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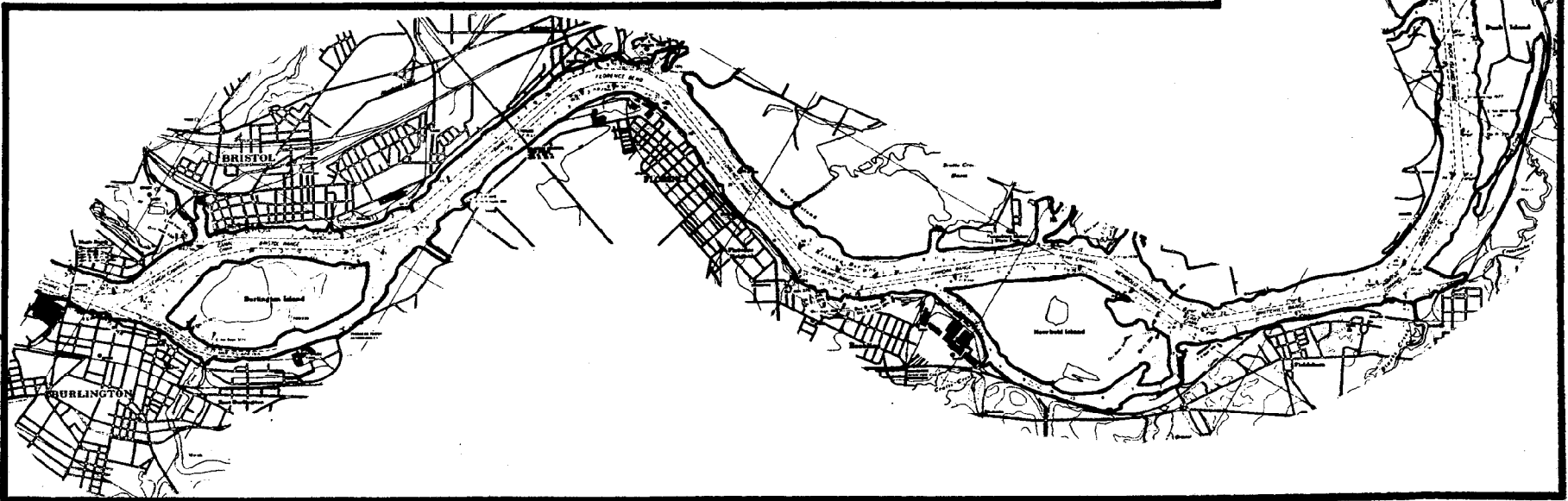
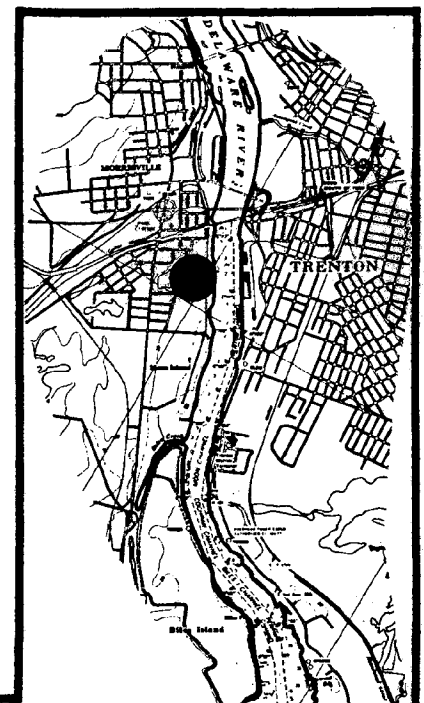
Pennsylvania, Department of Environmental Resources
E.P.

Williamson Park Expansion Project

MORRISVILLE, PA.

IMPLEMENTED BY THE PA. DEPT. OF ENVIRONMENTAL RESOURCES
UNDER THE PA. COASTAL ZONE MANAGEMENT PROGRAM

DIRECTION ASSOCIATES . . . CONSULTANTS . . . SPRING HOUSE, PA . . . JULY 1981



Pennsylvania, Department of Environmental Resources
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WILLIAMSON PARK / MANOR PARK

EXPANSION STUDY

BOROUGH OF MORRISVILLE, BUCKS COUNTY
PENNSYLVANIA

DIRECTION ASSOCIATES, INC. - CONSULTANTS

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Provided by the Staff of the
Bucks County Planning Commission
Kenneth Kugel, Project Coordinator

Funding for this study is partially provided by the Federal Government through the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration under Section 305 of the Coastal Zone Management Act of 1972 (P.L. 92-583) acting through the Pennsylvania Department of Environmental Resources, Office of Resources Management.

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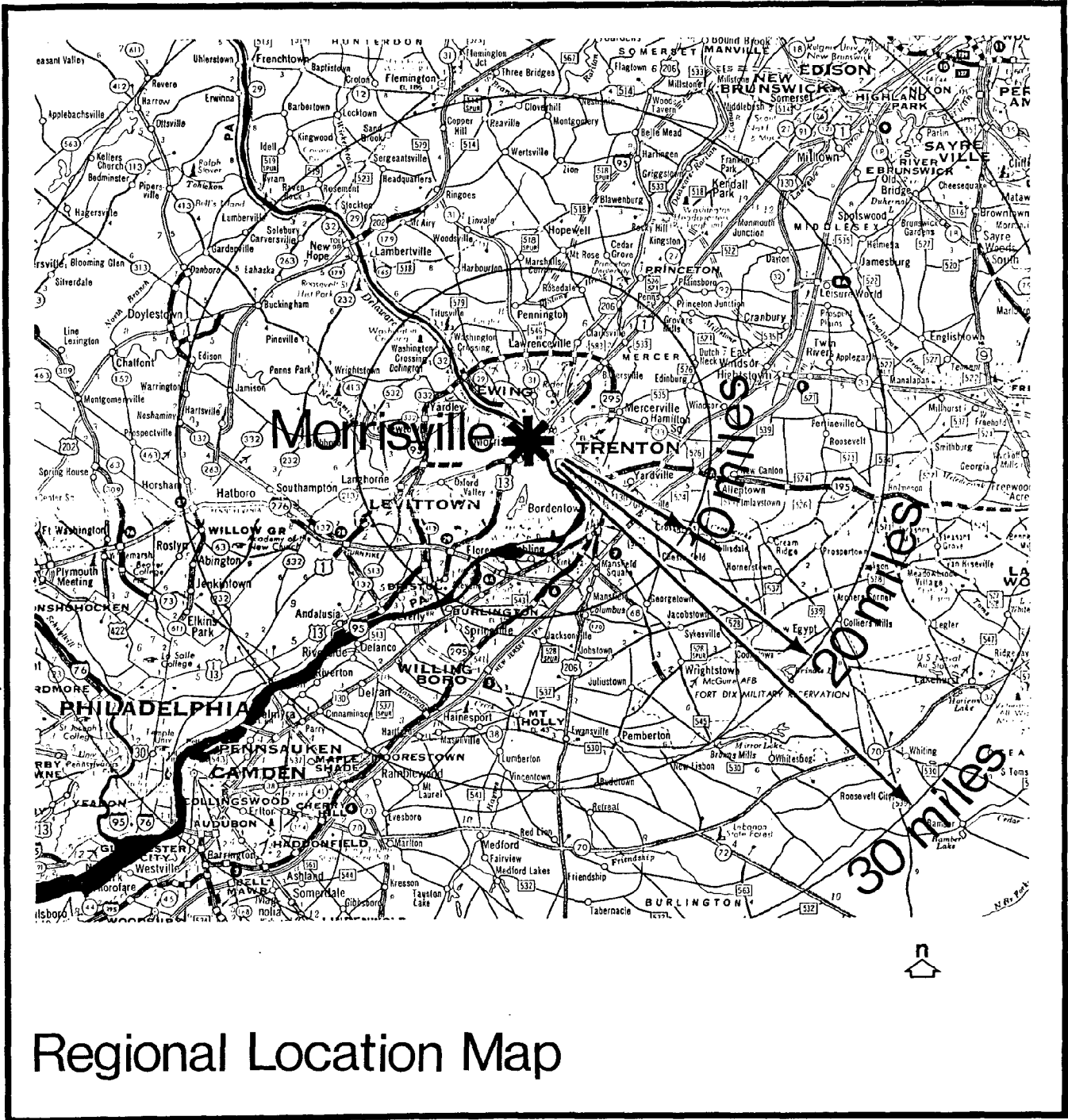
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Williamson Park Expansion Project
Morrisville, Pa.

I N T R O D U C T I O N

As an outgrowth of a contract between the Borough of Morrisville and the Pennsylvania Department of Environmental Resources, the Consultant has been engaged to prepare an expansion plan for Williamson Park.

Ownership of Williamson Park, with a total potential land area of 40.8 acres, is a tremendous asset to the Borough. The five acres which have been developed offer active recreation opportunities as swimming, tennis, basketball, softball, and baseball. Considerable attention has been focused upon the possible expansion of Williamson Park. This study will examine the need for additional active recreational facilities and recommend alternatives.

The Borough has obtained ownership of approximately 13.4 acres adjacent to the Manor Park Municipal Annex and the Manor Park Elementary School. This site, a former sand and gravel pit, is separated physically from additional Borough-owned acreage containing approximately 600 feet of river frontage (3.4 acres) by a spur railroad track and the Morrisville Sewage Treatment Plant. The task of the Consultant is to examine the suitability and feasibility of development of these parcels for recreational use.

Special attention is to be directed toward the development of vehicular access to the river with the implications of the spur track to be examined.

Finally, the Consultant has been charged with the responsibility of developing alternative development plans, management options and cost estimates for the development of these areas.

This study is intended to be used as a working document which will serve as a guide for the development of these land areas in a manner consistent with Coastal Zone Management policies.

The Consultant gratefully acknowledges the cooperation and assistance of the Borough Council, Borough Planning Commission, Borough Administration, and the planning staff of the Bucks County Planning Commission.

Williamson Park Expansion Project

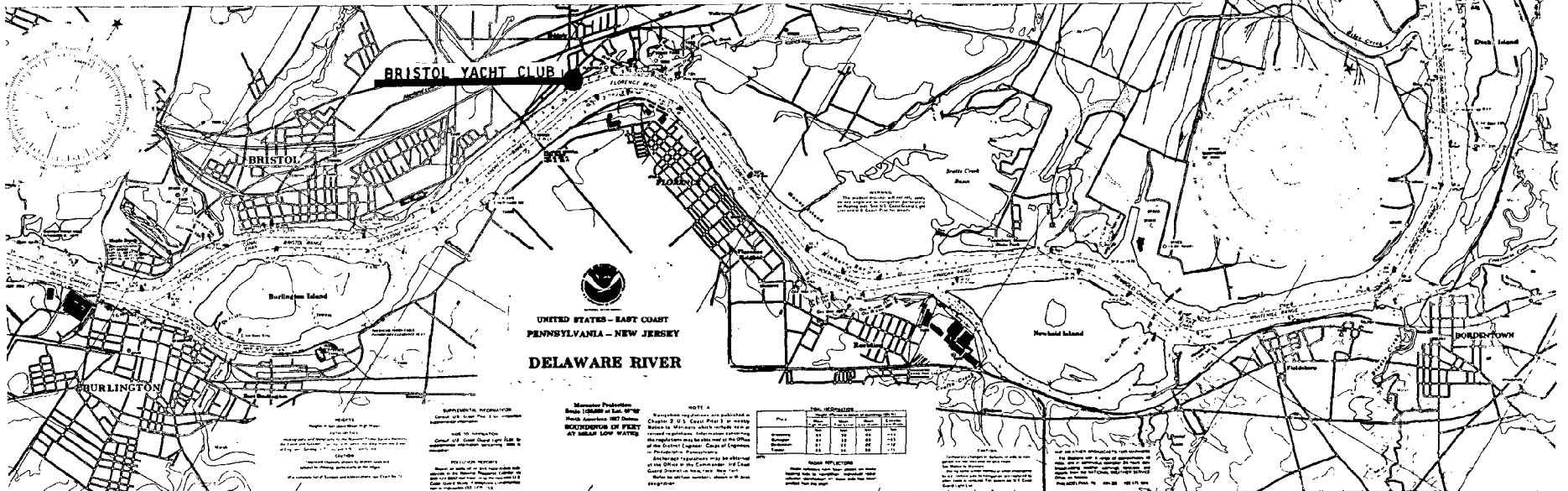
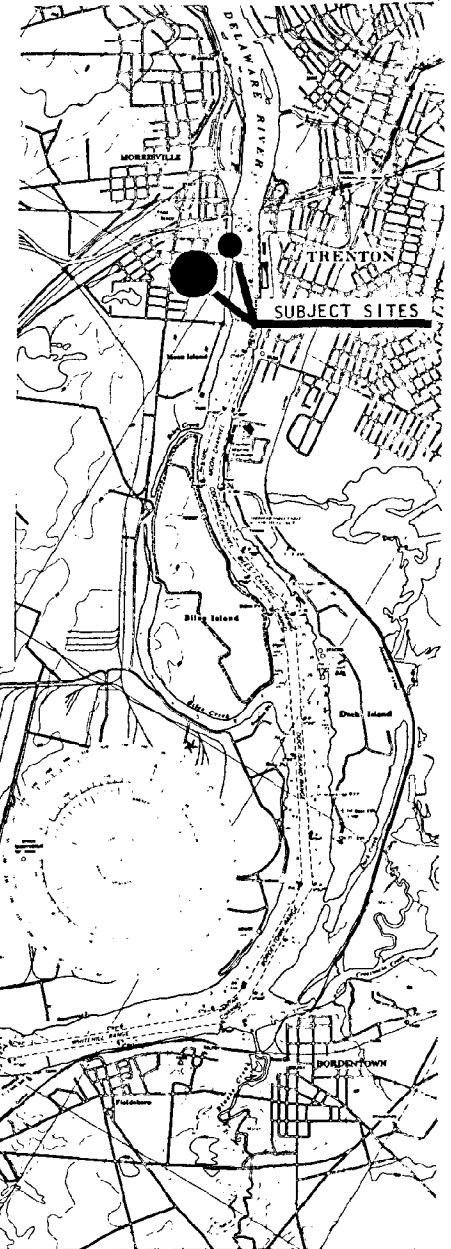
Morrisville, Pa.

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Delaware River and River Channel Exhibit

Exhibit illustrating the location of the subject sites in Morrisville Borough at the northernmost extremity of the Delaware River Channel directly across the river from Trenton, New Jersey. Some 8 miles of riverfront extend from the subject site in a southerly direction along the Delaware River without any public boat access or marina facilities. Access to the Delaware River on the Pennsylvania side is denied until one reaches the Bristol Yacht Club.

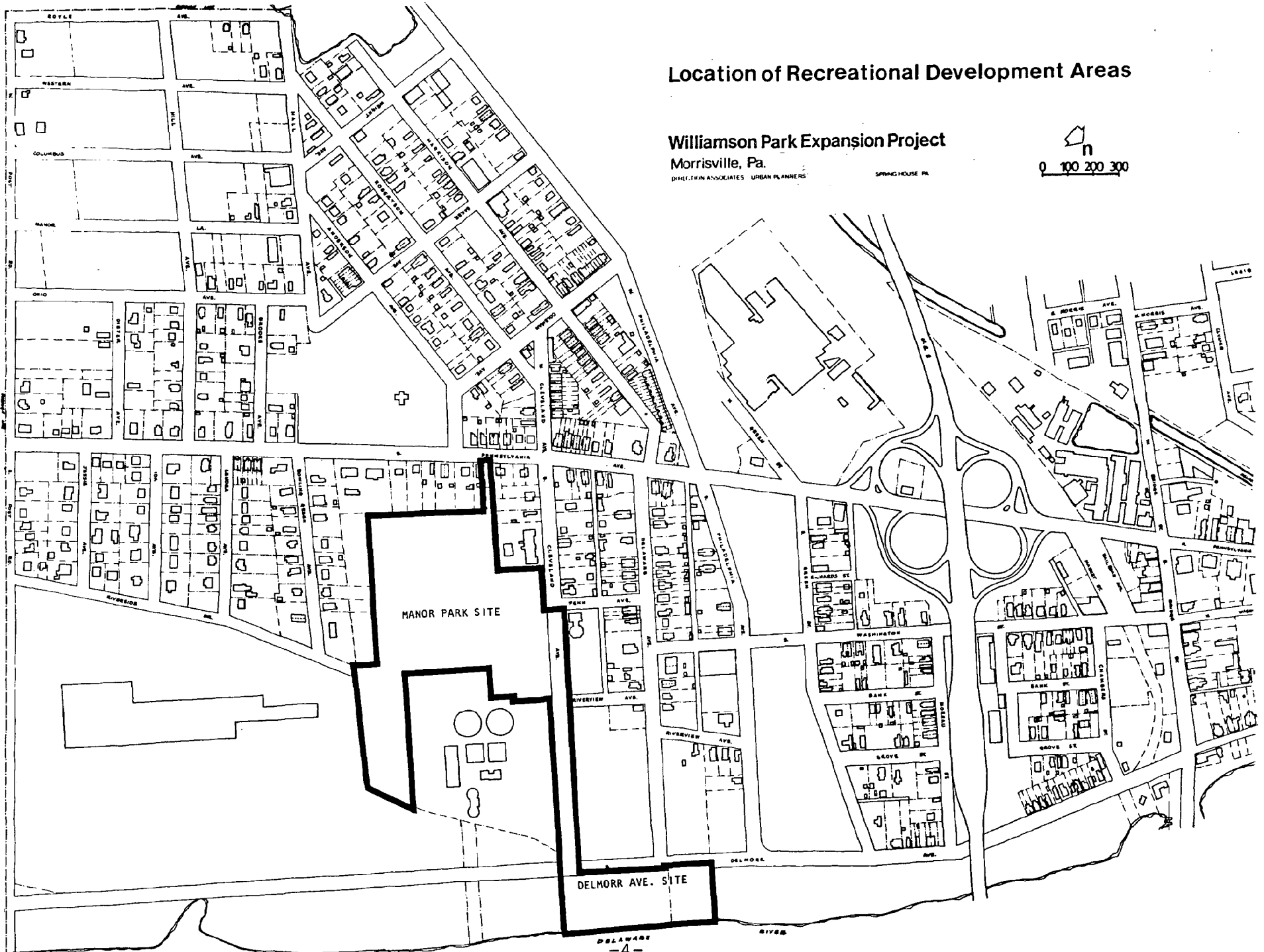
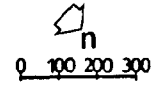


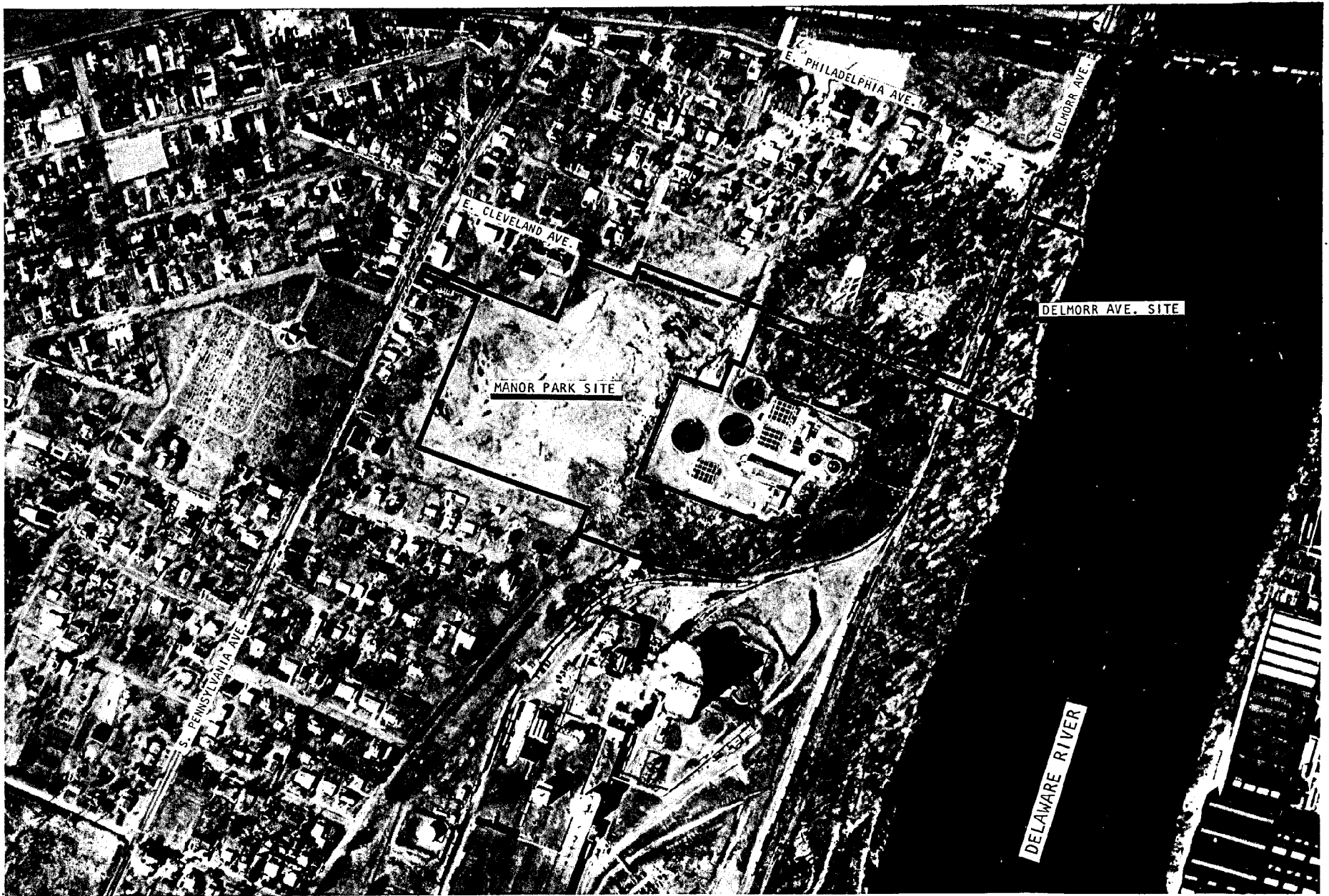
Location of Recreational Development Areas

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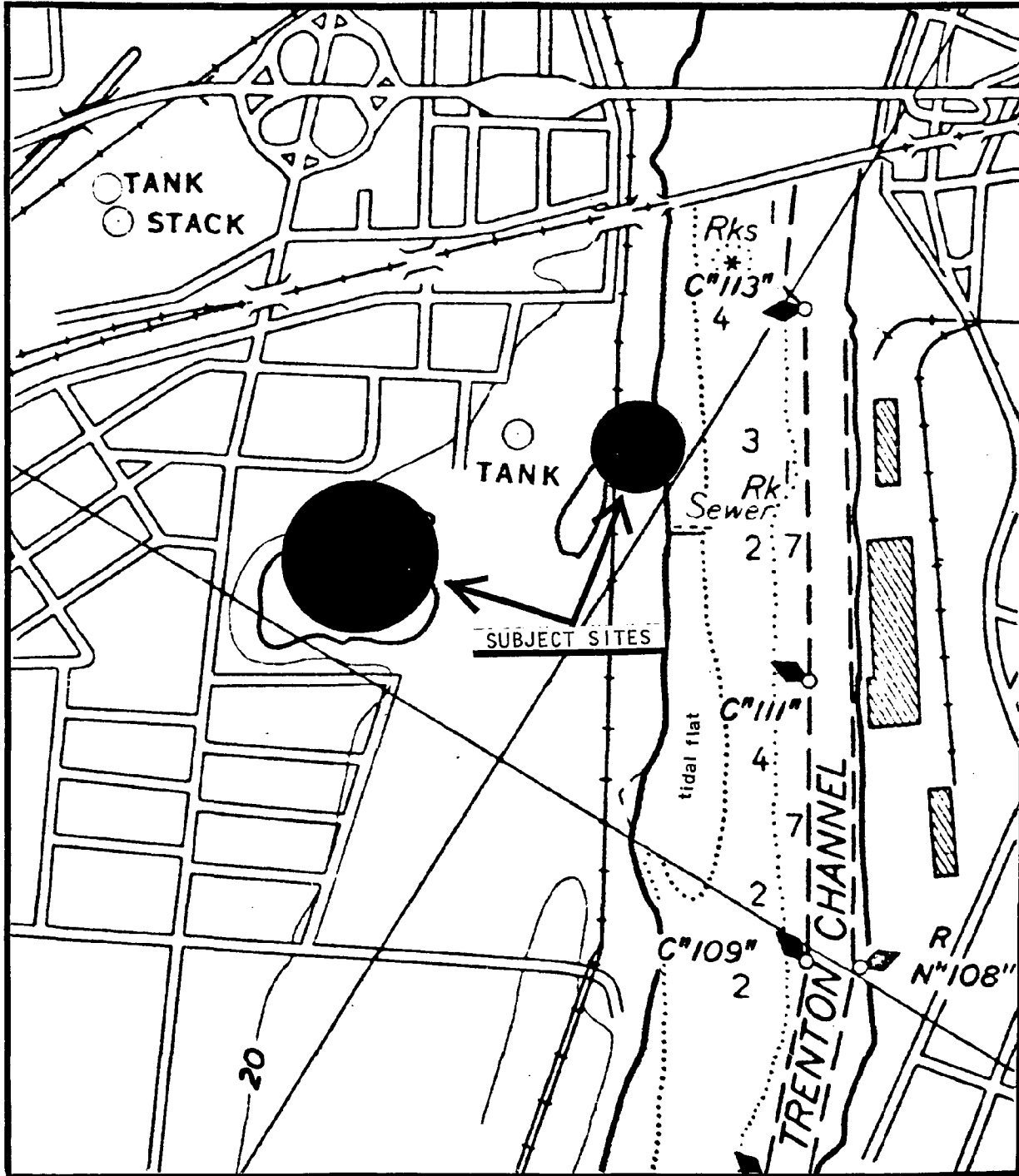
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Aerial of Proposed Development Areas and Surroundings



Delaware River Depth Chart
Mean Low Tide

Williamson Park Expansion Project

Morrisville, Pa.

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L O C A L N E E D F O R
L A N D A N D W A T E R B A S E D R E C R E A T I O N

While there are a number of recreation sites scattered throughout the Borough, there is room for improvement in terms of the types of equipment available for use and the recreation activity for which space and equipment are provided. There is no better example than that of the Williamson Park/Manor Park Site, the topic of this study.

That portion of the site which is adjacent to both the Manor Park Elementary School and the Municipal Annex clearly needs upgrading to support existing and potential recreation demand.

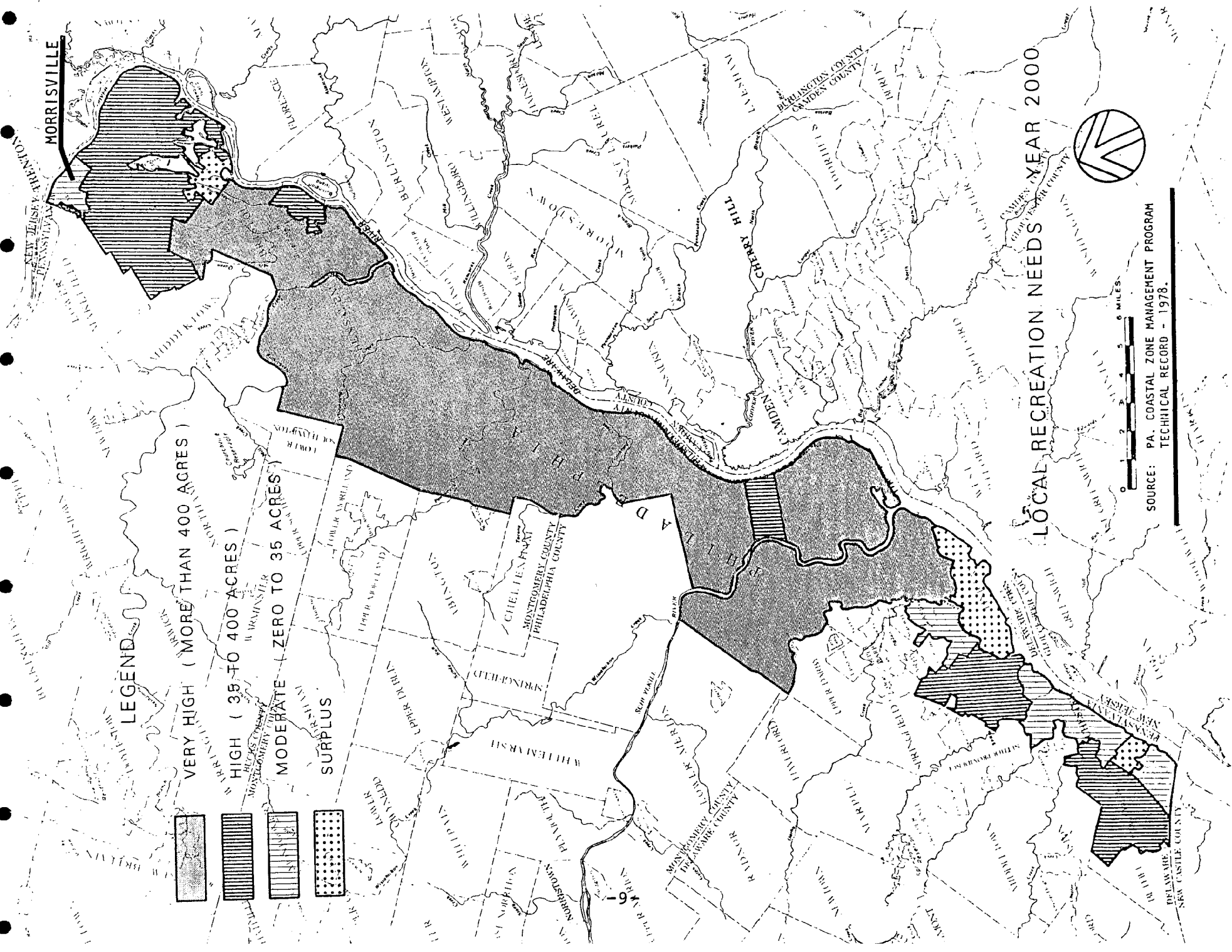
In 1980, total enrollment at the Manor Park Elementary School was 161 children. This included classes from Kindergarden through Grade 6 and Special Education classes. The Special Education classes will be relocated elsewhere in 1982. Therefore, total enrollment should remain fairly close to 161 students. The only play equipment that presently exists for these children are four (4) swings and a merry-go-round. Clearly, there is a deficiency in facilities.

The Manor Park Municipal Park Annex, which abuts the proposed recreation area, houses the Morrisville Senior Servicer, Inc. A




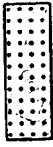
considerable amount of activity for senior citizens is programed to take place at the facility in the future, including social activities and meals. An inventory of available outdoor recreation facilities revealed the existence of three (3) picnic tables, three (3) benches and a deteriorated basketball hoop. These facilities are hardly adequate or suitable to meet the needs of elderly persons.

There is also a clear interest upon the part of Morrisville residents to make better use of existing riverfront acreage for boat access, fishing and picnicking. There are no such facilities in the Borough of Morrisville, despite the fact that at this location on the Delaware River excellent fishing is reported. As a matter of fact, the nearest public boat access on the western side of the Delaware River is located in Bristol Township, some eight (8) miles to the south.

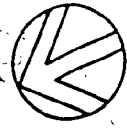
One last point of information offered as evidence in support of the need for additional recreational development in Morrisville comes from the Delaware Valley Regional Planning Commission. Taking into account all the recreation facilities built before 1974, which in the case of Morrisville is all of them, that agency has projected a moderate demand for additional acreage by the year 2000 (see map following).



LEGEND

-  VERY HIGH (MORE THAN 400 ACRES)
-  HIGH (35 TO 400 ACRES)
-  MODERATE (ZERO TO 35 ACRES)
-  SURPLUS

LOCAL RECREATION NEEDS YEAR 2000



0 1 2 3 4 5 6 MILES

SOURCE: PA. COASTAL ZONE MANAGEMENT PROGRAM
TECHNICAL RECORD - 1978.

REGIONAL DEMAND FOR RECREATION
AND ACCESS TO THE DELAWARE RIVER

According to available Coastal Zone Management (CZM) data and recreation needs surveys conducted by the Gallup organization and the League of Women Voters, the Delaware River Area is responsible for generating a tremendous demand for additional recreation facilities. There is even evidence to support the position that the lack of recreation facilities has stifled demand.

Projections made by the Delaware Valley Regional Planning Commission predict an area shortfall by 1990 for all of the following facilities: swimming, picnicking, boating/canoeing/water skiing, hiking, walking, camping, fishing, sightseeing, and bicycling. Particularly interesting is the projection that an additional 67 boat launch ramps will be needed to supply the demand.

Potential demand for recreation access to the Delaware River is further substantiated by the fact that the number of Bucks County registrations of Machinery-Driven Pleasure Boats increased by 68.7% from 1972 to 1980 while the population increased only 15% during that same period.

From the above, it can reasonably be posited that the recreation facilities as proposed in the next following text are consistent with the needs and responsive to demands of Borough and regional residents.

LAND USE PATTERNS - BOROUGH

Morrisville is located approximately thirty miles from Philadelphia and sixty miles from New York City. Incorporated in 1804, the Borough has developed continuously as a suburb of Trenton, New Jersey. Land area within the Borough has doubled in size since incorporation and stands presently at 1,113.3 acres.

Residential land use prevails within the Borough, occupying nearly 415 acres and 45.2% of the total developed land area. Commercial land uses occupy 36.5 acres and 4.0% of the developed acreage. Manufacturing and related industrial land uses account for 49.8 of Borough's acres or 5.4% of the Borough's developed acreage.

Cultural and related uses, park and recreation and utilities account for 26.9, 44.3 and 8.0 acres in the Borough, respectively.

Considerable acreage (285.3) is consumed by railroad and highway rights-of-way. This accounts for 31.2% of the Borough's developed land area.

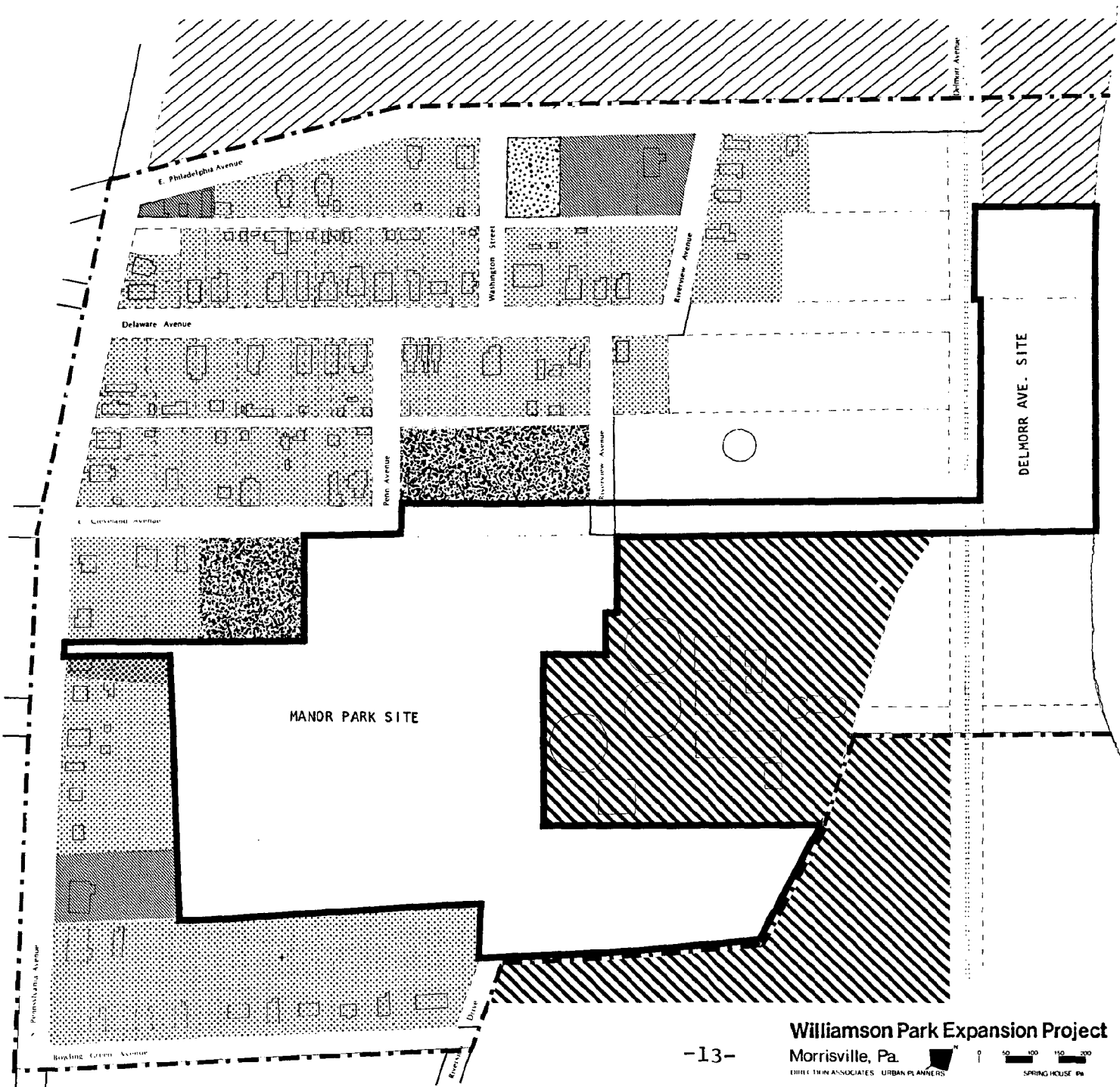
The remaining 248.2 acres of Borough land consist of land covered by water, cemeteries and land which is vacant.

LAND USE PATTERNS - STUDY AREA










That portion of the study area which is generally located east of Pennsylvania Avenue between Cleveland and Bowling Green Avenues is predominantly a medium density residential area. This area has a definite neighborhood identity, and there is a definite pride of ownership exhibited by the residents. Public uses include the Manor Park Elementary School and the Manor Park Municipal Annex.

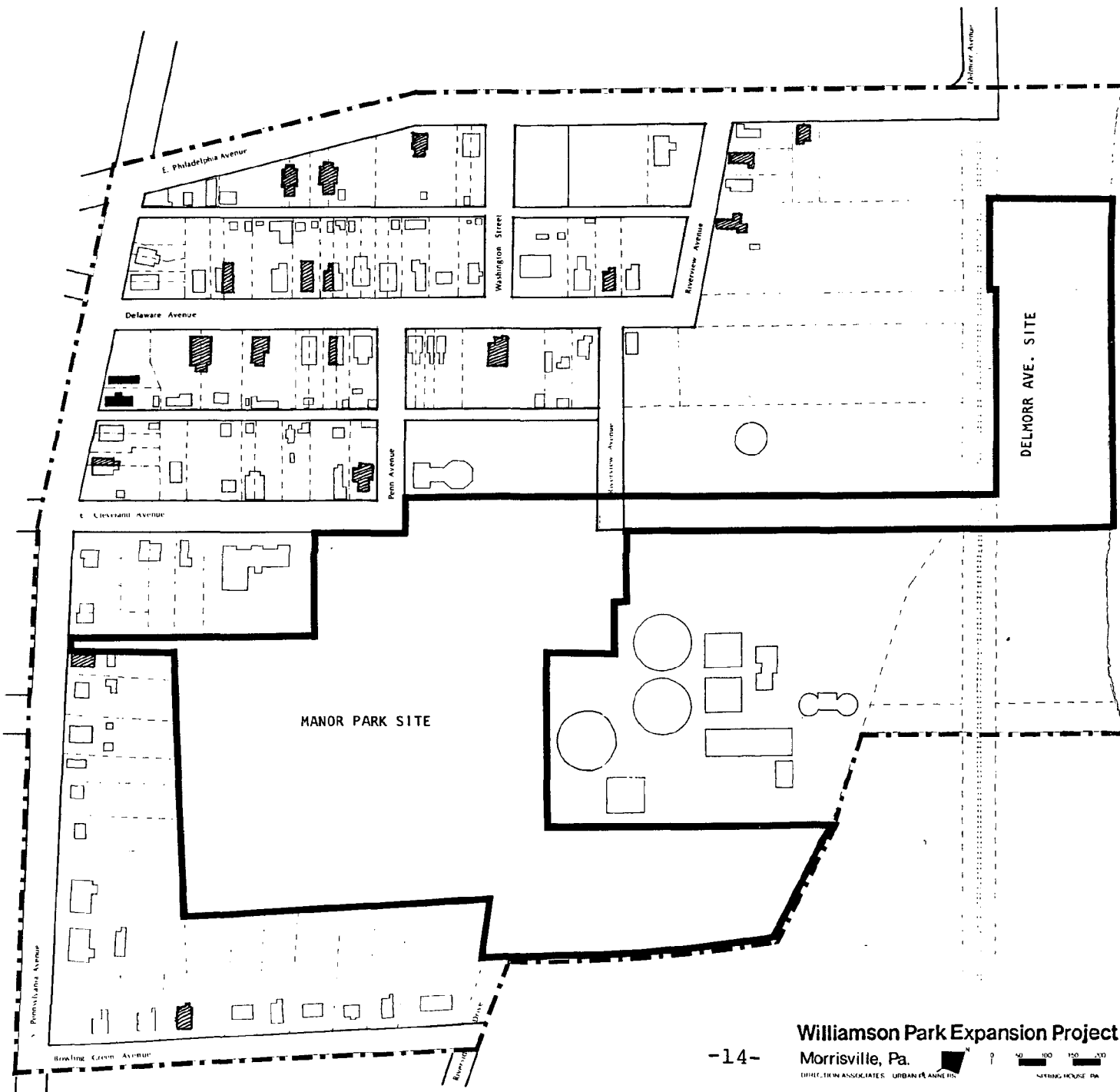
The proposed recreation site itself is comprised of vacant land. The portion of the site proximal to both the elementary school and the annex building is presently used as a landfill. Formerly, the acreage was the site of a commercial sand and gravel pit. This acreage is in the ownership of the Borough.

The other portion of the site (east of Delmorr Avenue) which consists of approximately 600 lineal feet of frontage on the Delaware River is vacant land which is rather thickly shrubbed and wooded. This acreage is also in the ownership of the Borough of Morrisville.



Existing Land Use

-  RESIDENTIAL
-  MIXED USE
-  COMMERCIAL
-  PUBLIC
-  SEMI-PUBLIC
-  INDUSTRIAL
-  RAILROAD
-  VACANT LAND
-  STUDY AREA BOUNDARY



Existing Bldg. Conditions

- STANDARD
- DEFICIENT
- SUBSTANDARD
- STUDY AREA BOUNDARY



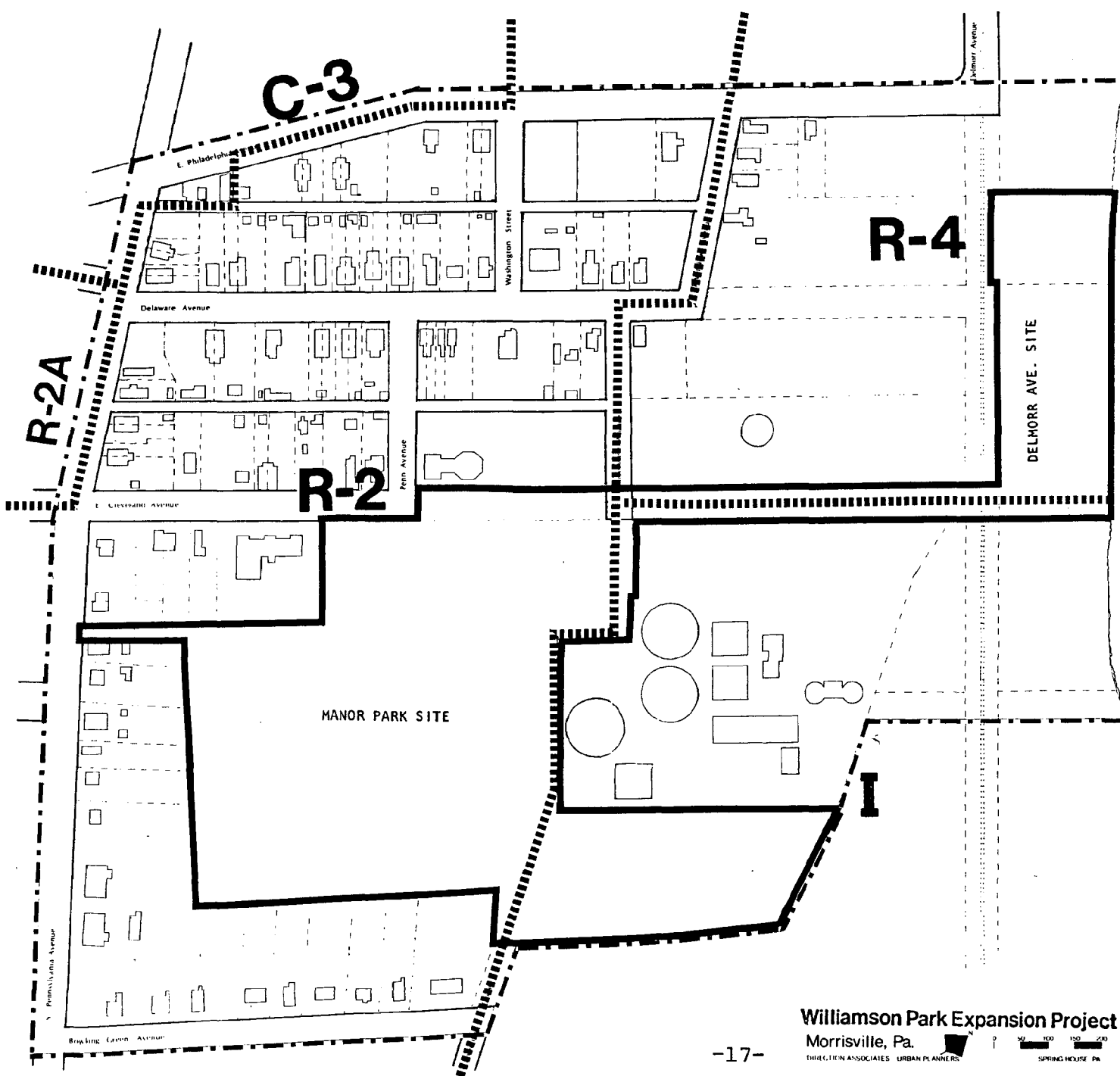
Z O N I N G

Both of the subject land parcels are located in residential district zones in South Morrisville. The attached Zoning Map illustrates that the river-front site, Delmorr Avenue Expansion Area, is located in an R-4 Multi-Family residential district. All of the land areas to the northwest and west of this site are zoned R-4 Multi-Family.

Directly southeast of this site the zoning district category changes from residential to industrial, and the industrial zoning category provides for heavy industrial uses which do, indeed, exist, including the Staley manufacturing plant and other heavy industrial uses located south of the Staley plant. A number of these industrial uses are served by the spur rail line which extends through the centerline of the Delaware Avenue thoroughfare right-of-way. The Borough's sewage treatment plant is also located in the industrial area zone. A portion of the Manor Park Expansion Area is also located in this industrial zone. No active recreational facilities are proposed in the industrial portions of the Manor Park Area. However, upon development it is recommended that these portions be rezoned for recreation use.

The remaining portions of the Manor Park Expansion Area are proposed for active use and development in the manner described in the following sections of this report.

To the west, south and northwest, the R-2 zone extends for several blocks; and the general character of the surrounding neighborhood is residential. Two blocks northwest is located the C-3 Neighborhood Commercial zone.



Existing District Zoning

- R-2 RESIDENTIAL
- R-2A RESIDENTIAL
- R-4 RESIDENTIAL
- C-3 NEIGHBORHOOD COMMERCIAL
- I INDUSTRIAL
- - - STUDY AREA BOUNDARY

P O P U L A T I O N A N D S O C I O E C O N O M I C
C H A R A C T E R I S T I C S

The 1970 Census shows that Morrisville had a total population of 11,309 persons. Forty-eight (48%) percent of the population was male and 52% were female. Minority persons comprised roughly 3.5% of the population. The median age of the Borough's 1970 population was 28.4 years with 60.1% being older than age 18 but younger than age 65. There were a total of 3,752 households residing in the Borough with the average size of each household being 3.0 persons.

Unfortunately, the complete 1980 Census data is not yet available. However, some interesting trends are revealed in the early population data that has been released.

Those 1980 figures evidence a decline in the total population of the Borough to 9,845 persons. The Census shows the racial composition to be as follows: 9,126 white, 556 black, 15 American Indian/Eskimo, 32 Asian/Pacific Islander, and 116 Other.

While the Borough's overall population has declined, the percentage of minorities residing in the Borough has increased. Currently, minorities comprise 7.3% of the Borough's population.

The average number of persons per household has declined to 2.65 persons. This represents one of the lowest percentages in Bucks County.

The 1970 Census figures with regard to income are believed by the Consultant to be too dated to be of any real value in this study. Unfortunately, there is no 1980 Census data available for income. However, the Consultant can shed some light on the subject.

According to Sales & Marketing Management's Survey of Buying Power, the median "Effective Buying Income" (disposable income) for Bucks County households in late 1979 was \$23,372. The vast majority (77.8%) of Bucks County households had effective buying incomes in excess of \$15,000 in late 1979. Although specifics for Morrisville are not available, it can be reasonably assumed that Borough households would correlate with these averages.

E X I S T I N G R E C R E A T I O N F A C I L I T I E S

There are a number of public outdoor recreation facilities in Morrisville. Each of them differs in size and amount of equipment. They are enumerated below:

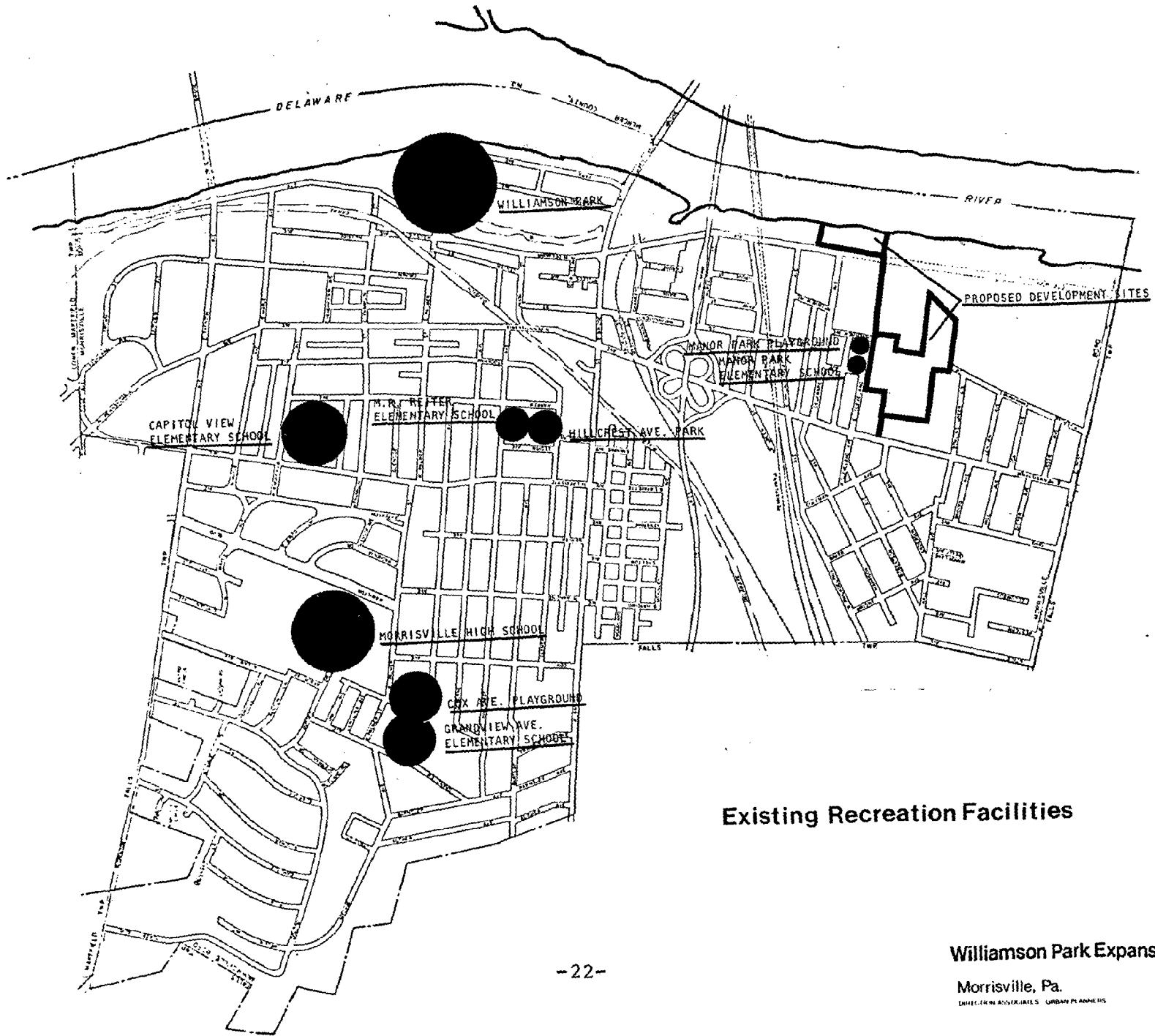
<u>Facility</u>	<u>Ownership</u>	<u>Recreation Land (Acres)</u>	<u>Present Use</u>	<u>Existing Facilities</u>
Capitol View Elementary School	Public-School	5.0	Play equipment	Playground area, regular football field and track, hockey field (used as two softball fields in summer)
Cox Avenue Playground	Leased by Borough from year to year	3.5	Baseball	Baseball field and open play space
Grandview Elementary School	Public-School	7.4	Play equipment	Playground area
Hillcrest Avenue Park	Public-Borough	.75	Play equipment	Playground area

<u>Facility</u>	<u>Ownership</u>	<u>Recreation Land (Acres)</u>	<u>Present Use</u>	<u>Existing Facilities</u>
Manor Park Elementary School	Public- School	.3	Play equipment	Playground area
Manor Park Playground	Public- Borough	1.2	Play equipment	Basketball, picnic and open play space
Morrisville High School	Public- School	15.0	Softball, baseball, football	Parking, gym, 2 softball fields, 2 baseball fields, practice football
M.R. Reiter Elementary School	Public- School	.9	Baseball, play equipment	Small size athletic field, playground area
Williamson Park (Island Park)	Public- Borough	5.0 35.8*(un- developed)	Play equipment, softball, baseball, swimming, picnics, tennis, basketball	3 ball fields, 3 tennis courts, 2 swim- ming pools, 500-car parking

*Includes Manor Park and
Delmorr Avenue acreage.

Source: Comprehensive Plan, Morrisville Borough, Morrisville Borough Planning
Commission, 1966.

Bucks County Park Plan, Bucks County Planning Commission 1974.



Existing Recreation Facilities

Williamson Park Expansion Project

Morrisville, Pa.

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D E V E L O P M E N T P L A N A N D S I T E S U I T A B I L I T Y

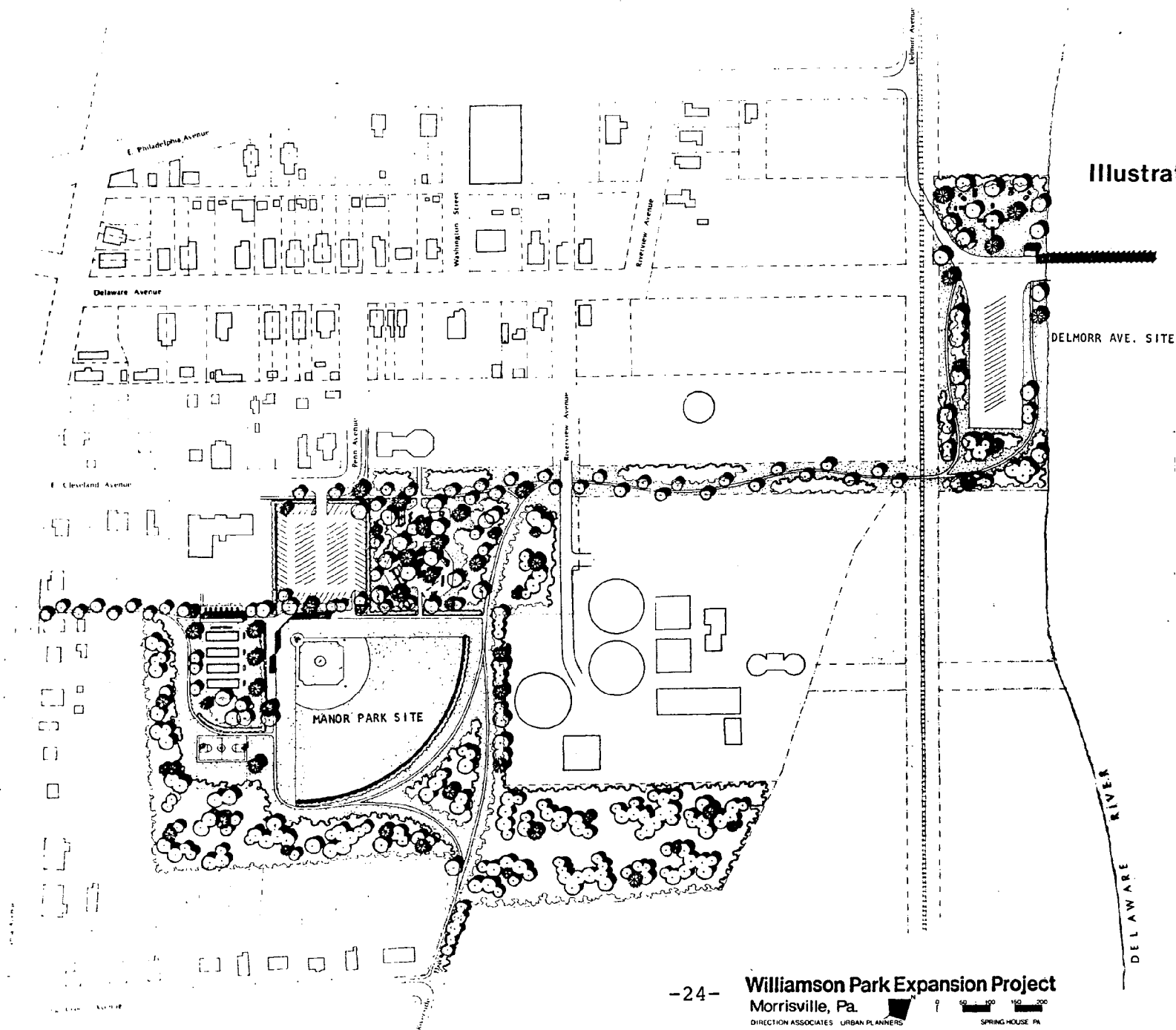
The Borough of Morrisville owns two (2) major land parcels in the South Morrisville Neighborhood Area. The first is locally known as the "Manor Park" site which is presently used as a refuse dump. This parcel is ideally located and suited for a multi-purpose recreation facility. The second parcel of land encompasses approximately 1,000 feet of frontage on the Delaware River northeast of the Delmorr Avenue and East Cleveland Avenue rights-of-way.

The subject plan, which is an outgrowth of several alternative development considerations, has been adjusted after recommendations were made by Morrisville residents, members of the Borough Planning Commission and Borough Council.

It is proposed that both sites be developed in a phased manner and linked together with the development of the present East Cleveland Avenue right-of-way, presently a 50-foot wide "paper" or undeveloped street which directly connects the two land parcels.

The attached site plan illustrates the development proposals for both sites and the interconnected pedestrian and bicycle paths lying between the two sites.

Illustrative Site Plan



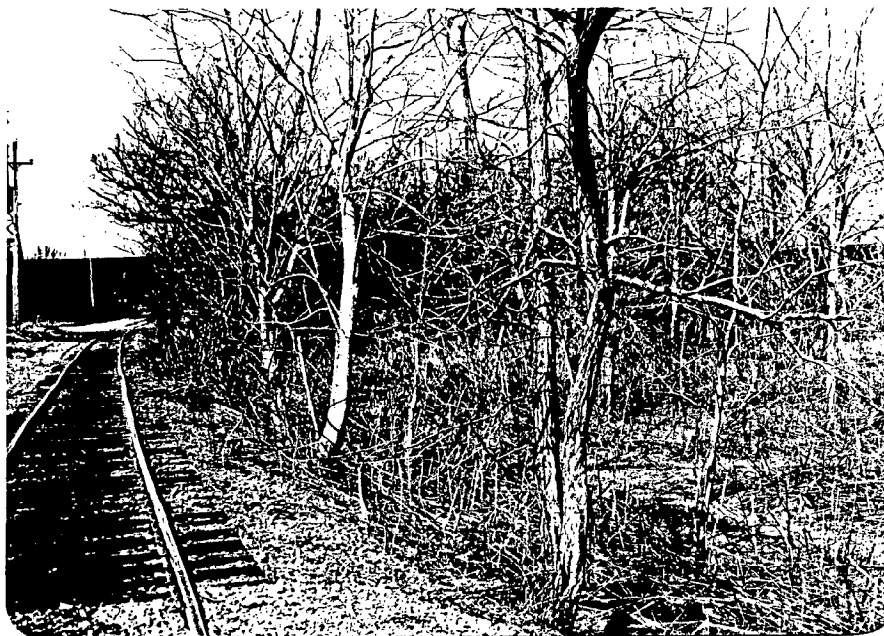
The Manor Park site is proposed for active and passive recreation use primarily designed for the residents of South Morrisville. The Delaware River portion of the proposed site Plan is designed as a boat access and picnic area for all residents of the Borough of Morrisville and surrounding area.

The following details set forth the Consultant's recommendations for the development of the two sites and interconnecting pedestrian and bicycle links:

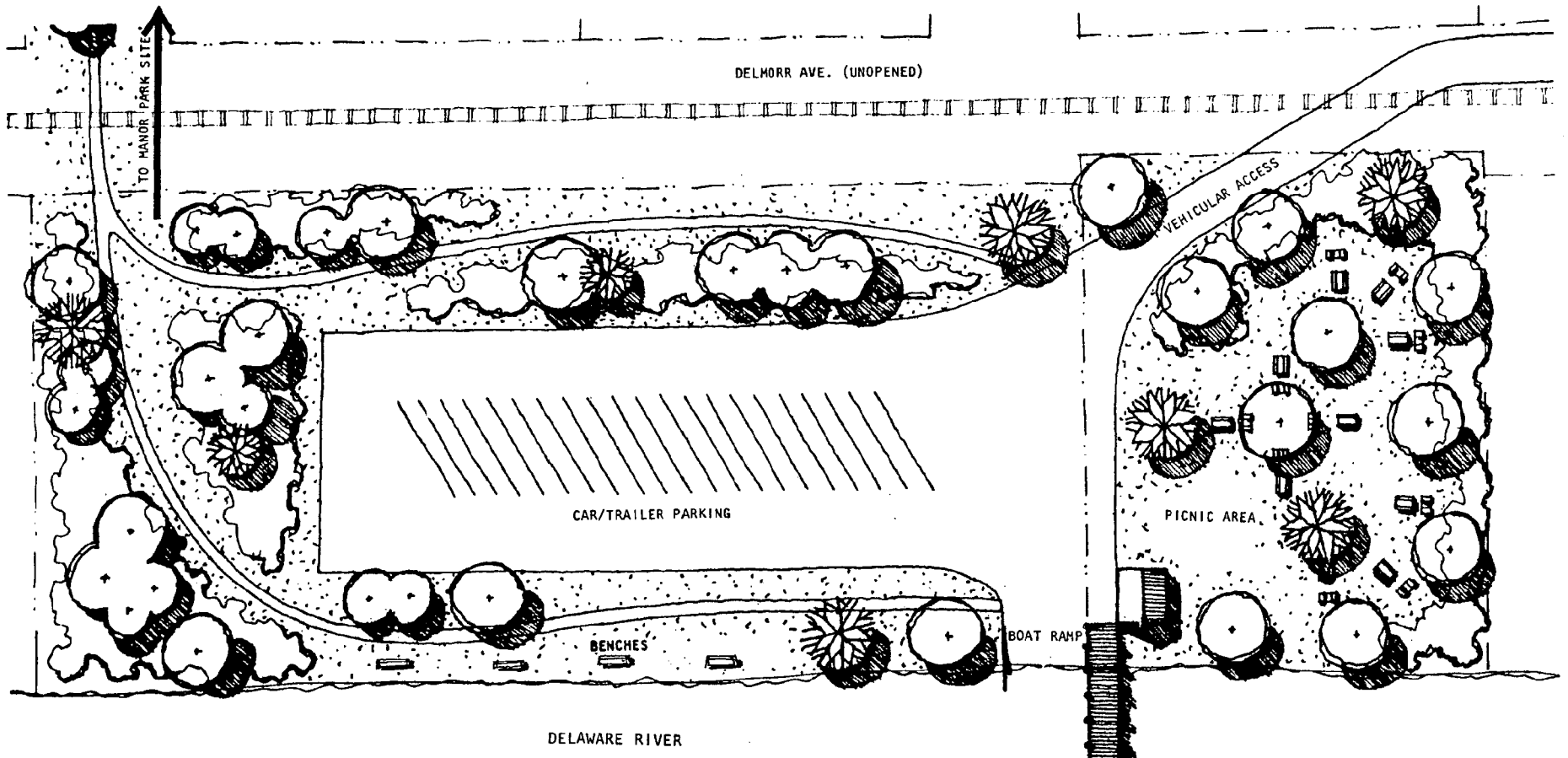
1. Delmoor Avenue Site

This land parcel encompasses 1,000 feet of frontage on the Delaware River and is presently lowland, flood plain with modest tree coverage. The most severely limiting factors associated with the use of this land parcel involve access, site maintenance and security. This site is presently isolated from the rest of the community and is not served by any existing thoroughfares.

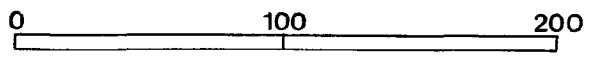
It is proposed that a 20-foot cartway be constructed extending from East Philadelphia Avenue in a southerly direction on Delmorr Avenue on the westerly side of the spur rail tracks located in the center of . . .
(continued on page 28).



View looking northwest on Delmorr Avenue to the paper right-of-way at the intersection of East Philadelphia Avenue, left central in the photograph. The Conrail bridge over Delmorr Avenue can also be seen. The boat access and picnic site is shown to the right.



Illustrative Site Plan
DELMORR AVE. SITE



Williamson Park Expansion Project

Morrisville, Pa.
GREEN TREE ASSOCIATES URBAN PLANNERS

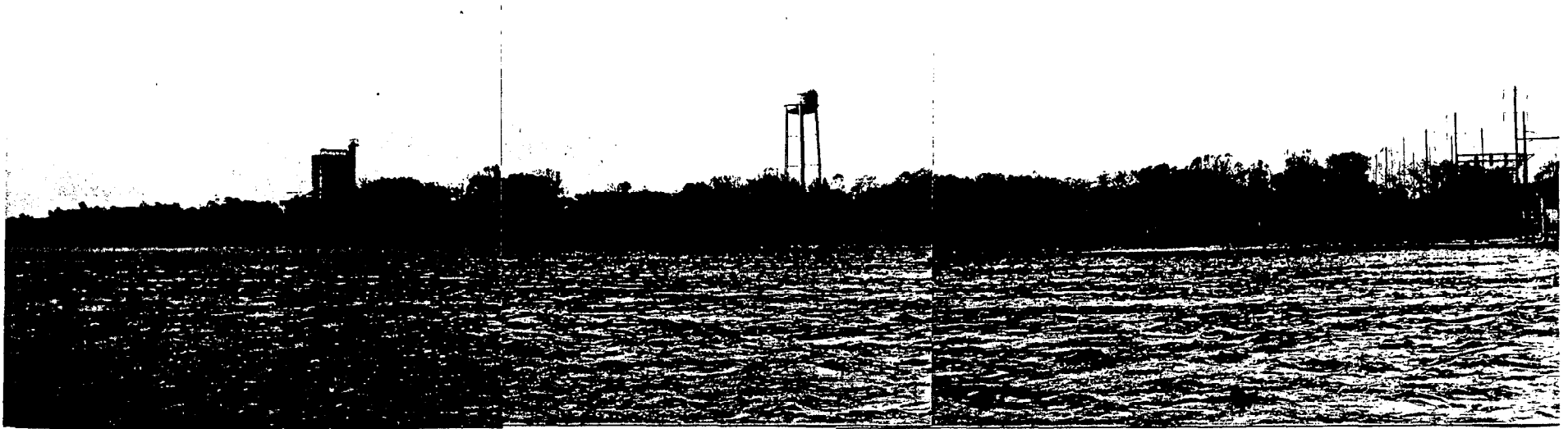


the Delmorr Avenue right-of-way. This cartway needs to cross over the spur rail tracks and then descend on a slight angle taking maximum advantage of the topography of the site to a proposed parking area. The northerly portions of the site are proposed for a small picnic ground with benches, tables and barbecues.

The areas of the site closest to the railroad line on the Delaware River are proposed to be left in their natural state. The parking lot is centrally located on this site, and adequate circulation areas must be provided for vehicles and boat trailers. A perimeter circulation pattern is recommended with 40-foot parking stalls for vehicles and boat trailers. Boat access ramps and a small pier are proposed and illustrated on the previous exhibit. The design should be such that fishing at the end of the pier would be possible.

The tides in the Delaware River require that the boat ramp and dock extend at least 100 feet into the river in order that these facilities may be used at low tide.

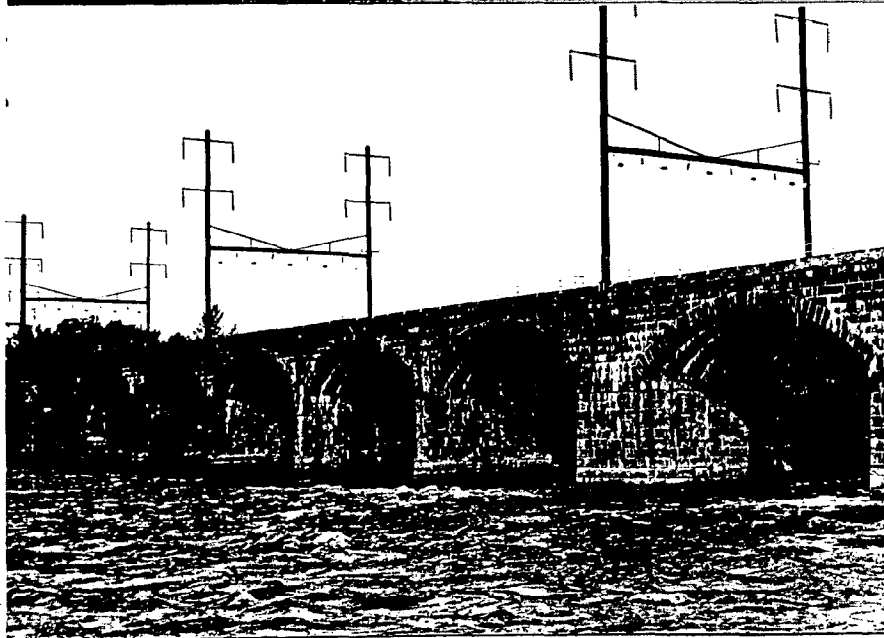
This portion of the project development may be easily phased after the construction of the accessway on Delmorr Avenue. The parking lot can
(continued on page 33) .



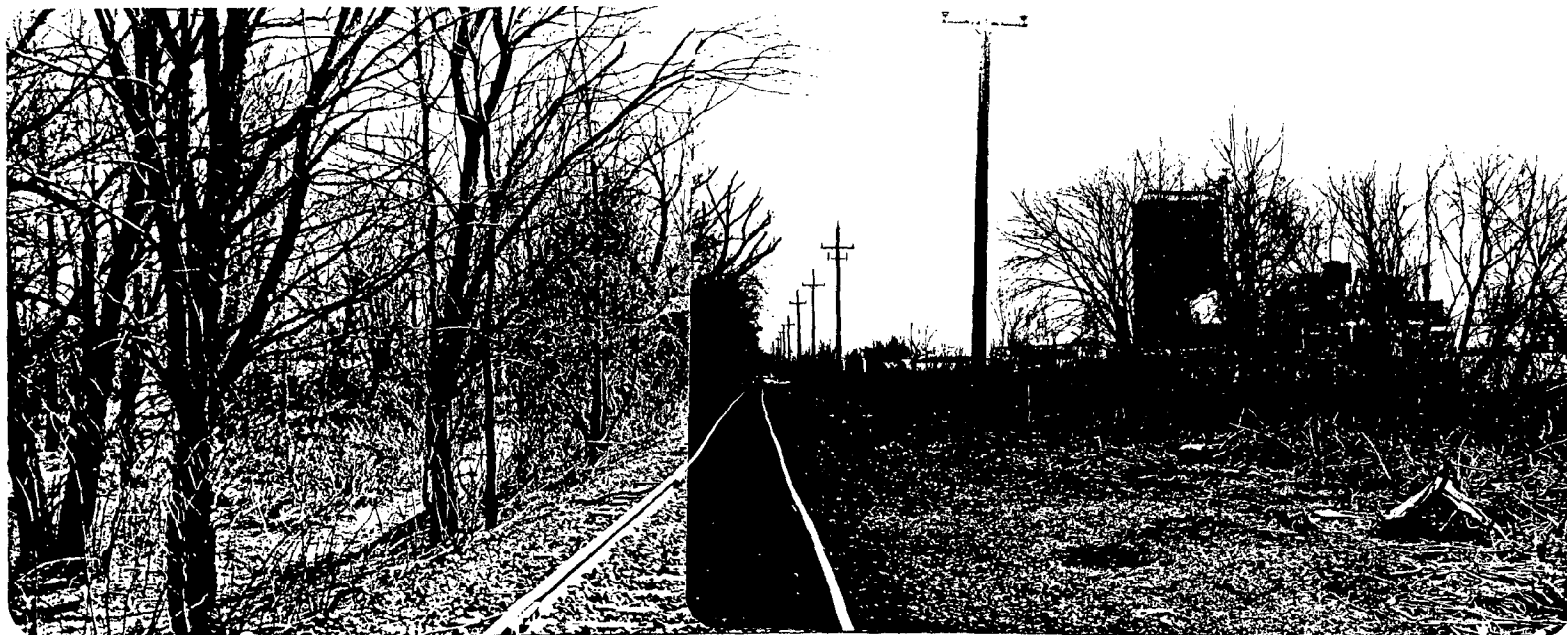
Panoramic view of the Delaware River and the boat dock site. This view was taken from the Trenton Wharf looking across the Delaware River to the Morrisville site. Central in the view is the location the proposed boat dock, the parking area and picnic grounds. The Staley Plant can be seen on the left, and the water tank marks the location of the Borough of Morrisville's Water Distribution System and the Sewage Treatment Plant.



Two views of the Delaware River from the Trenton side looking across the river to Morrisville. The complex of bridges spanning the river carrying Old Route 1 and New Route 1 and the Conrail main line tracks are shown in the lower view with the Conrail Bridge in the background.



It should be noted that this is the headwater of the channel extending from the Delaware Bay to Trenton and the beginning of the Trenton Rapids.



View looking southeast down the Delmorr Avenue right-of-way, illustrating the spur rail line in the central portion of the photograph. To the left is the boat ramp site and the the right is the Staley Plant which must be served by the spur rail. The embankment between the railroad and the river on the left needs to be traversed by the access thoroughfare at a slight angle which will cause the least amount of disruption to the site and cause grades which will be slight for vehicles carrying boats or pulling boat trailers.



View from the railroad right-of-way looking down to the boat access site with the Delaware River in the background.

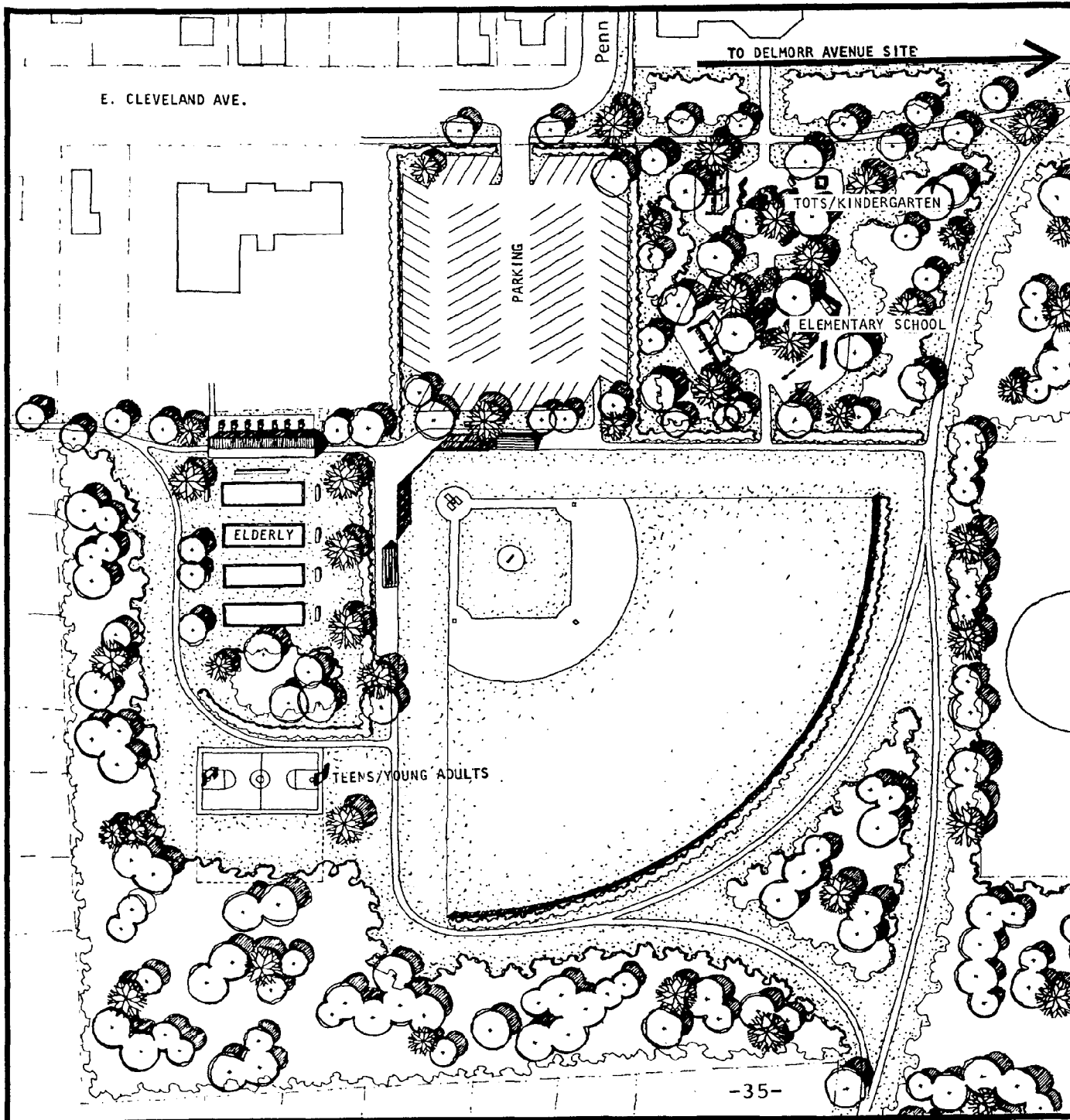
be constructed in phased increments, and the picnic area can be constructed in a second or third phase of the project.

During the development of the plan, the Consultant and Borough officials have given considerable thought to the remote nature of the site and the difficulty of policing the parking lot, the boat dock and the picnic grounds. This is especially true during nighttime hours when the site would not be used for its intended purposes. As a result, it is suggested that provision be made for lighting and that the design include appropriate signage limiting the site to daytime hour use and the provision of an appropriately designed gate in the Delmorr Avenue right-of-way which can be used to close the facility during hours when it is not in use.

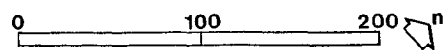
2. Manor Park Development

The Manor Park site, as previously mentioned has been used as a landfill and a refuse dump for a number of years. The central portions of the site have been filled to a grade which is approximately level with the elevation of the East Cleveland Avenue and Penn Avenue intersection. The areas of the site adjacent to the residential structures south and southwest of the site have not been filled and are 15 feet lower than the portion of the site which has been filled . . . (continued on page 37).





Illustrative Site Plan
MANOR PARK SITE



Williamson Park Expansion Project
 Morrisville, Pa.

DIRECTION ASSOCIATES URBAN PLANNERS SPRING HOUSE PA



Two views of the central portions of the site illustrating surface materials, construction debris, and the change in topography between the central portions of the site and the Manor Park site and the adjacent residential areas.



In recognition of these factors, the Consultant recommends that only the central portions of the site be developed for active recreational use and that the lower and unfilled portions of the site be graded, landscaped and used for passive recreation. This reduces the amount of fill and top soil required.

Investigation of subsurface conditions on this site indicate that the Park is most suitable for recreation use but is not suitable for any intensive building activity. Borough officials and on-site examination indicate that some of the fill used on the site can be expected to decompose; and, therefore, the surface is susceptible to a slight sinking in various locations. Some of the fill includes tree stumps and timbers which, over a period of years, would decompose. Other portions of the site are filled with broken building materials, tires and trash. Where these materials are exposed to the surface, they need to be removed; and the top level of the site needs to be graded and covered with top soil.

During the past few years, the Borough has used the site as a dump for carbon wastes from the Borough's water treatment plant. These carbon wastes, although nontoxic, are delivered to the site in tractor trailers and are dumped in the form of a black heavy liquid. Borough



Views illustrating
type of debris on the
surface of the site,
changes in topography
where the site has
and has not been
filled, and standing
water on the site.

View of the site as a tractor trailer prepares to dump waste materials.



View of tractor trailer dumping liquid carbon from the Borough's Water Treatment Plan at the site.





Views of the site
illustrating dumping
activities underway
at the site.



officials indicate that other sites are available for the dumping of these wastes at a time when the Manor Park development would occur. Dumping will then be discontinued. No heavy truck traffic will traverse the site and there will be no conflict with pedestrians or bicyclists.

Recognizing these topographic and subsurface considerations, a plan has been developed which responds to the constraints presented by the site and which can be phased and constructed at relatively modest cost.

The surrounding land uses of the Manor Park site have also exerted considerable influence on the location and type of facilities proposed in the Manor Park area. The Borough sewage treatment plant is located immediately northeast and adjacent to the subject site. This facility is at a lower elevation, and the prevailing winds in the area are from the northwest. Therefore, the plan establishes recreation uses upwind and as far away from the treatment plant as practical. To the north of the site is located the South Morrisville Elementary School. This school is not served by playground facilities. To the immediate west of the site is located the Manor Park Annex Building which includes the District Justice's office and the Morrisville Senior Servicer, Inc.

Finally, the only vehicular access to the site is from Penn Avenue and East Cleveland Avenue; and, therefore, it is at this location that a parking lot is recommended.



Partial panoramic view from the Manor Park site looking northeast to the Sewage Treatment Plan (left) and the area being filled with construction materials and debris (central), and the Staley Plant facility (right).



Partial panoramic view of the existing site looking northwest toward the elementary school and north to the Borough Sewage Treatment facility. The elementary school is not served by recreation facilities.



View from the central portion of the Manor Park site west to the Senior Service Center and to the point of access from Penn Avenue and its intersection with Cleveland Avenue. Note the debris to the left and the standing water on the site. The elementary school is shown at the extreme right.

The westerly portions of the site immediately adjacent to the Senior Service Center are recommended for non-strenuous recreational facilities, including playing tables, benches, bocci and shuffleboard courts. A small structure is proposed which would provide shelter from the elements and would house restroom facilities.

South and east of these areas, it is recommended that an area be established for more active recreational facilities, including basketball court and baseball field. The baseball field is situated in a manner that will allow use of the restroom facilities at the above-referred-to center. It is also in close proximity to the parking lot.

On the northern portions of the site, it is proposed that a clearly defined tot lot and young children play area be constructed in close proximity to the adjacent elementary school. Bicycle and walking paths are proposed generally around the perimeter of the site and extending to the major thoroughfares serving South Morrisville and the surrounding residential neighborhood, including Bowling Green Avenue and South Pennsylvania Avenue. In addition, the unused right-of-way of East Cleveland Avenue between Riverside Avenue and Delmorr Avenue is proposed for an extension of the walkway system and the bicycle system. (continued on page 47).



View to the southwest from the spur rail right-of-way up the East Cleveland Avenue paper street. This area is proposed to be used for the pedestrian and bicycle link between the boat access and picnic area site and the Manor Park development site.

During the comment period for the final draft of this document, the Pennsylvania Department of Environmental Resources expressed concern about pedestrian and bicyclist safety, should the East Cleveland Avenue right-of-way be extended. Pedestrians and bicyclists would cross the driveway at the Sewage Treatment Plant and cross the railroad spur track to get to the riverfront.

While the above is true, no conflicts are expected. There will be little vehicular traffic into the Sewage Treatment Plant. It is recommended that the crossing be properly identified with pavement markings, warning signs, and speed restrictions. If these recommendations are followed there will be no conflict.

As for the spur track crossing, while it is used daily, such use is confined to just several hours daily. Train speed is 5 miles per hour or less. The Consultant recommends warning signs to pedestrians as well as locomotive operators. Locomotive operators should also be required to sound a warning horn before crossing the right-of-way. By using these methods, safety can be increased.

The overall development plan can be easily phased, and it is recommended that the facilities be constructed in the sequence that they have been described above with the first activity area of construction being designed as an extension of the adjacent Senior Service Center.

U T I L I T I E S

The provision of the rest facilities introduces the subject of utility services to the site. It is recommended that water and sewer line extensions be made from East Cleveland Avenue to the structure housing the public restroom facilities. Separate metering for water needs to be provided, and the shelter structure should be designed in a way that will provide for not only public rest facilities which can be secured and controlled by the Borough but also a secure area for the storage of required maintenance and athletic equipment.

In addition, this area should also be designed to provide for the necessary metering for the overhead lights that are proposed to illuminate the actively used portions of the Manor Park site.

The above describes the extent of the utilities required to serve the total park development.

A L T E R N A T I V E S

During the course of the development of the recommended development plans for the Delmorr Avenue Site and the separate and distinctly designed Manor Park Site, a number of alternatives were considered. These alternatives were discussed with Borough officials and representatives of other agencies affected by the project.

The following is a description of those alternatives that were considered and the reasons for their rejection:

Delmorr Avenue Site Alternatives

This vacant land parcel owned by the Borough of Morrisville is well suited to provide public access to the Delaware River.

The first alternative considered was to develop a more active marina facility where boats could be moored in the water. The implications of more extensive docking facilities were considered as was the intensive development of the land area. For a number of reasons, an active municipally owned or privately owned marina was discarded.

First, the site is difficult to police because of its remote quality. In addition, Borough officials felt that it was an unnecessary municipal service to provide marina facilities at this location. Further investigations of the Delaware River's depth and its tidal qualities at this location indicate that extensive dredging would be required in order to appropriately use this location for a marina facility.

The cost/benefit of proceeding with this recommendation indicated that a more appropriate solution was to provide for the boat launch ramp recommended in this plan.

A second alternative which was seriously considered was not to develop the site at all due to the fact that portions of the land area are low lands, and the development of the site does require the removal of a substantial amount of natural vegetation at this location. However, investigations indicate that this site is not a natural habitat for any endangered marine aviary and that the existing vegetative cover is of modest growth.

Other reasons for considering the non-development alternative include the dual difficulty of providing access to the site while, at the same time, maintaining the spur rail line down the approximate centerline of Delmorr

Avenue. However, discussions with Conrail officials indicate that the freight train usage of this line would not be impaired by the construction of the access road and that the speed of the trains using the spur rail does not exceed 5 miles per hour, as well as the fact that standing freight trains could be separated without difficulty at the grade crossing where the access road crosses the spur rail line.

Further investigations indicated that there is no boat access to the Delaware River from the Route 1 Bridge crossing the River south to Bristol Borough, a distance of 11 miles. This fact gives reason to recognize the need to provide a boat launch area at this location.

Alternative considerations on the development of a picnic ground at this site were brought about due to the problems of odors invading the area from adjacent industry and the Borough Sewage Treatment Plant. However, since prevailing winds are from the northwest carrying odors generated by both the Sewage Treatment Plant and nearby industry away from both the Manor Park and the Williamson Park sites, it was decided that it would be appropriate to provide for a modest number of picnic facilities adjacent to the Delaware River at the Delmorr Avenue site and at the Manor Park site.

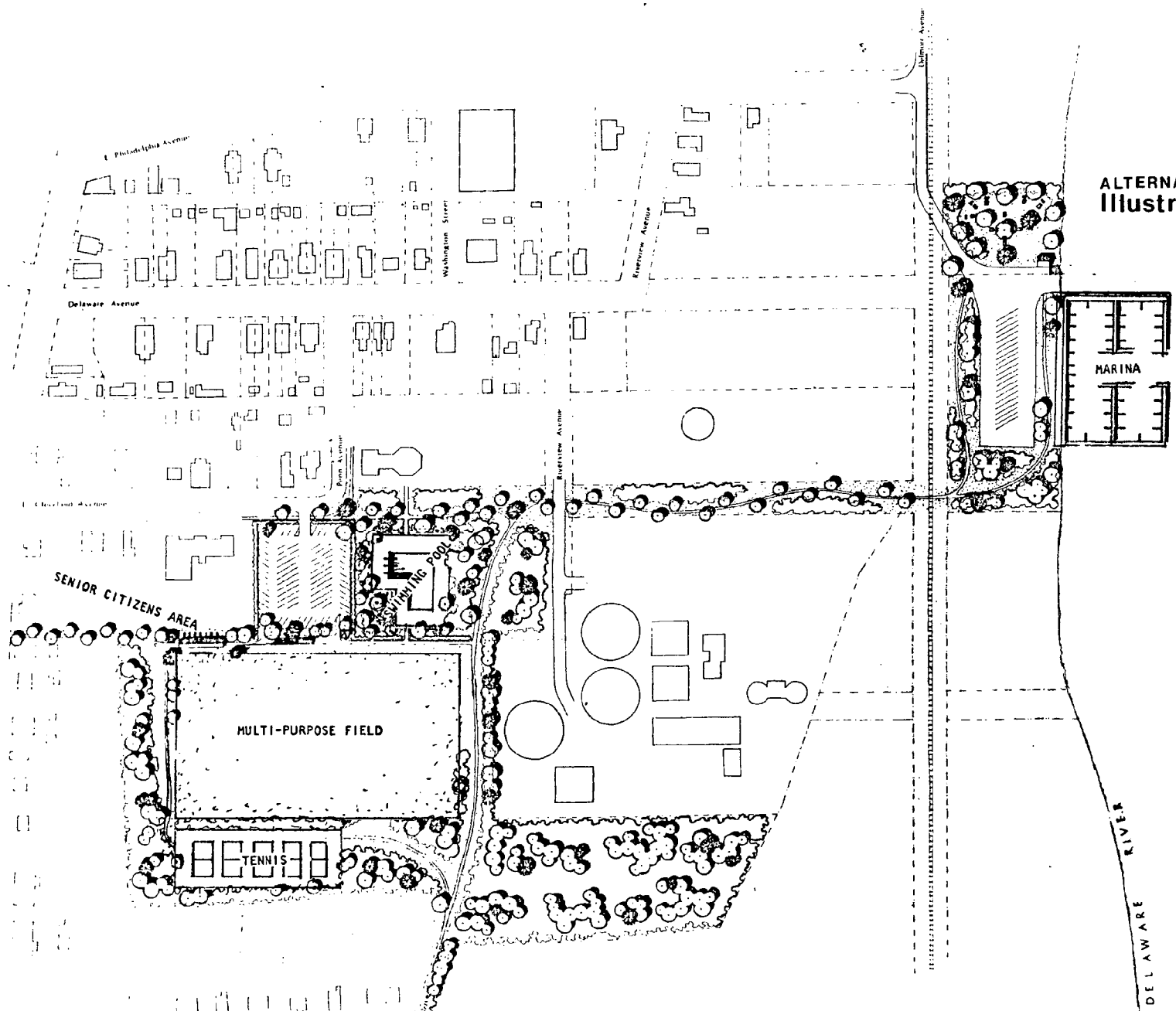
Manor Park Site Alternatives

The alternatives considered for the Manor Park site included a less active development of the park. However, these alternatives would have included simply grading the site, providing top soil and ground cover, and eliminating active and passive recreational facilities.

After discussions with neighborhood residents, School officials, and senior citizens using the Morrisville Senior Servicer, it was deemed appropriate to provide the necessary recreational facilities required by these adjacent land uses. Therefore, a phased development plan was an outgrowth of these considerations.

More intensive development of the Manor Park site or alternate types of recreational facilities were discussed and rejected. These considerations included the provision of tennis courts and swimming pool facilities. However, these facilities exist at other locations in the Borough and would unduly burden the Borough financially with additional maintenance and operating costs; and, therefore, these high maintenance and operating cost actions were rejected.

**ALTERNATE
Illustrative Site Plan**



P H A S I N G O F D E V E L O P M E N T

In recognition of the fact that sufficient funds will not be available immediately to carry out all of the development activities recommended herein, a Phasing Plan has been prepared to identify the sequence of activities and their priorities recommended for development. Please see the Phasing Plan exhibit which follows this text to identify the sites referred to below.

Development Area 1A

The most critical needs in the entire development plan are associated with adjacent active in-place uses. These include the elementary school and the Morrisville Senior Servicer. In addition, improved parking is required in a location central to uses that would serve both the very young and the elderly. Therefore, Development Area 1A is the first priority for construction which includes a small children play area adjacent to the elementary school, an off-street parking lot which will ultimately serve the entire Manor Park development and the senior citizen recreation area, including bocci and shuffleboard courts, public rest facilities, and outdoor game tables and sitting area. The first phase walking paths and bikeways can be constructed at the same time as Development Area 1A.

Development Area 1B

In Development Area 1B is the construction of the more active recreation facilities, completing the Manor Park development, including basketball court and the multi-purpose baseball-soccer field. The remaining walkway and bikeways need to be constructed in Phase 1B.

It is strongly recommended that extreme care in the design and construction of Phase 1A be taken leaving a construction accessway from Penn Avenue to Development Area 1B. This is necessary to allow for construction vehicles access to the Development Area 1B portion of the site in order for vehicles to bring in the necessary top soil, fill and other requirements associated with the full development of Development Area 1B.

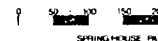
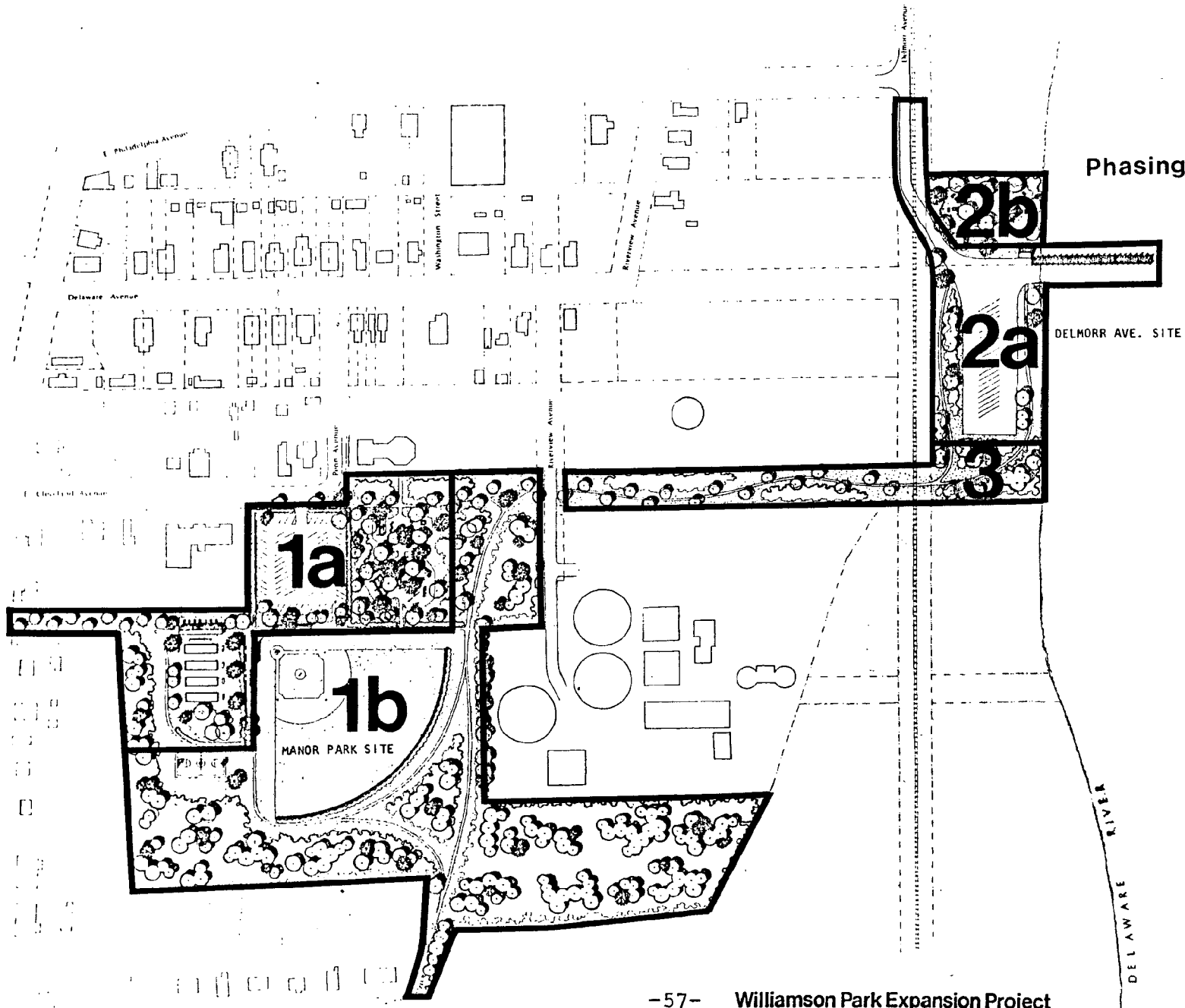
Development Areas 2A and 2B

The second major phase of the plan development is the improvement to the Delmorr Avenue Site fronting on the Delaware River. At this location it is proposed that the accessway, parking lot and boat access ramp be constructed first. If necessary, the construction of a picnic area at this location, identified as Development Area 2B, can be constructed following the completion and use of the boat ramp dock and parking area constructed in Development Area 2A.

Development Area 3

The third phase of project development is to construct a pedestrian and bikeway link between the two park areas on the "paper" right-of-way land area owned by Morrisville Borough, identified as Development Area 3 on the Phasing Plan

Phasing Plan



MANOR PARK PORTION

2. Zone 2 - Teens/Adults Activity Area

Bike Rack (1)	\$	250	
Baseball Diamond (backstop, bleachers)		6,625	
Basketball Court (backstops, surface)		5,500	
Litter Control (3)		300	
Top Soil/Backfilling (10,000 c.y. @ \$8/c.y. including grading and seeding)		<u>80,000</u>	
Subtotal	\$	92,675	
Contingencies (20%)		<u>18,535</u>	
Total - Zone 2			\$111,210

3. Zone 3 - Children's Activity Area

Bike Racks (2)	\$	500	
Swing Sets (3)		1,600	
Sliding Boards (2)		1,400	
Merry-Go-Round		800	
Jungle Jim		400	
Landscaping (25 - 3" diameter trees)		5,000	

MANOR PARK PORTION

Zone 3 - Continued

Litter Control (3)	\$ 300	
Subtotal	\$ 10,000	
Contingencies (20%)	<u>2,000</u>	
Total - Zone 3		\$ 12,000

4. Miscellaneous Items - Manor Park

Parking Lot (13,000 s.y.)	\$ 74,750	
Bike Paths/Walkways (5,600 l.f.)	9,000	
Landscaping/Seeding	5,500	
Lighting and Utility Connections	<u>5,000</u>	
Subtotal	\$ 94,250	
Contingencies (20%)	<u>18,850</u>	
Total - Miscellaneous Items		\$113,100

DELMORR AVENUE PORTION (River Front)

1. Zone 1 - Boat Access, Cartway, Parking Lot, Fishing Dock

Access Ramp and Aprons	\$ 55,315	
(ramp 50' wide x 80' long, 3 boats, 15% slope gradient)		
Security Gates/Fencing	2,800	
(200 l.f. @ \$13/l.f. plus cost of gates)		
Cartway Extension (excavation, fill and paving)	15,000	
Parking Lot (excavation, fill and gravel paving)	7,500	
Boat Dock (3 slips @ \$3,400/each)	<u>10,200</u>	
Subtotal	\$ 90,815	
Contingencies (20%)	<u>18,163</u>	
Total - Zone 1		\$108,978

DELMORR AVENUE PORTION

2. Zone 2 - Picnic Ground

Landscaping and Site Improvements	\$ 4,000	
Picnic Tables (5)	1,500	
Park Benches (3)	600	
Campstove and Grill (3)	600	
Litter Control (3)	<u>300</u>	
Subtotal	\$ 7,000	
Contingencies (20%)	<u>1,400</u>	
Total - Zone 2		\$ 8,400

3. Miscellaneous Items - Delmorr Avenue

General Cleanup (dead trees, rubbish and debris)	\$ 2,500	
Landscaping (15 - 3" diameter Trees)	<u>3,000</u>	
Subtotal	\$ 5,500	
Contingencies (20%)	<u>1,100</u>	
Total - Miscellaneous Items		\$ 6,600

TOTAL ESTIMATED COST
WILLIAMSON PARK

<u>Manor Park Site:</u>	Zone 1 - Seniors Activity Area	\$ 36,780	
	Zone 2 - Teens/Adults Activity Area	111,210	
	Zone 3 - Children's Activity Area	12,000	
	Miscellaneous Items	<u>113,100</u>	
	Subtotal		\$273,090
<u>Delmorr Avenue Site:</u>	Zone 1 - Boat Access, Cartway, Parking Lot, Fishing Dock	\$108,978	
	Zone 2 - Picnic Ground	8,400	
	Miscellaneous Items	<u>6,600</u>	
	Subtotal		<u>\$123,978</u>
			\$397,068
			<u>59,560</u>
			\$456,628

- Sources: (1) On-site Investigation by Direction Associates, Inc., June 1981.
 (2) Building Construction Cost Data - 1981, R.S. Means Co.
 (3) Belson Park and Recreation Equipment Catalogue - 1981, Belson Manufacturing Co., Inc.

FUNDING SOURCES
AND
PROJECT IMPLEMENTATION

There are a number of potential funding sources which can be employed in order to implement the recommendations detailed in the Development Plan. Many of the funding programs which have been traditionally used to construct park, recreation, boat launch and other passive recreation facilities are in a major state of transition at the present time. The Federal Government has numerous programs which have, in the past, provided funding components for projects involving the numerous different types of activities proposed in this plan. However, a number of the programs have been eliminated; and almost all of the remaining programs have been severely reduced in terms of the magnitude of funds available; and a backlog of projects is building up which have already been submitted requesting federal funds.

Similarly, the Commonwealth of Pennsylvania's program of providing grant funds for recreational facilities is declining. This is occurring for two reasons: The first is that State agencies frequently process federal funds which are now declining in the amount of money available, and, secondly, because less money has been made available in the State budget for 1981-82 for park and recreation facilities. Therefore, it is important to identify

programs that exist now and will continue to exist in the future and set forth a realistic strategy for implementing this plan.

The Phasing Plan previously described allows for funding of individual small components of the overall long-range development plan. The Consultant strongly recommends that a variety of funding sources be pursued with the understanding that only through relating the Manor Park and Williamson Park Expansion area to the larger total South Morrisville and Bucks County community can the plan be fully implemented.

The cataloguing of potential funding sources does little in the way of setting forth a sound implementation policy. Such a catalogue would include: Park and recreation grants from the Pennsylvania Department of Community Affairs, Outdoor Recreation Fund channeled through the Department of Community Affairs, Urban Park and Recreation Recovery Programs and various programs of the Department of Housing and Urban Development.

The Consultant recommends that applications requesting financial assistance to carry out the Development Plan be prepared by Morrisville Borough and submitted to the Department of Community Affairs for outdoor recreation funds awarded on a 50/50 matching grant basis. Similarly, the Consultant recommends the request of funding from the Pennsylvania Fish and Game

Commission for construction funds associated with the Delmorr Avenue site boat access ramp.

These funding sources may be relied upon to provide some of the required funds. However, the appropriate Implementation Plan needs to deal more directly with clearly identifying known funding sources. These include Morrisville Borough's own financial resources, Morrisville Borough's share of the Bucks County Community Development Block Grant funds and Bucks County's Community Development Central Share funding.

The following strategy is recommended. Application for funds for the park and recreation improvements identified in a portion of Phase 1A, specifically serving the Senior Servicer, should be made to the Bucks County Office of Community Development seeking Bucks County Community Development Block Grant funds. The improvement areas directly associated with the Senior Service Center are eligible for Community Development funding.

Part of the strategy of developing a rational and supportable request for the use of Community Development funds to implement the Manor Park portion of the project is to relate this recreation area to the South Morrisville and Central Morrisville residential neighborhoods. At the present time, agencies of Bucks County, including the Bucks County Planning Commission

and the Bucks County Redevelopment Authority, are carrying out studies and preparing a plan for the redevelopment of Central Morrisville. Morrisville's "status" as related to community need for Community Development funds is ranked third in Bucks County. The Central Morrisville areas have a high percentage of persons of low and moderate income and aged housing which requires rehabilitation. Recognizing these facts, County agencies have requested on behalf of Morrisville Borough housing and redevelopment assistance grant funds from the Pennsylvania Department of Community Affairs and from the Bucks County Community Development Program.

It is anticipated that redevelopment and community development implementation using state and federal funds will commence in the Central Morrisville area in the near future. It is important to relate programs of housing rehabilitation to the other needs of the community which include the provision of commercial services and the provision of appropriate recreational sites.

Penn Avenue and Washington Street form a direct pedestrian spine from the Central Morrisville residential neighborhoods to the proposed Manor Park development. The Manor Park Elementary School serves the Morrisville Borough area and South Morrisville as does the Morrisville Senior Servicer, Inc. Both of these facilities appropriately supported by needed recreational facilities and linked to the Central Morrisville neighborhoods can, through

the implementation of the proposals contained herein, act as a catalyst to the redevelopment of deteriorated residential properties by their owners.

The total central area redevelopment and residential rehabilitation program needs to be related directly to the Manor Park Site which should be designed as a central focal point for recreational activities for individuals of all ages.

Therefore, it is strongly recommended that Morrisville Borough officials set aside some funds from their share of the Bucks County Community Development Program for implementation of the Manor Park Site recreation development proposals; and it is recommended that Bucks County officials recognize the interrelationships which exist between various programs through the provision of County Community Development funds for the implementation of portions of the Manor Park recreation plan.

In conclusion, the following programs are recommended as the primary elements to provide the necessary funds to carry out the planning recommendations contained herein:

1. For the Manor Park multi-age group recreation plan, the following funding sources:

- Pennsylvania Department of Community Affairs Park and Recreation Program Fund.
 - Morrisville Borough Community Development Program - federal funds.
 - Bucks County Community Development Program - federal funds.
2. For the Williamson Park boat ramp recreation area, it is recommended that funds be sought from the Pennsylvania Fish Commission. The Fish Commission will provide the necessary development funds, but it would be the Borough's responsibility to provide the continuing maintenance for this portion of the project.
 3. Two other areas which may be available to the Borough for the provision of the required development funds are private industry and foundations located in Bucks County. The Manor Park recreation area serves a major neighborhood in the Borough of Morrisville which does not have recreational facilities. As a result, it is recommended that requests for donations from industry in the South Morrisville Area be made with the understanding that corporate donations for this worthy project would be corporately tax deductible and would directly benefit many workers and their families who reside in the South Morrisville area.

Special emphasis should be placed on requesting donations from industries which are located in the South Morrisville neighborhood area.

A second major potential source of funding is local foundations concerned with community improvement in Bucks County. We strongly recommend that Borough officials directly contact those local foundations headquartered in Bucks County which, on an annual basis, review requests for foundation funds for worthy projects which will have multi-purpose community-wide benefits. Requests for funding supported by this development plan should receive a high priority consideration from foundations which have funds available for community improvement.

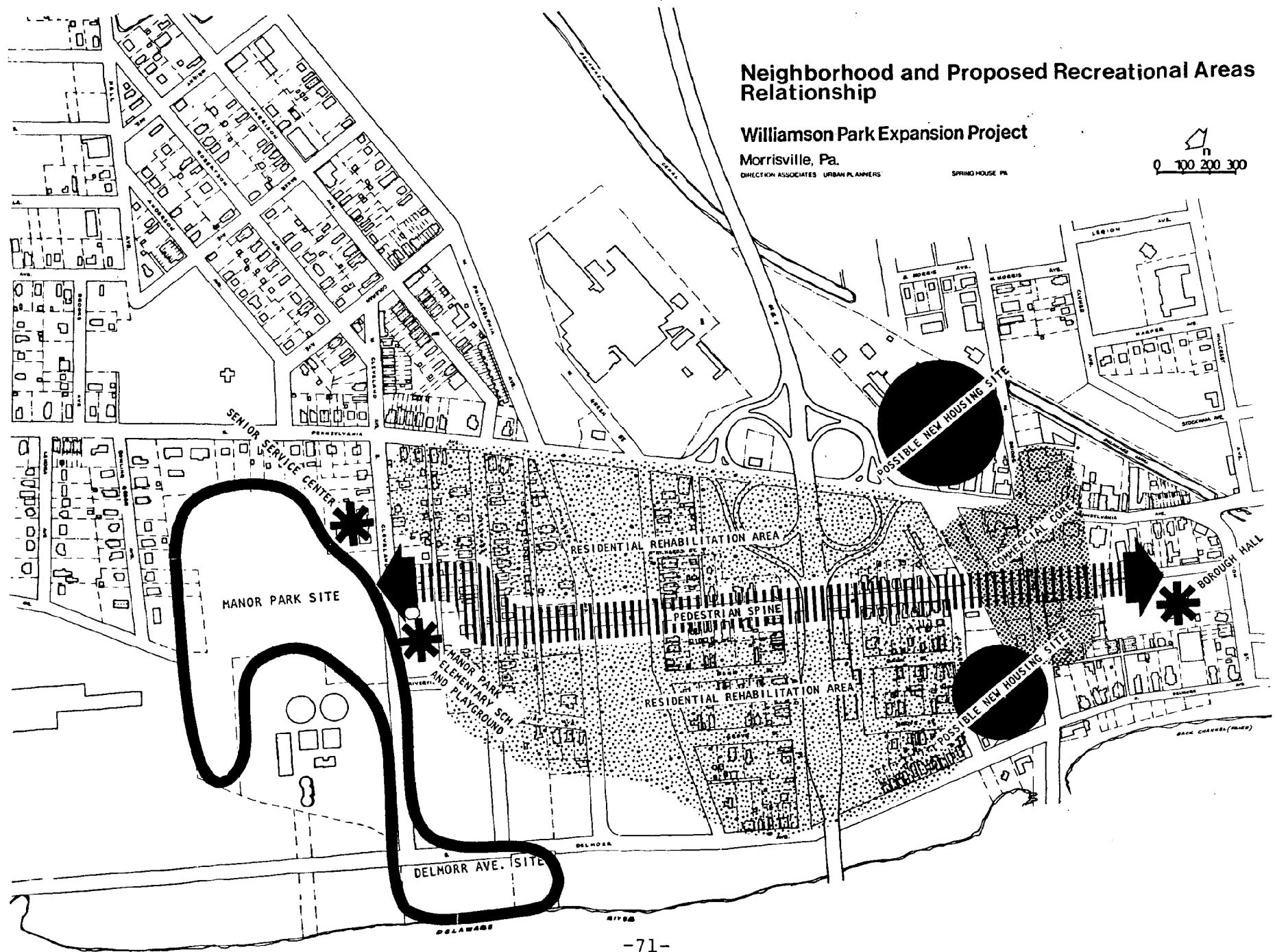
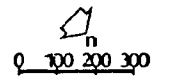
Neighborhood and Proposed Recreational Areas Relationship

Williamson Park Expansion Project

Morrisville, Pa.

DIRECTION ASSOCIATES URBAN PLANNERS

SPRING HOUSE PA



M A N A G E M E N T A N D P U R S U I T
O F G R A N T F U N D I N G

From the previous section dealing with project implementation, it can be seen that the funding sources available at the present time to carry out the development proposals contained herein are extremely limited and are over-subscribed in relationship to the funds that may be available for recreational development activities. However, funding programs are frequently changing in terms of the availability of funds and the attitudes of federal and state legislatures.

Both federal and state programs have varied considerably in the amount available for grant funds to provide recreational facilities. It is extremely important that Morrisville Borough develop a staff or have on call available technical expertise to apply for funds as they may either be available now or as grant funds may be available in the future.

The same Borough staff needs to be involved in administering the overall operations of those portions of the project which are developed.

The overall operation and maintenance of the completed park facilities will

primarily be, in the Consultant's opinion, a local Morrisville Borough responsibility. It is suggested that the School Board be contacted at a time when funds are available to develop the land area adjacent to the Manor Park Elementary School and that the School Board be encouraged to maintain this portion of the park development. Morrisville Borough would be required, in the Consultant's opinion, to maintain the remaining portions of the Manor Park Site.

Morrisville Borough presently operates and maintains other municipal recreational facilities, and the expansion of the Borough's maintenance and operational staff to carry out the requirements associated with the Manor Park site need not be great.

With regard to the Delmorr Avenue boat launch site, it may be possible for Borough officials to enlist the support of the Bucks County Park and Recreation Board and to encourage consideration of maintenance of this portion of the project by the County agency responsible for park and recreational facilities serving the entire County. However, if this cannot be accomplished, it would be Morrisville Borough's responsibility to provide for the maintenance associated with this portion of the overall development plan.

Similarly, the pedestrian and bicycle links that interconnect both project areas would require Borough maintenance.

C O N C L U D I N G R E M A R K S

The Consultant has completed the tasks as outlined. A pre-selected site and its relationship to the surrounding community has been examined and a recommended development plan has been presented.

That Expansion Plan is consistent with the objectives of the Coastal Zone Management Program, as follows:

- The Expansion Plan presents a small park close to existing residents requiring less travel.
- The Expansion Plan presents a multi-purpose site which successfully integrates active and passive recreation areas for all ages.
- The Expansion Plan presents an economic scheme for the reclamation of vacant land near a sewage treatment facility, a railroad right-of-way and industrial land uses.
- The Expansion Plan provides much needed access to a coastal waterway where none had previously existed.

Most important, however, the Expansion Plan provides local officials with a working blueprint for the preservation and expansion of open space recreation.

A P P E N D I X

O N - S I T E M E E T I N G S

DIRECTION ASSOCIATES, INC.

MEMORANDUM

TO: Files

FROM: Direction Associates, Inc.

DATE: May 18, 1981

SUBJECT: Morrisville / Williamson Park Coastal Zone Management
Park, Recreation, and Boat Access Plan

Meeting held on the above subject at 10:00 a.m. on May 15, 1981. Those in attendance were Ken Kugel, Bucks County Planning Commission and local coordinator for the Bucks County Coastal Zone Management Zone programs; Harry Falkenstein, Assistant Borough Manager, Morrisville Borough; and Messrs. Dusek and Dorand from Direction Associates:

The meeting was opened by Mr. Falkenstein outlining the fact that Morrisville Borough Council had selected Direction Associates to prepare the Williamson Park Expansion Plan and studies associated with the future utilization of Borough-owned property adjacent to Delmoor Avenue and the Delaware River. Mr. Falkenstein expressed the fact that the Borough's contract with the Pennsylvania Department of Environmental Resources calls for the completion of all studies by June 30, and Mr. Falkenstein expressed the desire of Borough officials to fulfill this obligation through the completion of all work by June 30.

Discussions centered around the work program, timing, and the procedures to be employed by Direction Associates. Copies of the Bucks County Park and Recreation Plan were reviewed, and Messrs. Dusek and Dorand presented information compiled by the Consultant concerning surrounding land uses. A base map of the area has been prepared by Direction Associates and property ownership information has been obtained.

Mr. Kugel expressed the desire to visit each site and the group adjourned to on-site investigations of the two separate study areas. The first property to be visited is located with Delmoor Avenue being a westerly boundary of the property and the Delaware River being the easterly boundary. Approximately 1,000 lineal feet of river frontage exists. Upon arrival at the site it was

DIRECTION ASSOCIATES, INC.

Memo To: Files
May 18, 1981
Page Two

noted that the spur rail track which extends down the center line of Delmoor Avenue and the "paper" street extension of Delmoor Avenue was occupied by 19 grain and corn carrying freight cars. The daily rail service to and from the Staley Plant was underway at the time of the site visit. This activity allowed those in attendance the opportunity to view the limitations to access posed by the parked railroad cars and to discuss with the Conrail Yard Supervisor the implications of rail traffic and the need to store cars on the single track extending the entire 1,000 foot length of the subject river frontage site owned by Morrisville Borough.

The Conrail Supervisor informed those in attendance that the Staley Company receives approximately 30 cars per day and that the switching operation of delivering cars and removing empty cars necessitates the use of the single rail spur for approximately one hour. Photographs of the circumstances were taken.

Those in attendance noted that the rail line imposed a severe limitation to the potential use of the Delmoor Avenue site by potential future vehicles using the site as part of a boat dock or launch area. Those in attendance then walked the entire site noting the significant change in topography, approximately 11 feet from the rail embankment down to the lower portions of the site which then roll gently for approximately 200 feet to the Delaware River. During the course of this investigation, those in attendance noted that the topography of the site and its landscaping lend itself to those uses as a boat launch facility, and because of the heavy site coverage by deciduous trees and planting, lends itself ideally to a picnic grove, parking area, and boat launch site if problems of access could be overcome.

This, coupled with the fact that the land is Borough-owned and is within the 100 Year Flood Plain, gave reason for discussions of the implications of proceeding with a development plan which would include off-street parking areas, paved accessway with a modest grade crossing over the railroad track and Delmoor Avenue. Local fisherman reported excellent fishing at the site with shad and herring being caught with considerable frequency.

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Those elements concerning this portion of the site were noted as positive site characteristics. However, those in attendance noted some extremely negative facts associated with the site, which include the following:

1. The parked freight cars restrict the site on a permanent basis for approximately one hour each day. However, it would be possible to have the Conrail crews separate the parked cars at the point of the grade crossing which could provide nearly continuous open access, except in times of train movement.
2. Noise associated with the freight operations was unpleasant but within tolerable limits.
3. The major adverse impacts were odors from the adjacent Borough sewage treatment plant and from the Staley Corporate operations. During the course of the site visit gentle winds prevailed from the southwest, and the combination of odors from both facilities was both strong and unpleasant, and all in attendance agreed that in their personal opinions the site was inappropriately located for picnicking for the reasons described above.

The group then proceeded to the Williamson Park site, where a detailed site investigation occurred. Those in attendance noted that the surrounding land uses, including the elementary school, the Manor Park Annex including a senior citizens center, and local Magisterial District Justice Office, single family housing, industrial uses, and the adjacent Borough sewage treatment plant. The entire site was walked and photographs were taken of the site. Surface debris, surrounding land uses, and the fill operations were also noted.

During the course of the site tour, a series of tractor trailers were observed dumping waste onto the lower portions of the site. Discussions with the operators of the vehicles ensued and those in attendance were advised that the Borough of Morrisville contracts with local haulers to remove carbon-sludge from the Borough's water treatment plant and this liquid waste is being used along with other debris to fill the site. Haulers advised that the black carbon heavy liquid wastes are non-toxic, however, it was agreed that the Consultant will investigate the toxicity

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of this material. Major changes in topography where the site has not been filled were noted and this circumstance occurred in its most pronounced form where the site abuts residential properties generally to the east and south. A large portion of the site to the east has not been filled, and is at an elevation from 18 to 20 feet below that portion of the site which has been filled. Fill is generally on the same grade or elevation as is the elementary school and the Manor Park Annex.

Discussions with one hauler who has been dumping materials on the site advised that the Williamson Park site was a former sand and gravel quarry, and that his experience of more than ten years of hauling waste to the site indicated that the primary materials used for fill have been broken building materials, mostly masonry, but including some lumber and some tree stumps. In his opinion the site has been reasonably well compacted and that only modest amounts of garbage have been disposed of on the site. Those in attendance noted a substantial number of tires, broken concrete block, clay tile, bricks, and other debris at the edges of the dumping areas of the site.

After the on-site inspection, those in attendance discussed land uses, active and passive recreation facilities, and agreed that it would be important to have the presence of others involved in the Coastal Zone Management Program attend future meetings. Attempts had been made prior to establishing last Friday's meeting to involve representatives from agencies of the Commonwealth of Pennsylvania and representatives from the Delaware Valley Regional Planning Commission.

The Consultant agreed to proceed with the development of sketch plans, site analyses, and other investigations prior to the next meeting.

DIRECTION ASSOCIATES, INC.

MEMORANDUM

TO: Files

FROM: Direction Associates, Inc.

DATE: June 17, 1981

SUBJECT: On-Site Meeting - Morrisville Borough

Yesterday's meeting on the above subject was the second on-site meeting held respecting the Williamson Park/Manor Park Expansion Plan as part of the implementation of the Pennsylvania Coastal Zone Management Program. Those in attendance were:

Thomas Rohner, Morrisville Borough Council President
Edgar Solts, Councilman
Fred Smith, Secretary of the Borough Planning Commission
Robert Steward, Borough Manager
Harry Falkenstein, Assistant Borough Manager
Robert N. Dusek, Direction Associates
Theodore D. Dorand, Direction Associates

Representatives of the Bucks County Planning Commission, the Delaware Valley Regional Planning Commission, Department of Environmental Resources, and other affected agencies had been previously notified of the meeting and were unable to attend.

The meeting was opened with a general discussion of the overall objectives of the Williamson Park Expansion Plan and a review of the physical, environmental, and financial constraints imposed on the implementation of the project. Direction Associates presented detailed exhibits illustrating land use, property ownership, and building conditions in the entire South Morrisville-CZM Study Area. It was pointed out that this major but distinctly defined portion of Morrisville Borough was not served by any recreational facilities. Further, it was pointed out that the Manor Park Senior Citizens Center and Annex along with the nearby elementary School were not served by any significant outside recreational facilities. It was also made known how attractive that portion of the Delaware River is with regard to the potential for boating, fishing and picnicking.

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Other information was presented concerning the Delaware River, the Trenton Channel, and tidal conditions which generally extend to the Conrail Railroad Bridge. It was noted that there is no public boat access to the Delaware River from Morrisville Borough south on the river on the Pennsylvania side until Bristol Borough, a distance of 11 miles along the Delaware River. The Consultant presented information concerning investigations of the recreational needs of the residents of Morrisville Borough with specific emphasis on the needs of the South Morrisville Borough CZM Study Area.

The results of the site analysis and investigation were presented for the potential boat access site adjacent to the Delmoor Avenue right-of-way and for the Williamson Park site adjacent to the Manor Park Annex building. The Consultant presented a draft overall development plan which identified a series of activity areas, each carefully identified and related to surrounding land uses. A development phasing plan was also presented. A zoned plan of recreational activity was established in response to the differing recreational requirements associated with the entire Study Area and with consideration to regional recreational requirements.

The Consultant presented zones of activity for elderly persons using the Morrisville Senior Citizens Center. This zone included benches, sitting areas, and permanently established game playing tables, a covered but open pavilion structure, shuffle board and bocci courts in recognition of the desires of potential users.

Borough officials recommended the inclusion of public restrooms in the pavilion. Other zoned areas included active recreational facilities, including: baseball, soccer, and basketball. A third zone was a controlled area for small childrens' play located adjacent to the neighborhood elementary school. A parking lot was illustrated as were a series of pedestrian and bicycle paths which linked the entire proposed recreation complex with the surrounding residential neighborhood and the Delaware River acreage.

A separate boat access launch area was identified for the Borough owned land parcel fronting on the Delaware River and a small pier for fishing and boating was illustrated, as was the boat ramp itself. An access thoroughfare crossing the spur rail line was illustrated, as was a parking lot for vehicles and boat trailers.

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A nearby picnic grove was also illustrated in the recommended plans. All design materials were to be in harmony with the natural environment.

After considerable discussion and review of specific site factors, and after noting the pedestrian and bicycle path linkages between the boat access area and the Williamson Park Expansion Plan, those Borough Officials in attendance agreed unanimously on the scope and detail of the project. The Consultant was directed to make adjustments to the plan in accordance with discussions and recommendations of Borough Officials and to complete the written report as expeditiously as possible in order that a public hearing concerning the project could be scheduled in July.