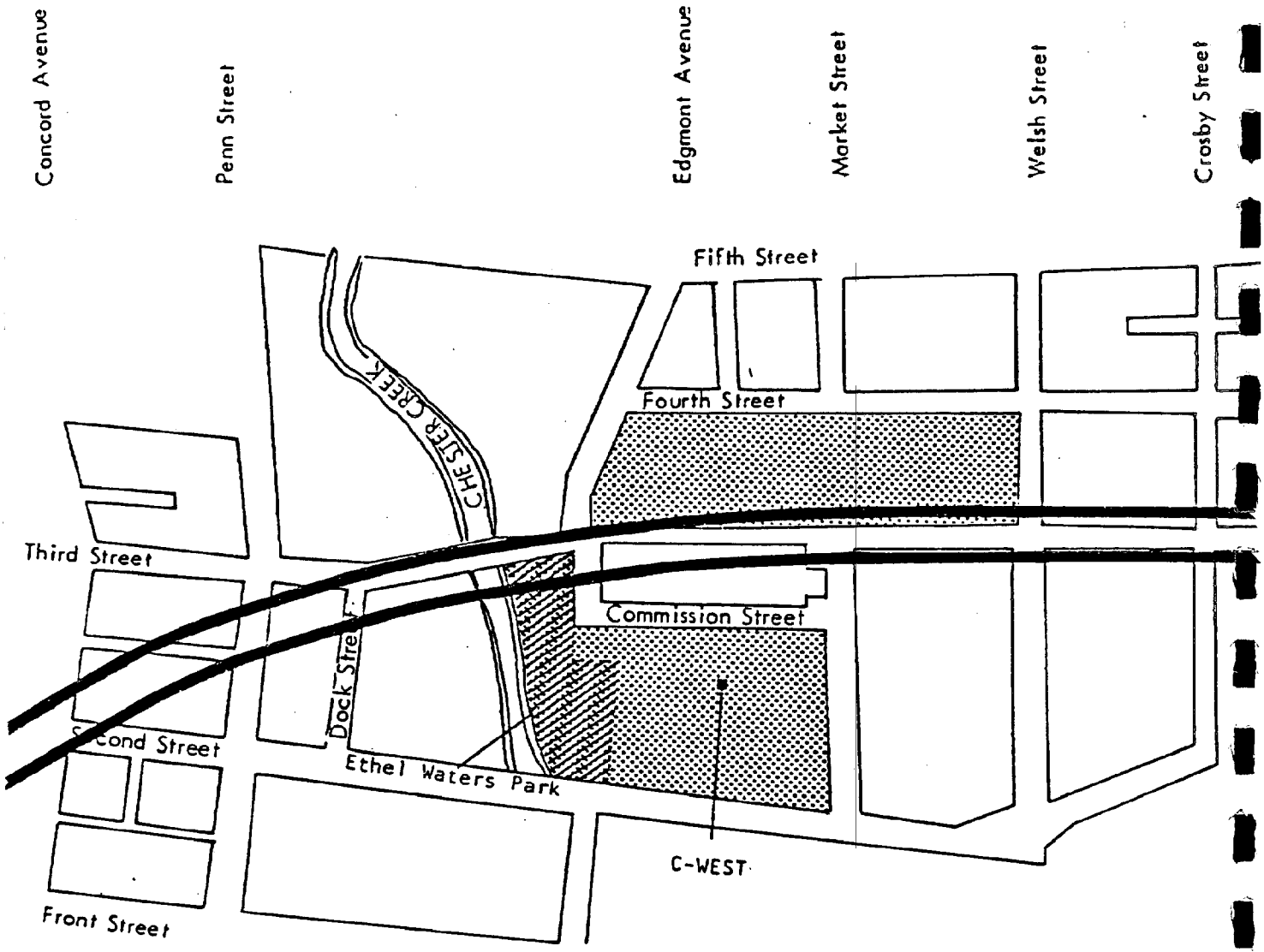
The study area was once the location of the City's commercial activity. Although many of the buildings have been demolished, the area is still historic in nature, and several structures remain (see Appendix E). While many of the existing structures are in great disrepair and are in need of revitalization, when improved they could serve as examples for further revitalization. Although Ethel Waters Park is difficult to access, this open space area has the potential to provide visual relief as well as other aesthetic value to the area.

One of the major commercial opportunities in the area will be provided by the relocation of Route 291 through 3rd Street (see Map 10). Its widening should direct a larger volume of commercial traffic through this area, and with the road should also come other improvements such as landscaping.

The fact that Chester City has been declared an EDA "Enterprise Zone" illustrates that the City is in need of revitalization and makes it eligible for commercial revitalization funds. Once revitalization begins, private devel-

MAP #10

CHESTER CITY RENEWAL AREA MAP



LEGEND

PREFERRED ALTERNATIVE

Source:

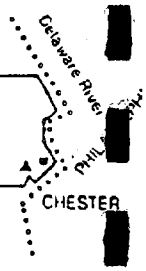
ROUTE 291 ENVIRONMENTAL IMPACT STUDY CHESTER CITY AND DELAWARE COUNTY, PA

Prepared by: Portfolio Associates, Inc
In association with McCormick, Taylor & Associates
Uelandt and Junker
AGES Corp
Orth-Rodgers & Associates, Inc
Clio Group, Inc.
Michael Parrington, Archeologist

LR 542
SECTION 4(f) EVALUATION

1"= 300' SCALE

Jan., 1985



opers should be able to see the merits of investing in this area. The fact that both private and public funding may be available for this area should add to the area's potential for commercial success.

While the relocation of Route 291 will serve as a commercial opportunity for the study area, it will also pose several of the constraints. The project will involve altering the existing circulation patterns (both auto and pedestrian) and the closure of several local streets. It will also necessitate the "taking" of a small portion of Ethel Waters Park. Other buildings may also need to be razed.

A related problem associated with this widened road will be reduced pedestrian access and circulation due to physical separation from the CBD. This situation could easily be remedied through a system of pedestrian ramps over Route 291 which would not only be functional but could also be aesthetically pleasing.

Another constraint to the study area's commercial development is available land area. Much of the study area's acreage is taken up in parking lots. If any future proposal would include consolidation of these parking lots into multi-level parking garages, this constraint would be eliminated.

Site #7 - Chester Waterfront near the Commodore Barry Bridge

The Chester waterfront in the vicinity of the Commodore Barry Bridge contains many opportunities for commercial revitalization. The principal opportunity is presented by its location along the river. The scenic location of this study area makes it an ideal site for various types of commercial development which would benefit from the site's aesthetic aspects. The existence of the West End Boat Club and the City's new boat ramp illustrate the recreational potential at this site.

This area contains a large amount of vacant land. In particular, there is a large vacant parcel (approximately 7.5 acres) located on the water between the boat ramp and the boat club. This could serve as an excellent cornerstone for new development in the area. The vacant parcels to the north of this parcel (between Delaware Avenue and 2nd Street) could be used as sites for additional commercial support services for activity at the large parcel. These services could serve industrial, residential, and recreational activities.

Chester City has a relatively large population (45,794 - 32,171 of whom are over age 18). The median age is 28.8, indicating that there is a large potential labor pool. While 45.53 percent of the population over 18 has less than a high school education, many commercial activities

(such as retailing) do not require a high school diploma.

As stated previously in the section on Site #6, Chester is in extremely deteriorated condition, making it eligible for public funding which might not otherwise be available to other portions of the County. In addition, with the site's many amenities, it may be appealing to large private developers who are in a position to finance a substantial portion of the cost of a project at this site.

The Route 291 improvement project, which will involve widening of 2nd Street, should help to direct additional highway traffic to the northern portion of the study area. The demolition that has and will continue to take place in the area as a result of the widening should help to "free up" parcels of ground for commercial activity along 2nd Street.

While the desire to have industrial activity remain along the waterfront is still a good idea, efforts to attract new businesses to the area have been relatively unsuccessful. While at first it would appear that commercial activity would be inconsistent with industrial activity, the reverse may be true. Capitalization on the study area's physical amenities by recreational/commercial activities may actually attract more business to the area.

There are several constraints to commercial development of the study area, but the main constraints are access to the waterfront and parking. Although these items must be remedied before commercial revitalization will work, it is possible to include them in development of the overall revitalization plan.

A possible constraint to development in the study area is the Wade dump which is located along the river, east of the bridge. This site is one of the "super fund" sites as it contains hazardous substances. Although it is/has been cleaned up, this may limit the future development of the parcel. This needs to be further investigated to determine its safety.

MEMORANDUM 3-b
IDENTIFICATION OF LAND USE AND MANAGEMENT ISSUES

The examination of each site's constraints and opportunities in Memorandum 3-a revealed several important land use planning and management issues which must be addressed when considering commercial revitalization projects in the selected study areas. These issues have been addressed for each site in the following sections of this memorandum.

Site #1 - Essington Waterfront, Tinicum Township

The prospect of increased recreational/commercial activity at the Essington waterfront raises several issues pertaining to impacts on the adjacent neighborhood, the Township, and the river itself.

An important issue which must be addressed when considering commercial revitalization in Tinicum Township pertains to land use control and involves coordination of the two most important land use documents in the Township, the Township's zoning map and the comprehensive plan's future land use map. While the comprehensive plan recommends "waterfront industry" and "commercial" uses between 2nd Street and the Delaware River, the zoning ordinance permits "industrial" or "residential" uses. These documents must be made consistent.

In order to encourage recreational/commercial development along the Essington waterfront, it will first be necessary to create the conditions under which orderly development can take place. Zoning and subdivision controls which govern these uses must be implemented before development occurs. The Township, through the Delaware County Planning Department, has applied for funds to prepare revised zoning and subdivision ordinances. This provides an opportunity for the Township not only to make its land use documents more consistent but also to create the conditions necessary to promote orderly recreational/commercial development. When revising this ordinance, the issues of permitted uses, signage, fencing, parking, and aesthetics (landscaping), etc. must be addressed.

Another Township-wide issue pertaining to impacts is the need for additional water, sewer, fire, and police services that would be generated by the increased number of people which would be coming to the Township. These items must be evaluated for present needs as well as for future demands as a plan for expansion of all services may be necessary.

A major issue which must be addressed in Essington itself is access and circulation. Much of Essington is currently residential in nature. While access and circulation are excellent for this use, increased tourist acti-

vity may necessitate changes in traffic patterns due to a larger volume of cars and boats being directed through this portion of the Township. Making appropriate provisions for this should be an element of the planning process.

The first issue which pertains to the impact on the river is water quality. The Delaware River's water quality has improved significantly over the last several years. Fishing and boating activity have increased as a result. Care must be taken to avoid re-polluting the river. While it is difficult for one municipality to control and maintain the entire river, existing state and federal regulations must be enforced.

The next issue pertaining to the river is policing the waterway. Currently, the Fish and Game Commission is responsible for patrolling this portion of the river. The existing force is small and would be unable to handle patrol in the event that recreation/boating traffic increases. Arrangements would need to be made for both patrol and rescue operations on the river. In addition, this portion of the channel has a tendency to become silted in. Provisions for both maintenance and dredging must be made.

Much of the Tinicum Township waterfront lies in the 100-year floodplain. Due to the fact that any current or future development would be taking place in or adjacent to the floodplain, there will be many issues which will need to be addressed in order to comply with state and federal regulations. All necessary permits for piers and dredging will need to be obtained before any construction commences. In addition, stringent floodplain regulations must be adhered to in order to guarantee that development will not raise flood levels and to ensure that structural damage does not occur.

One of the most important overall issues which must be addressed when considering recreational/commercial revitalization in this study area is municipal and public opinion. This quiet, traditionally industrial community (Township) must be made aware of the unique resources with which it was endowed. There is no other township in the County that possesses such unique characteristics as the TNEC, the waterfront, and the many historic sites. Residents must develop a new mind-set that allows them to capitalize on and promote this resource and thus create a new image and identity for Tinicum.

Site #2 - Route 291 Commercial Strip, Tinicum Township

As stated in Memorandum 1-d, Tinicum Township would like to have its zoning and subdivision ordinances revised. Future development in both the eastern and western portions of the study area must adhere to better standards which should be designed so as to blend with existing conditions. Unfortunately, the once residential eastern portion of the

study area is now a commercial strip containing mixed uses (residential and commerical) in an area zoned for commercial.

Many of the commercial establishments are located in residential structures. In some cases, new commercial establishments which were located on vacant parcels do conform to new requirements. When planning for commercial development in the eastern portion of the study area, these conditions must be taken in to account and ordinances designed with this situation in mind because significant alteration of standards will make new development appear nonconforming.

There are several existing commercial uses which may be deemed undesirable by neighborhood residents. Uses such as a strip tease bar, adult items stores, and an abundance of auto related businesses leave a bad impression on the Township's visitors and may present an issue when working to attract other types of commercial establishments such as drug stores, banks, retail shops, restaurants, etc.

As with the Essington waterfront, a major commercial revitalization issue involves a desire and commitment on the part of the community to change or alter the existing patterns of development. In order to promote "fix-up" and subsequently increase desired commercial activities, the Township will need to market the concept of a new image not only to potential customers but also to the businesses themselves.

A general land management issue for Tinicum Township involves the onslaught of new industry to the area. This will require a re-examination of existing and future needs for commercial goods and services. In order to capitalize on this potential influx of customers, commercial revitalization efforts should focus on the needs of these businesses as well as area residents.

Another aspect which must be addressed when considering commercial revitalization of the study area, in particular the western portion, is the environmental impact on the TNEC. Increased road, pedestrian, and other traffic in the area can have an effect on the marsh in terms of the number of recreational users, increased litter, noise, and air and water pollution.

Site #6 - Chester City Market Square Area

The major planning issue which must be addressed in the revitalization of this study area is related to the relocation of Route 291. The project has the potential to alter the area in both favorable and unfavorable ways.

Before any commercial revitalization in the study area takes place, it will be necessary to thoroughly analyze the physical changes produced by the highway's relocation. Addi-

tionally, if a revitalization project is to take place at the site, commercial considerations must be kept in mind in the final planning stages of the highway project. Should it be determined that both of these projects will be implemented, these projects should be coordinated so as to reduce any possible negative impacts relating to circulation, landscaping, parking, or new construction of commercial buildings.

A secondary issue is Chester's image. Over the last several years, Chester City has gained the reputation of being a "down-trodden" city. The CBD was once a major shopping area, drawing its customers from all over the County. Today, in spite of revitalization programs (which have helped), the CBD still is not the regional shopping area it once was.

Although a revitalization project in the study area should help to provide aesthetic relief, parking, and, thus, additional drawing power, this will not be enough to change the City's image. An extensive marketing campaign will also be necessary to inform residents and non-residents alike that Chester is a changing city and has much to offer those who work and shop there.

Site #7 - Chester Waterfront near the Commodore Barry Bridge

Almost any proposal for development along the Chester waterfront has been industrial in nature. The study area is zoned industrial, and several such scenarios have been proposed for this site, in particular the IDS. Although commercial development appears to conflict with IDS industrial development goals, the inclusion of other types of activities such as recreational or commercial uses may actually encourage industrial growth in the study area by making it more aesthetically pleasing and functional to its users.

While the City's zoning ordinance is the "pyramid" type (permitting commercial uses within an industrial district), there are no provisions for buffering in the event that mixed uses move into the area. In order to maintain a high quality of development (commercial/recreational), this will be necessary. This issue and the access/parking issues are by far the greatest considerations when planning for commercial development at this site.

An additional issue which may need to be addressed is that of the Wade dump and the possible consequences which may result from the location of commercial activity at that site. Although clean-up is currently underway and the Department of Environmental Resources (DER) feels that when it is completed, the site will be "environmentally sound," this parcel of land warrants further investigation as to potential health hazards associated with various types of users.

MEMORANDUM 3-c
DEVELOPMENT OF AN INSTITUTIONAL FRAMEWORK

As with funding, much of the basis for developing a framework which will increase the probability for the successful implementation of a commercial redevelopment project is based on the specific sites and the details of their respective strategies. The best possible framework for good development must involve all parties who have the power, the know-how, and the funding to implement the various strategies. The following is the general framework which will be further developed in Phase II of the study.

The starting point for any revitalization project must be at the municipal level. Municipal officials have the power to formulate and implement a regulatory framework which allows for changes in the existing system (ie. current zoning and other land use issues). Involvement of these people is essential to the planning process because without their endorsement, little or no action can be taken.

The developer also plays an important role in the commercial revitalization process. It is often the developer who proposes a particular project and follows it through from start to finish. It is the developer who will be dealing most closely with the municipality in order to formulate and implement the most desirable strategies for all concerned.

Once a development strategy has been formulated, funding will be necessary in order to implement physical improvements as well as detailed development and design concepts. This funding can come from either the private sector (banks, trusts, other private funding institutions) or the public sector (HUD, DCA, etc.). Without full involvement and support from these funding entities, there will be no project.

While municipalities (and often developers) may be able to formulate a feasible and agreed upon strategy, these entities are often ill-equipped to arrange financial packaging or to provide the technical know-how necessary to put the proposal together and to implement it. Delaware County has several private and public development agencies whose only job is to package development plans and match them with applicable sources of funding. These agencies can often provide technical assistance as well as act as an intermediary among all parties involved in a revitalization strategy.

Last but not least, both civic and business organizations play a major role in the promotion of a "good feeling" about a revitalization project. These groups are in a position to promote ideas and greatly impact local attitudes. In many cases, such organizations can become a major factor in the success of a project because they have the ability to

promote a positive revitalization ethic throughout the study area and encourage its expansion to neighboring communities.

MEMORANDUM 4-a-b
FORMATION OF A TASK FORCE

In order to guide the course of study during Phase II, a task force(s) will be necessary to ensure that the interests and concerns of all involved parties are represented. Although the formation of a task force was originally conceived as an element of the Phase I program, the Department feels that both the formation of and meetings with a task force are premature at this stage.

When the scope of work for this project was originally developed, it was expected that a Phase II project would immediately follow Phase I. Due to changes in coastal zone funding guidelines, cutbacks in state and federal monies, etc., it is unlikely that Phase II will be forthcoming in the near future.

In view of this fact, the Department feels that it would be unwise to formulate a task force at this time due to possible physical and legislative changes which could take place between now and the start-up of a Phase II study. More importantly, it is unfair to raise the hopes of a municipality, its businesses, and its residents only to "put them off" for an indefinite period of time. This practice could actually do more harm than good to the development and implementation process.

Although the actual creation of a task force is beyond the scope of this report, it is still important to address the issue as this is the first item which will need to be addressed in any subsequent phase of this study. Without local input, formulation of plans which satisfy the needs and desires of the study area/municipality will be an impossibility. Therefore, the remainder of this memorandum is designed to serve as a guide for the formulation of a task force when Phase II gets underway.

As with the development of an institutional framework, municipal officials must play a major role in both the development and participation of the task force. These persons are well equipped to recommend possible task force members who should come from a variety of local sources. Although the number of task force members will vary depending on the municipality and the particular sites contained within it, it is best to keep the number to a workable minimum. Any more than five to seven members may only slow the decision-making process.

Almost every municipality in Delaware County has at least one business association. A representative from such a group may be able to provide valuable input from the commercial sector and act as a liaison between the development planners and the business community at large. In those cases where the business association is not representative of the business community, it may be wise to seek the advice

of the municipality in the selection of other possible business leaders.

Another source of task force members may be one of the local civic associations. These groups often have a good feel for the needs and desires of the local residents. A representative from one of these groups can also help with local promotion of the revitalization ethic.

CONCLUSION

The preceeding study was prepared with the understanding that a strong commercial base is necessary to support industrial activities and to encourage growth in all sectors of the coastal zone. In order to form this commercial base, it is first necessary to locate those areas which have the greatest potential for the development of commercial activity. The preliminary sites identified in Memorandum 1-c were those areas which appear to offer this commercial potential.

Although several of the preliminary sites were eliminated at this time, it does not necessarily mean that they should not be investigated in the future or that current revitalization efforts should come to a halt. This study merely identifies those areas which the staff feels are presently most suitable and can offer the greatest immediate results and return on investment. The items used to determine this were identified in Memorandum 1-c.

The goals which were formulated in Memorandum 1-b were designed to pinpoint some of the desirable effects which the staff hopes will result from the implementation of future revitalization projects throughout the coastal zone's commercial areas. When each of the final study areas was evaluated for opportunities and constraints, it was with these goals in mind. The results of the evaluations performed in the course of this study seem to indicate that the implementation of commercial revitalization projects in each of the study areas will help to achieve these goals.

Now that the final study areas have been identified and pertinent opportunities, constraints, and issues have been brought to light, the next step is to study each of the areas in greater detail in order to develop specific revitalization strategies. This task will require a high level of municipal involvement and participation. Therefore, the formation of task forces composed of municipal leaders from all sectors should be the first priority of any Phase II project.

Once desired changes, projects, and specific revitalization scenarios have been identified, the next step will be to gather the additional data necessary to develop the desired strategies. This process will require all of the financial and technical assistance available from developers, planners, and local leaders. It is hoped that once the Phase II process is completed, implementation and positive results will be forthcoming.

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APPENDICES

APPENDIX A

MARINA MARKET ANALYSIS

Several studies have indicated that there is a high demand for water-based recreation, fishing, and boating in the Philadelphia area. These studies have also indicated that there is a severe lack of river access sites and boating facilities to satisfy this demand.

"Philadelphia's Plan for River Recreation" indicates that there are 14.6 miles of Delaware riverfront in Delaware County (19.6 miles in Philadelphia). On that riverfront, there is only one public access facility (Chester City boat ramp, which was recently opened in 1984), one private boat club in Chester City, and one commercial operation in Ridley Township on Darby Creek. The remainder of the facilities, which are mostly private (only three are commercial), are located in Tinicum Township. Table 3 briefly describes these existing boating facilities in Delaware County.

Although the Pennsylvania Fish Commission/Boat Registration Division reported 3,051 County registered machine-driven pleasure boats (these do not include sailboats or canoes as they do not require registration), the Ridley Township Marina Study indicated that this may be due to several factors. The first is the lack of available facilities; therefore, in general there is less general boat ownership. The second is registration in other states such as Maryland and Delaware due to the location of the Chesapeake Bay and good boating facilities. The third is the result of the common practice of registering boats in Delaware to avoid taxes.

The Ridley Study suggests that the provision of in-County (public) boating facilities will increase boating activity and ownership.

> "Our analysis suggests that there is a strong latent demand for boating access facilities in Delaware County. By providing new ramp facilities, it is hoped that residents who register their boats in other states will be attracted back to Pennsylvania for a part of their boating activities. It is also possible that residents who have been considering the purchase of a boat will be encouraged to do so by the existence of new facilities. While rising energy costs would seem to work against such trends, they might, in fact, support them as people choose to eliminate the long and costly drives to the New Jersey shore, the Chesapeake and [the state of] Delaware because of the availability of nearby boating access facilities."[1]

1 Marina Feasibility Study-Ridley Township, PA. Direction Associates, Springhouse, PA, July 1981.

A telephone survey of each facility indicated that, while the operators of the private boat clubs had a lack of interest in expansion or improvement of existing facilities, all of the commercial marinas surveyed do have plans for expansion and/or improvement of existing facilities. Two marinas are planning expanded mooring facilities and one in particular is proposing expanded commercial facilities to include more slips, a larger snack bar, a liquor license, etc. The fact that existing commercial facilities are proposing expansion indicates the perception by present commercial establishments that there is a need for more facilities.

TABLE 3
EXISTING COUNTY BOATING FACILITIES

Chester City

1. Chester City Boat Launch

- public facility - year-round
- free boat ramp
- no support services
- planned physical improvements and additional parking

2. West End Boat Club

- private facility - year-round
- boat ramp - capacity 3/day (high tide only)
- 50 slips
- winter storage
- repairs and supplies
- no plans for expansion

Ridley Township

1. Morrow's Marina

- commercial facility - year-round
- boat ramp - capacity 100/day (depends on tide)
- travel lift (for larger boats)
- winter storage (500 boats)
- repairs, supplies, snack bar
- proposed expansion - additional slips, liquor license, larger snack bar, etc.

Tinicum Township

1. Anchorage Marina

- private facility - seasonal (May 1 - Oct. 31)
- will rent slips and launch boats for a fee
- no ramp
- 60 slips

- travel lift (crane)
- no winter storage
- supplies, no repairs
- no plans for expansion

2. Corinthian Yacht Club

- private - seasonal
- small dock for day use of small boats
- no other usable boating facilities (silted in)
- no storage

3. Philadelphia Seaplane Base

- commercial - year-round
- boat ramp - capacity unlimited
- cranes (2)
- 40 slips
- 1 mooring
- winter storage (100 boats)
- supplies, gas, repairs
- proposed improvements - no expansion

4. Riverside Yacht Club

- private - year-round (docks seasonal)
- no ramp
- 13 slips
- T-dock for visiting boats (8-10)
- no winter storage
- no services
- would like to double capacity - $ constraint

5. Rosse Boat Repair and Storage

- commercial - year-round (summer boating facilities)
- railway - capacity 50 boats (not on a daily basis)
- winter storage (Sept. 1 - May 1) 97 boats
- gas and supplies
- proposed expansion to include boat fields for 22, 24, and 26 foot boats and more use on a daily basis

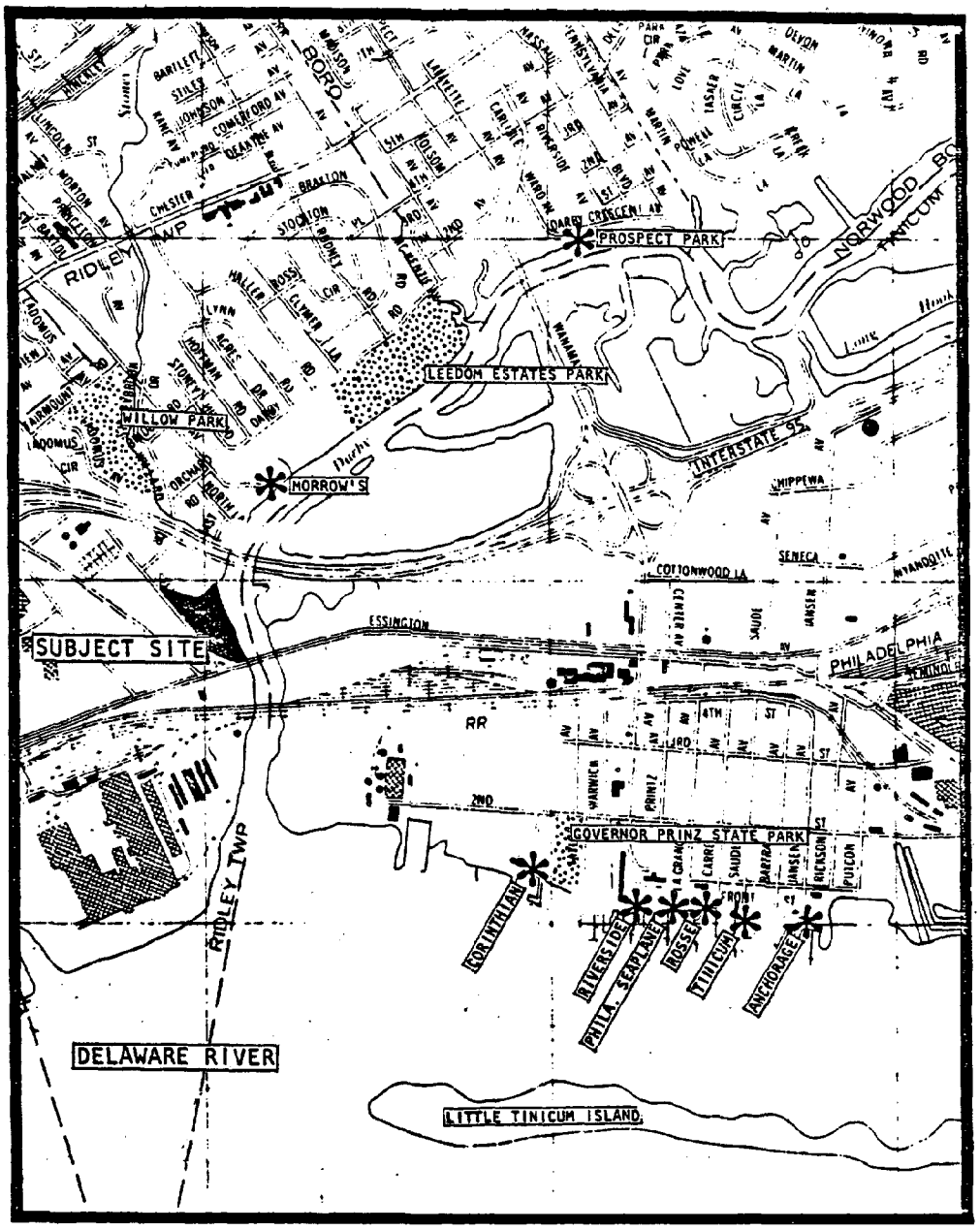
6. Tinicum Boat Club

- private - no information

Source: Delaware County Planning Department, 1985

MAP #11

EXISTING MARINAS - TINICUM



Source: Marina Feasibility Study-

Ridley Township, Pa., 1981

(Updated by DCPD, 1985)

APPENDIX B

CENSUS INFORMATION

Table 4 contains pertinent census data for Tinicum Township, Chester City, and Delaware County. Much of this data has been analyzed in Memorandum 3-a (see Map 12 for census tract locations).

Table 5 contains census data for selected census tracts in Chester City. This information highlights the condition of the neighborhoods adjacent to study areas #6 and #7. It should be noted that, in most cases, the persons living in these areas suffer from significantly higher levels of poverty and unemployment in addition to lower median family incomes than the County average.

TABLE 4
CENSUS DATA - TINICUM TOWNSHIP, CHESTER CITY, DELAWARE COUNTY

	Tinicum Township	Chester City	Delaware County
Population (total)	4,291	45,794	555,007
(over 18)	3,254	32,171	413,861
(% black)	.27%	56.79%	9.01%
Median Age	34.80	28.80	32.40
Median Family Income	$20,028	$14,214	$23,105
Poverty Status (% below poverty level)	10.16%	25.00%	7.18%
Unemployment	6.30%	12.20%	5.90%
Education (over 18)			
(% < H.S.)	46.53%	45.53%	25.27%
(% H.S. +)	53.47%	54.46%	74.72%
% Households Without Vehicles	12.10%	33.30%	13.20%

Source: 1980 Census

TABLE 5
CENSUS DATA-SELECTED CENSUS TRACTS

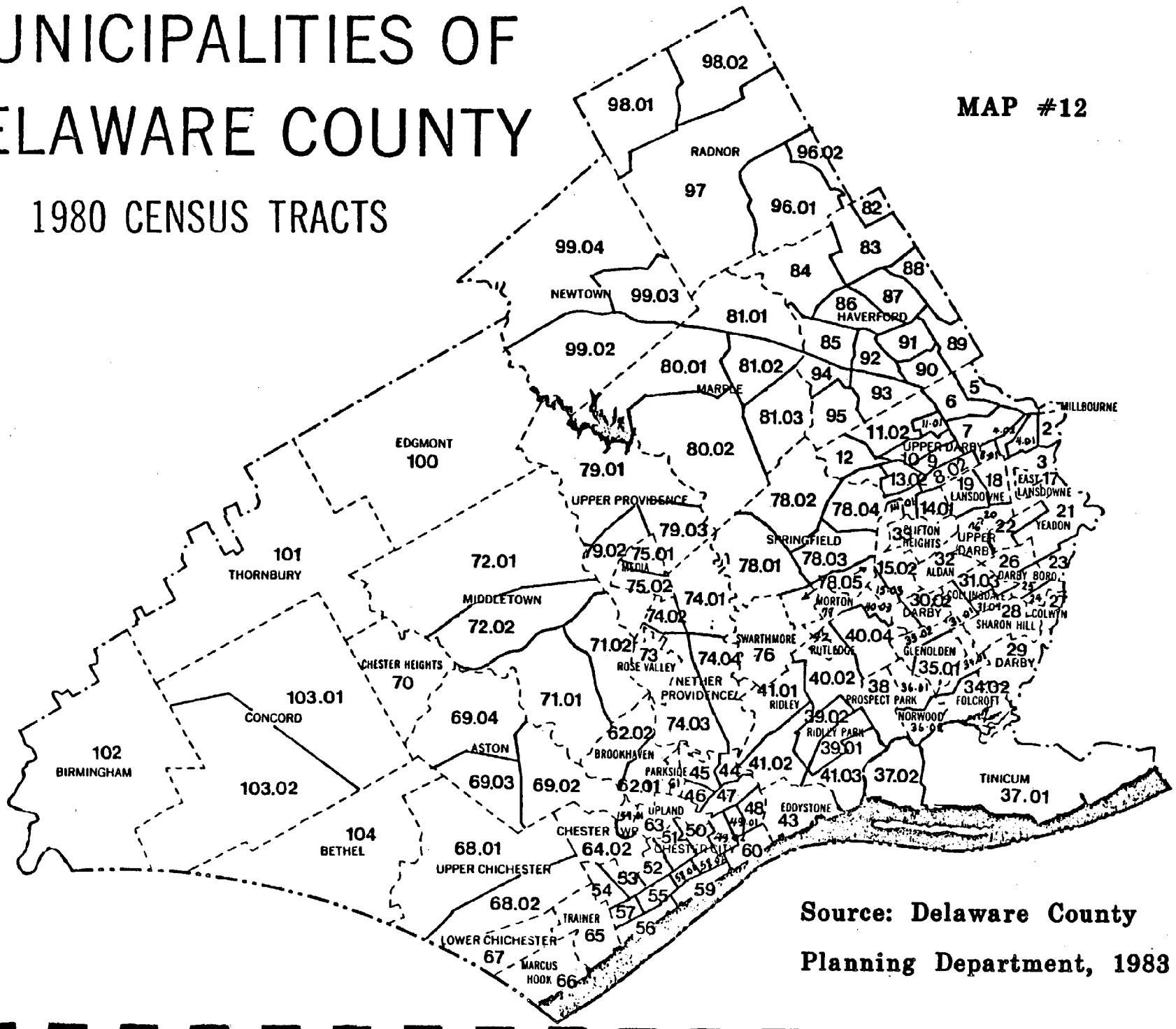
	Study Area #6			Study Area #7	
	4049.02	4058.02	4060	4057	4058.01
Population (total)	1,303	2,897	403	2,390	2,294
(over 18)	495	1,696	255	1,606	1,455
(% black)	53.40%	96.58%	75.60%	90.57%	98.35%
Median Age	44.10	23.40	28.10	38.00	27.60
Median Family Income	$9,698	$10,107	$11,071	$10,905	$10,536
Poverty Status (% below poverty level)	58.00%	46.20%	29.30%	26.20%	41.40%
Unemployment	18.60%	13.30%	11.20%	19.40%	18.40%

Source: 1980 Census

MUNICIPALITIES OF DELAWARE COUNTY

1980 CENSUS TRACTS

MAP #12



Source: Delaware County Planning Department, 1983

APPENDIX C

EXISTING COASTAL ZONE NEIGHBORHOOD SHOPPING AREAS

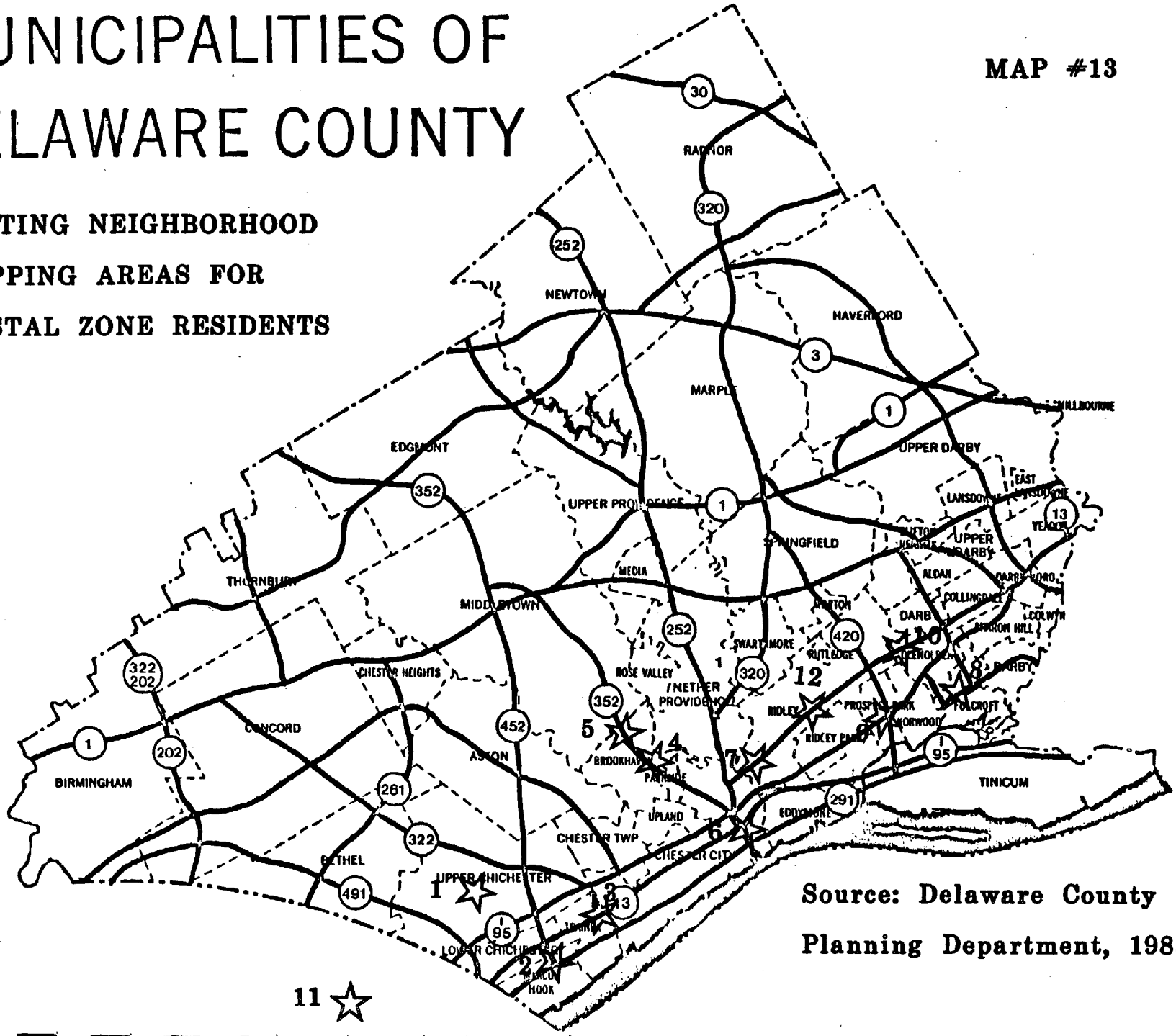
Map 13 illustrates the neighborhood shopping areas within twenty minutes (by car) of coastal zone neighborhoods.

1. Willowbrook Shopping Center
2. Marcus Hook CBD
3. Trainer/Chester (shopping area)
4. Brookhaven Shopping Center
5. Grant City
6. Chester City CBD
7. Woodlyn Shopping Center
8. Delcroft Shopping Center
9. Prospect Park CBD
10. MacDade Mall
11. Tri-State Mall - Delaware
12. Commercial strips along MacDade Boulevard and Chester Pike

MUNICIPALITIES OF DELAWARE COUNTY

MAP #13

EXISTING NEIGHBORHOOD SHOPPING AREAS FOR COASTAL ZONE RESIDENTS



Source: Delaware County Planning Department, 1985

APPENDIX D

TINICUM TOWNSHIP HISTORIC SITES[1]

Prehistoric Archeological Sites

3.	Resource Name:	Reported Indian Site
	Study Unit:	Unknown
	Municipality:	Tinicum Township (Essington)
	Source:	Becker (1977)
	Description:	Archeological excavation at the historic site of Printzhof recovered a small number of prehistoric artifacts.

Historic Archeological Sites

9.	Resource Name:	Site of Revolutionary War Scuttle (1777)
	Study Unit:	Public institution
	Municipality:	Tinicum Township
	Source:	Delaware County Planning Department; also documented by two historic maps
	Description:	Commodore Hazleton's gunboats were scuttled in the Delaware River near the mouth of Darby Creek and in the vicinity of Hog Island. Some ships were wrecked and sunk.
10.	Resource Name:	Printzhof (17th century)
	Study Unit:	Residences and public institutions
	Municipality:	Tinicum Township (Essington)
	Source:	Becker (1977)
	Description:	Site of a complex of buildings and earthworks constructed by Swedish governor Johan Printz in 1643. Archeological excavations by Donald Cadzow in 1937 revealed foundations and features and recovered artifacts, but field notes were lost and data never published. Further excavations are described by Becker (1977).

[1] Sites shown on Map 14 which the Department felt would contribute historically to the study area.

11. Resource Name: Springhouse (probably 17th century)
Study Unit: Residences (outbuilding)
Municipality: Tinicum Township (Essington)
Source: Delaware County Planning Department
Description: The structure is reputed to be of Swedish origin and associated with the original Swedish village next to Printzhof. It suggests the possibility of more extensive subsurface archeological remains associated with Printzhof.

Historic Sites

7. Resource Name: Corinthian Yacht Club
Property Class Type: Clubhouse
Study Unit(s): Private institution
Municipality/Neighborhood: Tinicum Township
Street Address/Location: 2nd Street at Delaware River
Source/Status: DVRPC, DC
Comments: c. 1763, 1892. Originally site of Fort Gottenburg in 1656. John Hart purchased and constructed the Rosedale Inn in 1763, which is center part of present building. (DC) Appears to be eligible for the National Register.

8. Resource Name: The Printzhof (Governor Printz State Park)
Property Class Type: Park
Study Unit(s): Public institution
Municipality/Neighborhood: Tinicum Township
Street Address/Location: 2nd Street & Taylor Ave., at River
Source/Status: NR, NHL, PI, DC, WPA
Comments: c. 1643. Site of first permanent white settlement in Pennsylvania. Excavations have uncovered the foundations of Governor Johan Printz's house. Now a park operated by PHMC. (DC, PI) [added to map by DCPD staff]

9. Resource Name: The Lazaretto
Property Class Type: Former hospital
Study Unit(s): Public institution
Municipality/Neighborhood: Tinicum Township
Street Address/Location: 2nd St. & Wanamaker Avenue
Source/Status: NR, HABS, PI, DC, WPA
Comments: c. 1800. The state legislature created a Board of Health to operate the Lazaretto, a

	quarantine station. Moved to Marcus Hook in 1880 when Federal government took over. Later used by Philadelphia Athletic Club as a pleasure resort until 1913. Operated as a seaplane base since. (NR)

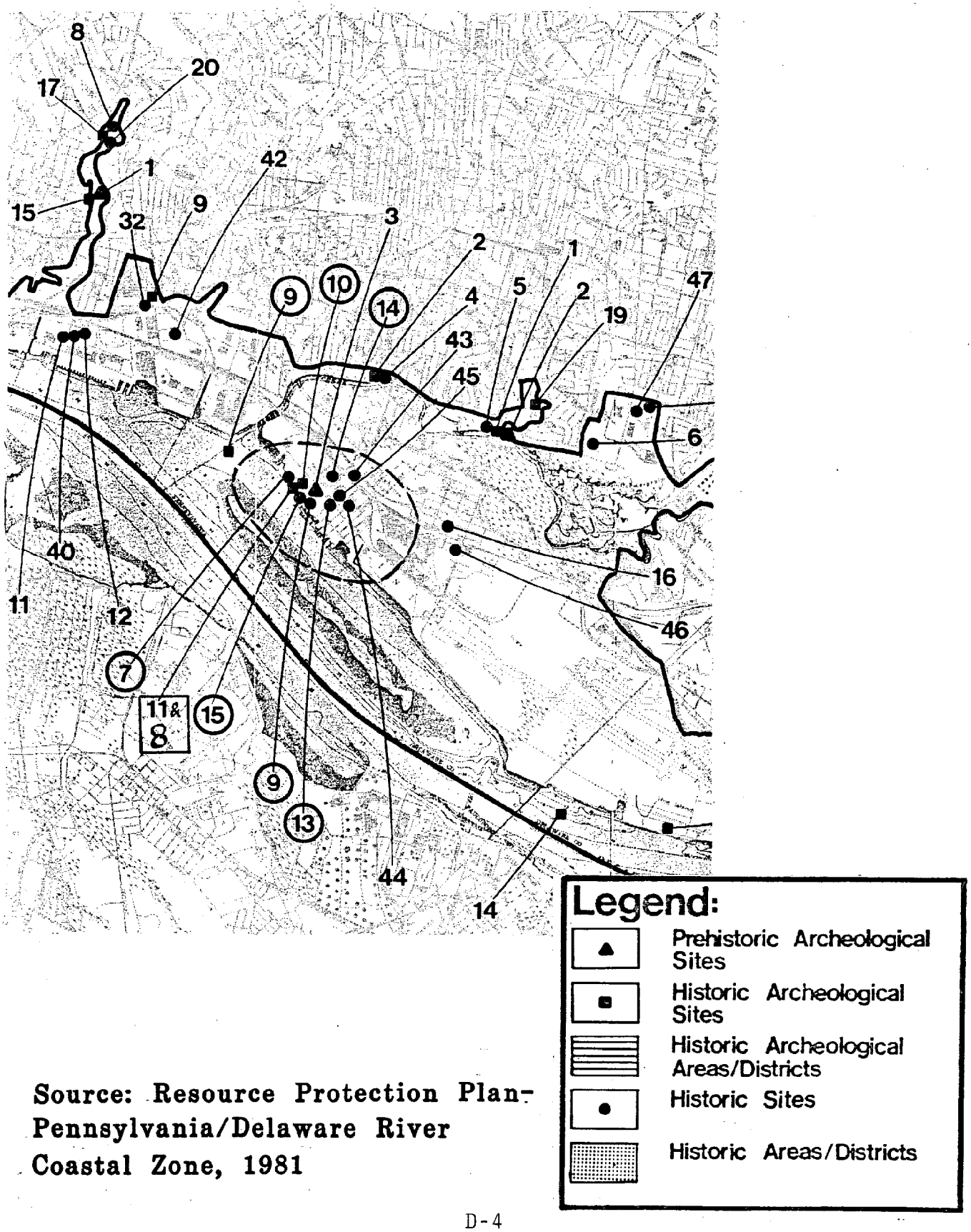
13. Resource Name:	Tinicum Inn
Property Class Type:	Bar, restaurant
Study Unit(s):	Public accommodation
Municipality/Neighborhood:	Tinicum Township
Street Address/Location:	Carre Ave. & 2nd St., SW corner
Source/Status:	WPA
Comments:	Original hotel built in 1884. Destroyed by fire and rebuilt in 1927. (WPA)

14. Resource Name:	Episcopal Church
Property Class Type:	Church
Study Unit(s):	Private institution
Municipality/Neighborhood:	Tinicum Township
Street Address/Location:	3rd St. & Wanamaker Ave., NW corner
Source/Status:	WPA
Comments:	c. 1892. Wooden structure built by Mrs. Box in 1892. Stone church erected in 1929 and wooden structure moved to the side. (WPA)

15. Resource Name:	Riverside Hotel (Walber's)
Property Class Type:	Restaurant
Study Unit(s):	Public accommodation
Municipality/Neighborhood:	Tinicum Township
Street Address/Location:	Taylor Ave. at Delaware River
Source/Status:	WPA
Comments:	c. 1864 (WPA). The original structure has been almost completely obscured by subsequent additions and alterations.

Source: Resource Protection Plan - Pennsylvania/Delaware River Coastal Zone, 1981.

MAP #14
TINICUM TOWNSHIP HISTORIC SITES



Source: Resource Protection Plan-Pennsylvania/Delaware River Coastal Zone, 1981

APPENDIX E

CHESTER CITY HISTORIC SITES[1]

Historic Archeological Sites

20.	Resource Name:	Sandelands "Double House" (17th century)
	Study Unit:	Public accommodation and public institution
	Municipality:	Chester City
	Source:	Delaware County Historical Society (1934)
	Description:	This establishment was primarily a tavern, but is important historically because the first assembly of Pennsylvania may have met here in 1682. Foundations were uncovered in 1893 while excavating the Cellar of Commission Row.
24.	Resource Name:	Chester Area
	Study Unit:	Unassigned, multiple resource
	Municipality:	Chester City
	Source:	WPA Survey
	Description:	The area delineated on the map includes the most dense cluster of sites recorded in the Chester area by the WPA survey of the 1930's. Other sites noted in the survey are scattered and not plotted individually on the map. Sites in the Chester Area include: Bloch House of Defense (17th Century) William Kerlin House Ashbridge House Blue Bell Tavern (1765) Darlington House Friends Meeting House (1736) Lloyd House (1703) Four old brick houses, "Heart of Chester" (18th century)

1 Sites shown on Map 15 which the Department felt would contribute historically to the study area.

Historic Resources

18.	Resource Name:	Swedish Burial Ground
	Property Class Type:	Cemetery
	Study Unit(s):	Private institution
	Municipality/Neighborhood:	Chester City
	Street Address/Location:	3rd & Market Streets
	Source/Status:	PI, PHMC
	Comments:	Oldest Swedish burial ground in the U.S. Also known as Old St. Paul's Cemetery. John Morton, a signer of the Declaration of Independence, and David Lloyd, first Chief Justice of Pennsylvania, are buried here. (PI)
38.	Resource Name:	Wolfe Building
	Property Class Type:	Office building
	Study Unit(s):	Mercantilism/Commerce
	Municipality/Neighborhood:	Chester City
	Street Address/Location:	Avenue of the States & 3rd St., SW corner
	Source/Status:	WS
	Comments:	Built around 1900, this Beaux Arts office building survives amid commercial buildings slated for demolition. (WS) Appears to be eligible for the National Register.
39.	Resource Name:	Building - entrance to Scott Paper
	Property Class Type:	Brick industrial building
	Study Unit(s):	Industry
	Municipality/Neighborhood:	Chester City
	Street Address/Location:	2nd & Market Sts., SW corner
	Source/Status:	WS
	Comments:	

Historic Resources (in close proximity)

17.	Resource Name:	Essex House (Robert Wade House)
	Property Class Type:	House site
	Study Unit(s):	Residences
	Municipality/Neighborhood:	Chester City
	Street Address/Location:	Front & Penn Streets
	Source/Status:	PHMC, WPA, DC
	Comments:	Site of Robert Wade House where William Penn spent his first night in Penn-

sylvania. A plaque has been installed on a row house which now occupies the site by the former Pennsylvania Historical Commission. (WPA)

19. Resource Name:	William Penn's Landing
Property Class Type:	Park
Study Unit(s):	Public institution
Municipality/Neighborhood:	Chester City
Street Address/Location:	Front & Penn Streets
Source/Status:	NR, PI, PHMC, DC
Comments:	A park and five foot granite milestone replica was placed here in 1882 to mark the spot where William Penn landed October 28, 1682.

Other Historic Resources Include:

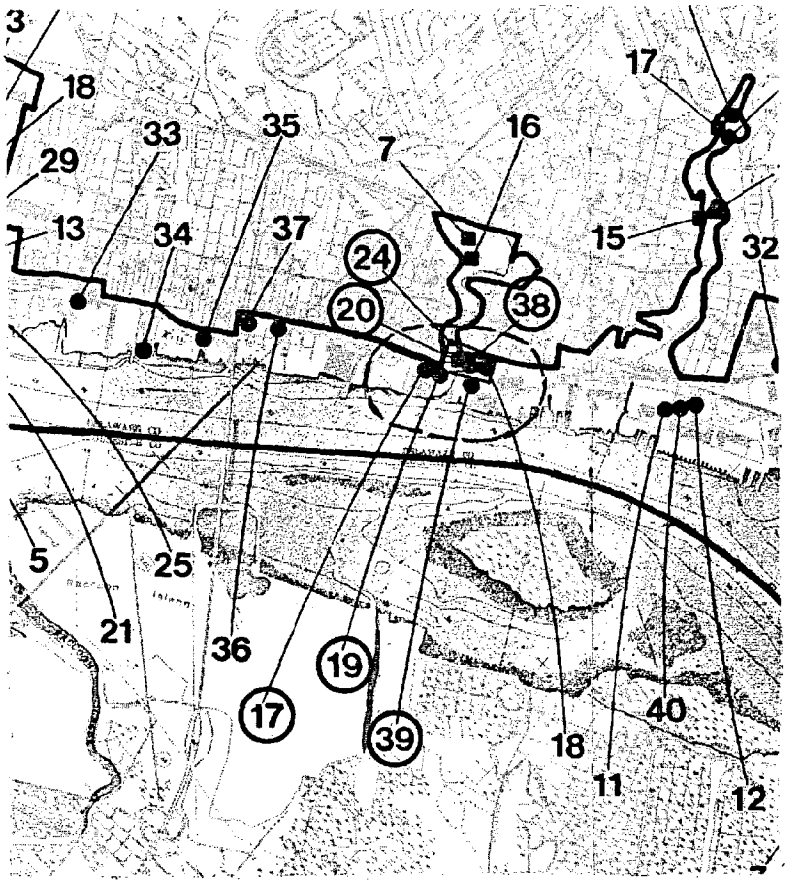
The group of stores located on the south side of 3rd St. between Edgmont and Market range in age from 1865-1902. "Evaluation" - "Would contribute to a district"[1]

Sources: Resource Protection Plan - Pennsylvania/Delaware River Coastal Zone, 1981.

Pennsylvania Historic Resource Survey Form - Office of Historic Preservation, Pennsylvania Historical and Museum Commission.

[1] see second source

MAP #15
CHESTER CITY HISTORIC SITES



Legend:

- Prehistoric Archeological Sites
- Historic Archeological Sites
- Historic Archeological Areas/Districts
- Historic Sites
- Historic Areas/Districts

Source: Resource Protection Plan-Pennsylvania/Delaware River Coastal Zone, 1981

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