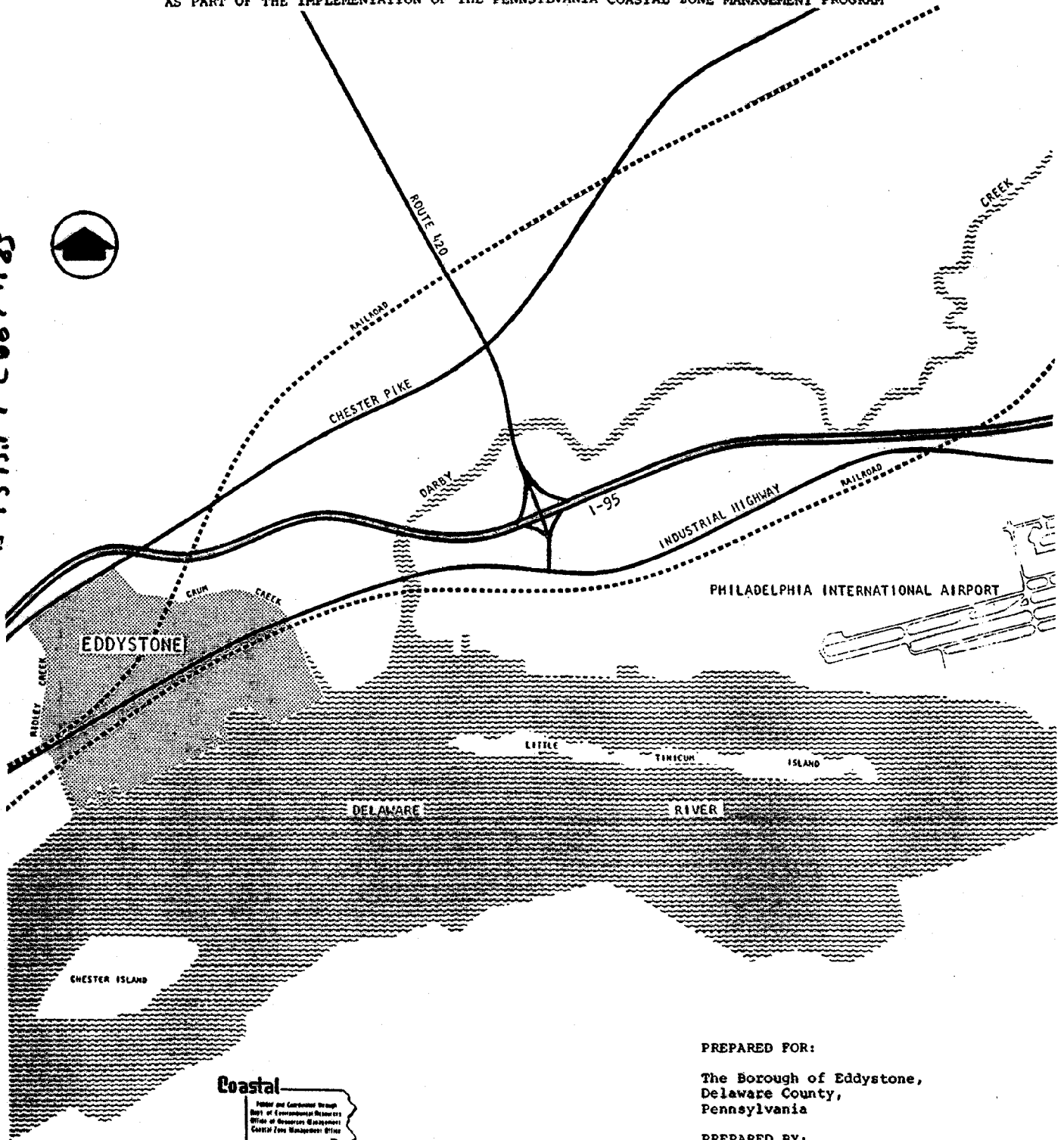

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COMPREHENSIVE PLAN

AS PART OF THE IMPLEMENTATION OF THE PENNSYLVANIA COASTAL ZONE MANAGEMENT PROGRAM

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Coastal
Zone
Federal and Commonwealth through
Dept. of Environmental Resources
Office of Resource Management
Coastal Zone Management Office

PREPARED FOR:

The Borough of Eddystone,
Delaware County,
Pennsylvania

PREPARED BY:

Direction Associates, Inc.
Planning Consultants

BOROUGH OF EDDYSTONE

COMPREHENSIVE PLAN
FOR THE BOROUGH OF EDDYSTONE

As Part of the Implementation of The
PENNSYLVANIA COASTAL ZONE MANAGEMENT PROGRAM

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Charleston, SC 29405-2413

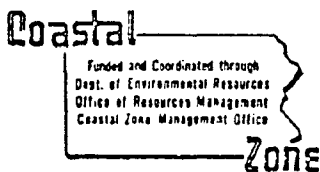
JANUARY, 1983

PREPARED FOR:

The Borough of Eddystone,
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COMPREHENSIVE PLAN
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The preparation of this report was financed through the Pennsylvania Coastal Zone Management Program under provisions of the Federal Coastal Zone Management Act of 1972, (as amended), administered by the Coastal Zone Management Office, Office of Resources Management, Pennsylvania Department of Environmental Resources.

BOROUGH OF EDDYSTONE

Curtis Wood, Mayor

Borough Council

Louis DiMatteo, President
William Armstrong, Vice President
Walter Kowalski
Thomas Orio
Edward Corcoran
Paul Sides
Samuel Sabot

Florence DuBois, Treasurer

John Snyder, Secretary

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INTRODUCTION

NEED FOR A PLAN

Webster's International Dictionary defines the word "plan" as "a proposed method of action." By nature, most individuals plan their activities to one degree or another to insure their continued existence. For most businesses and other organizations, planning for the future is vital to their continued viability. Yet, many modern American communities have allowed their futures to be determined not through a rational planning process but, rather, through the vagaries of market conditions and political processes.

Over the course of history, some of the most successful urban communities have been those which resulted through conscious planning, London, Rome, Paris, Center City Philadelphia, and Savannah, Georgia, were all planned to some extent. These places, because they are vital, ordered, and diversified places to live have all survived hundreds of years of changing conditions and cultures, and remain relatively successful even today.

Eddystone, Folcroft, and Norwood are obviously not places of this magnitude, nor should they hope to be. However, planning is still extremely important to these communities and their futures. While there are examples of places which have thrived without planning, the conditions of the 20th Century have made these accidental successes all but impossible to achieve.

Modern urban communities are highly complex structures. Numerous support systems exist, and interrelationships among these systems are extensive. A change in land use, for example, has potential impacts on the transportation network, sewer and water facilities, schools, parks, and public services such as police and fire protection. These interactions occur not only within a community but between communities in a region, and even between regions of the country.

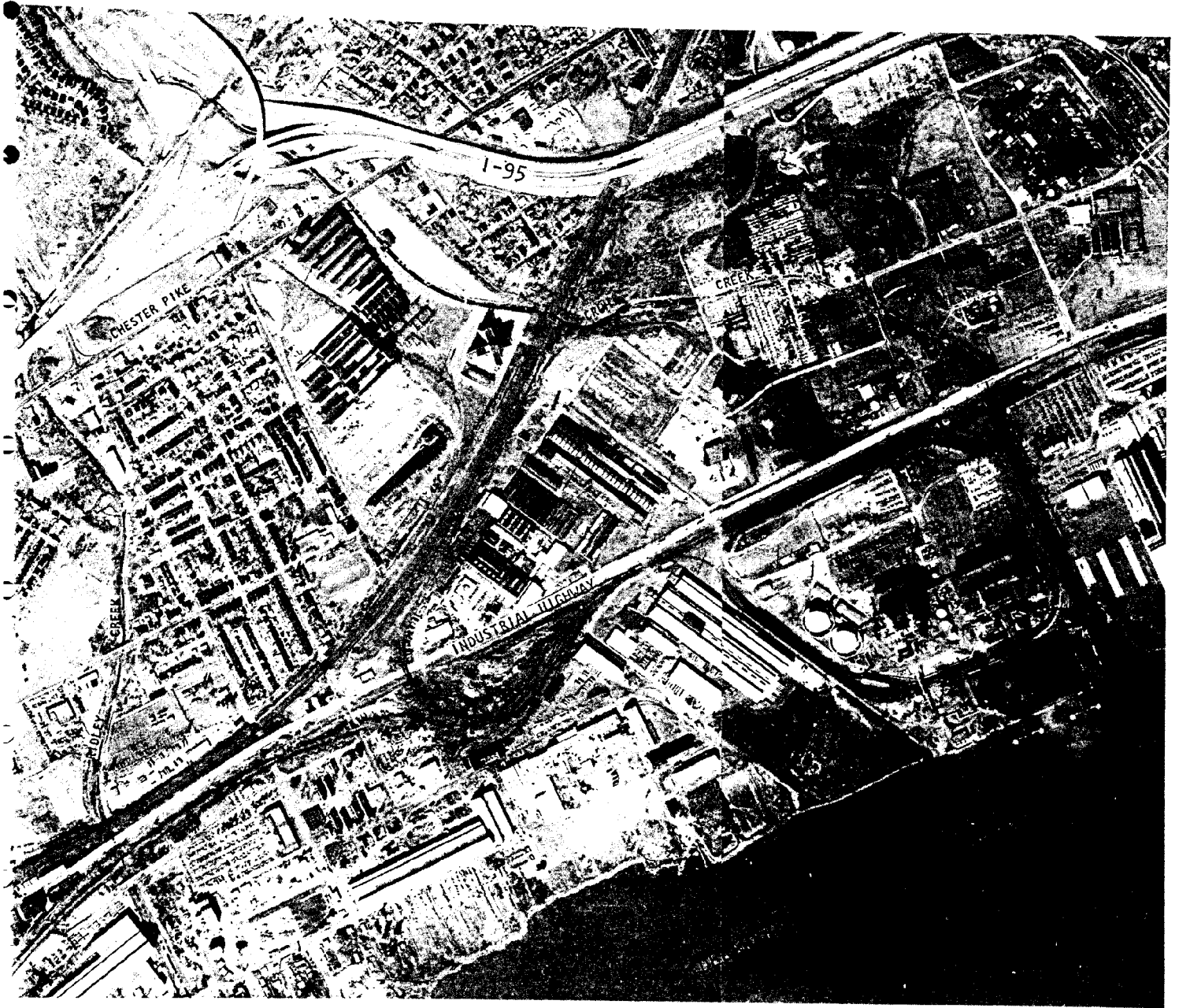
One ironic aspect of modern urban America is that, although the series of interrelationships between communities exists, the governmental structure is such that, in most cases, each separate community acts independently. An action by one community may have an impact on another, with the

impacted community having little or no input into this action. To protect its citizens against decisions over which they have little or no control, it is important that each community, to the extent possible, provide a diverse environment where its residents cannot only live, but enjoy opportunities to work, shop and play.

A Comprehensive Plan has the potential to produce a diversified community structure by setting up goals, objectives, and guidelines for future decision making in the community based on a series of studies to determine community strengths and weaknesses. Unfortunately, until this point in time, the Boroughs of Eddystone, Folcroft and Norwood have not had a plan on which to base their futures.

By allowing growth to be controlled by market forces and zoning ordinances not based on a Comprehensive Plan for rational decision making, these communities have not developed a healthy diversity of land uses necessary to their vitality. For example, Eddystone has become highly dependent on manufacturing as its dominant land use; while manufacturing industries in the northeast have experienced many problems over the past twenty years. Folcroft and Norwood, on the other hand, are dominated by residential uses, which historically have experienced difficulties generating revenues to cover the costs of services needed for residential quality.

Eddystone, Folcroft and Norwood are already highly developed communities; and it may seem that a Comprehensive Plan is not necessary. However, urban areas are continuously evolving and changing. Every individual action has some impact on the character of these areas. A Comprehensive Plan which establishes a framework for these changes is necessary to insure that these impacts are not negative but, rather, positive steps into the future.



Map Number 1
Aerial
BOROUGH OF EDDYSTONE

GOALS AND OBJECTIVES

GENERAL GOALS

It is the aim of every government, borough, township, city or state, to insure the quality of life within its environs. Among the many elements which measure the quality of life for citizens are a secure job, decent housing, convenient and safe recreation, adequate and efficient community facilities and services, and an environment that is relatively pollution free.

In light of these basic goals, it is the general goal of the Borough of Eddystone to:

- Stabilize, improve and/or expand the tax base.
- Plan for improvements which will be required by the community within the next ten years.
- Retain the current population.
- Preserve the housing stock.
- Preserve and enhance recreation areas.
- Provide adequate, efficient and economic community facilities and services.

SPECIFIC GOALS - NATURAL ENVIRONMENT

- Protection and development of the coastal zone.
- Preservation of the waterways, in particular Ridley Creek, Crum Creek and the Delaware River.
- Protection of flood plain areas.
- Maintenance of open space, such as parks and green areas.

SPECIFIC GOALS - POPULATION

- Maintenance of the current population. .
- Encouragement of increased job opportunities.

SPECIFIC GOALS - LAND USE

- Development of industrial land known as the "Baldwin-Lime-Hamilton Site."
- Development of industrial land along the Delaware River.
- Development of Baldwin Towers for use as office and/or commercial space.

SPECIFIC GOALS - HOUSING

- Maintenance of the Borough's existing housing stock.

SPECIFIC GOALS - COMMUNITY FACILITIES

- Maintenance and protection of recreational areas.
- Maintenance of the local highway transportation system.

SPECIFIC GOALS - JOBS

- Maintenance of the current skilled, semi-skilled and unskilled work force through development of industrial land.
- Encouragement of industry to locate within the community.
- Use of various federal and state programs, such as the Urban Development Action Grant Program (UDAG), County Initiatives and/or new programs to attract new industry.

HISTORICAL DEVELOPMENT

BRIEF HISTORY

First settled in the early 1600's, Eddystone was incorporated as a Borough from Ridley Township in 1888. The Borough was named for the Eddystone Lighthouse in England.

Due to its location on the Delaware River, its proximity to Philadelphia, an abundance of raw materials, and the water power provided by the Ridley and Crum Creeks, Eddystone in the early 1900's developed rapidly as an industrial center for the region.

Among the industries established during this period were the Baldwin Locomotive Works, Remington Arms, and the Eddystone Paint Works. The Baldwin Locomotive Works, in addition to producing locomotives, became the world's largest rifle factory during World War I and produced tanks during World War II.

Many buildings from this early period in Eddystone's history remain today, including the Saint Rose of Lima Church (1916). Several of these structures, including a portion of the Baldwin Factory, the Thomas Simpson School, Lighthouse Hall, the Eddystone Printworks Workers Housing, and the Philadelphia Electric Company Substation, have been identified as appropriate subjects for mention on the National Historic Register of Historic Places. The Simpson School is being restored to its original exterior condition and will be used as office space.

Today, Eddystone Borough is a highly industrialized, moderately populated suburb of Philadelphia, with very little of its .96 of a square mile of land area remaining undeveloped.

Its population has declined from 2,700 reported in the 1970 Census to its current population of 2,555.

THE REGIONAL SETTING

The Boroughs of Eddystone, Folcroft, and Norwood are affected by a variety of local, regional, and national conditions.

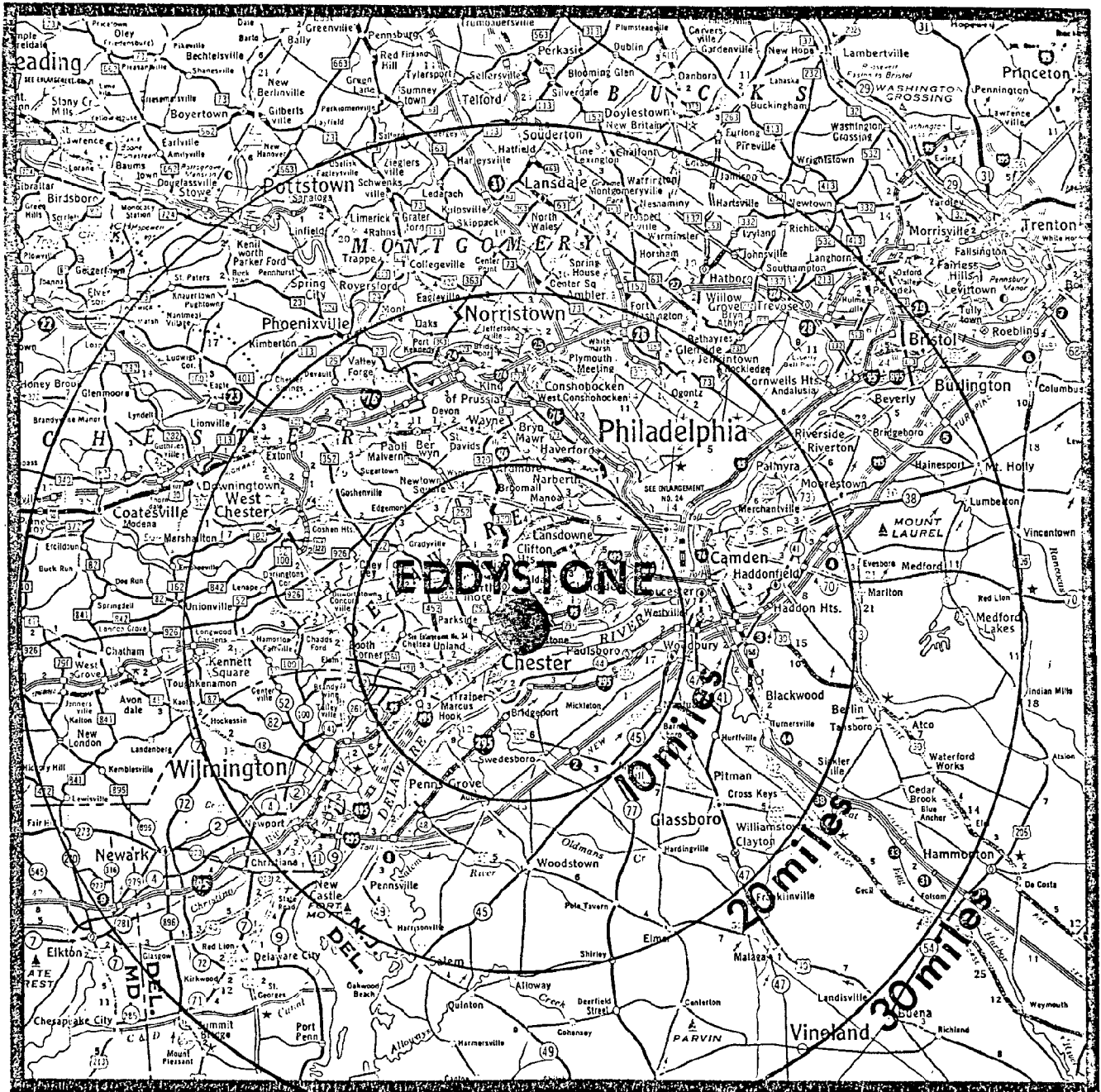
Locally, the three Boroughs lie in the southeastern portion of Delaware County to the southwest of Philadelphia. Eddystone is approximately 5.5 miles west of the Philadelphia city limits. It is bordered on the north by U.S.13, and on the south by the Delaware River. Access to the City is provided by I-95 and the river, and also by the Penn Central Railroad. The proposed Blue Route from I-95 into Montgomery County is planned to intersect I-95 north of Eddystone.

Folcroft and Norwood are contiguous communities to the west of Philadelphia. Folcroft lies within one mile of the City's southwestern boundary, and Norwood is located adjacent to Folcroft on the west. Both Boroughs are served by the Penn Central Railroad and enjoy easy access to Philadelphia via Chester Pike and I-95. Darby Creek flows along their southern boundaries into the Tinicum National Environmental Center. Southern Folcroft encompasses approximately 44% of the Center, while Norwood contains about 4%. Philadelphia International Airport is approximately three miles to the southeast of these communities.

Delaware County is a part of the eight-county Philadelphia SMSA, and the larger 3,833 square mile Delaware Valley Region. The Delaware Valley lies in the center of what has been commonly known as the Eastern Megalopolis, that densely populated urban region stretching from Boston, Massachusetts, to Washington, D.C.

Many economic and demographic changes have occurred in the Megalopolis over the past twenty years. The economy of the region has been transformed from one heavily dependent on manufacturing and industrial production to one increasingly dependent on service industries. This has been necessitated in part by the migration of both population and industry, not only to suburban and rural areas of the region, but to the more economically attractive southern and western states.

As Eddystone, Folcroft, and Norwood are part of the older suburban areas of Philadelphia, they have not avoided the effects of these trends. All three Boroughs have experienced a decrease in population since 1970. In addition, Eddystone has suffered some damage to its industrial base, most notably the closing of the Baldwin Locomotive Factory, which remains vacant, and the uneasy future of the Penn Shipbuilding Company, formerly operated by the Sun Shipbuilding and Drydock Company.



Map Number 2
Locality Map



POSSIBLE EFFECTS ON THE BOROUGH OF EDDYSTONE
BY REGIONAL/COUNTY PLANS

The Borough of Eddystone is a part of a large, interdependent region. Therefore, when planning for the future of a community such as Eddystone, it is important to understand the impacts on the community resulting from regional and county plans.

PHILADELPHIA INTERNATIONAL AIRPORT

Philadelphia International Airport, three miles to the west of Eddystone, services over 60,000 scheduled air carrier departures each year. Of its three runways, two are oriented east-west; and the third, north-south. These orientations are significant to Eddystone as the Borough lies almost directly in the flight lines of all flights approaching from or departing in a westerly direction. These westerly approaches and departures account for 72% of the airports carrier traffic.

In the 1980 Environmental Protection Agency (EPA) and Department of Transportation sponsored report to Congress, entitled: "Effects of Airport Noise on a Neighboring State," the noise impacts of Philadelphia International were analyzed and proposals aimed at minimizing these impacts formulated. Noise levels from the airport were mapped as a series of noise contours, superimposed on a map of the region.

The unit of measurement utilized in the mapping was the Ldn. Ldn measures sound in decibels over a twenty-four hour period. Noise is considered to have a cumulative effect; and noise which occurs at night is given a higher weight than that which occurs during daylight hours. A typical farm would register an Ldn level of 40 decibels (db), while an apartment by a freeway registered 90 db.

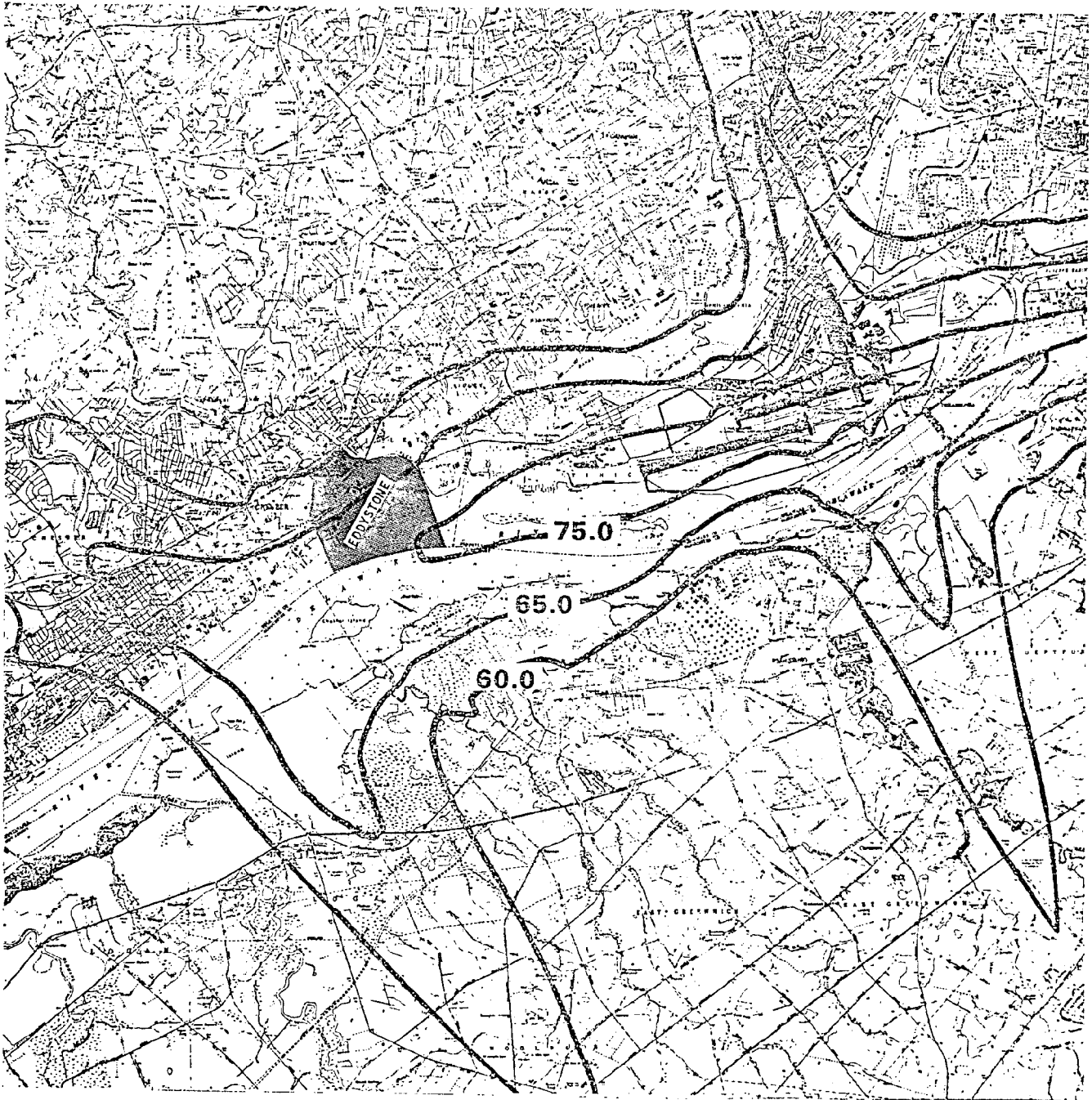
Most federal agencies accept 65 db as the level above which sleep and speech interferences and other adverse responses occur. Ldn levels below 65 db are generally considered acceptable for residential uses. The EPA, however, has recommended 55 as the acceptable level and indicates that between 55 and 65 db, measures should be taken to protect the public health and welfare.

As illustrated on Map No. 3, at the present time, southern Eddystone experiences noise impacts from the airport exceeding 65 db. Projections for 1990 (Map No. 4) and 2000 (Map No. 5) indicate that these noise levels will improve to some extent as a result of increased reliance on quieter aircraft. Noise levels in the Borough will still exceed 55 db, but 65 db levels will be experienced by only the southern quarter of the community.

Of the alternatives aimed at reducing the airport's noise emissions proposed in this project, which include a river approach to the airport, and head-to-head night operations, only a night curfew eliminating service from 10:00 p.m. to 7:00 a.m., and the extension of the north-south runway to accommodate commercial air carriers will reduce noise levels below 65 db in the entire community by the year 2000.

As the community will be experiencing noise impacts for the foreseeable future, insulation against noise pollution in new buildings may be the only option open to the Borough.

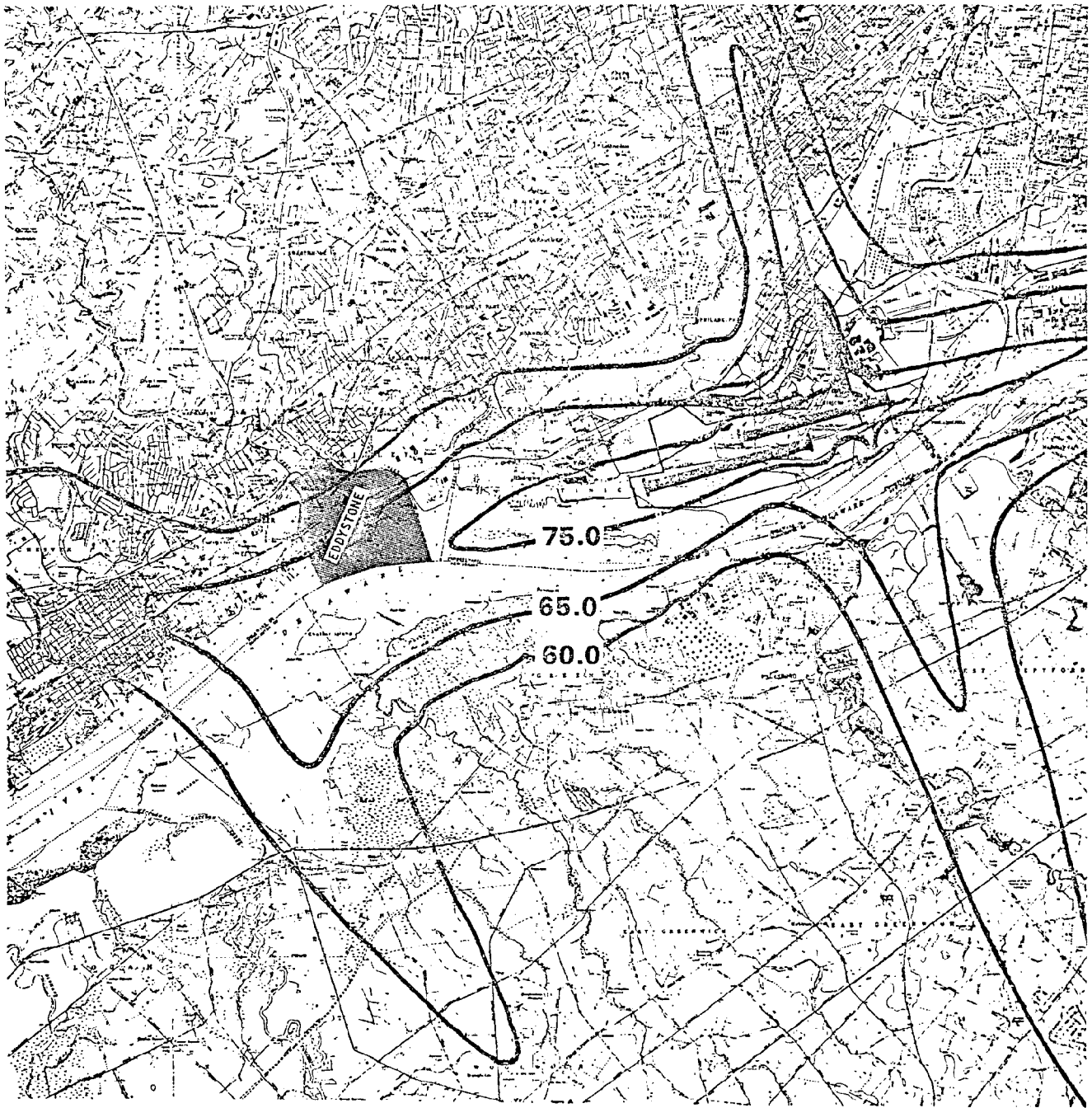
However, Philadelphia International Airport brings with it some positive aspects. Due to the airport and the need for easy access to this important facility, Borough residents benefit from ease of access to the airport, central city Philadelphia, and points north through Route 291 and the completion of the Airport High Speed Line, as well as the completion of I-95 in 1985.



Map Number 3

Airport Noise Impacts 1980

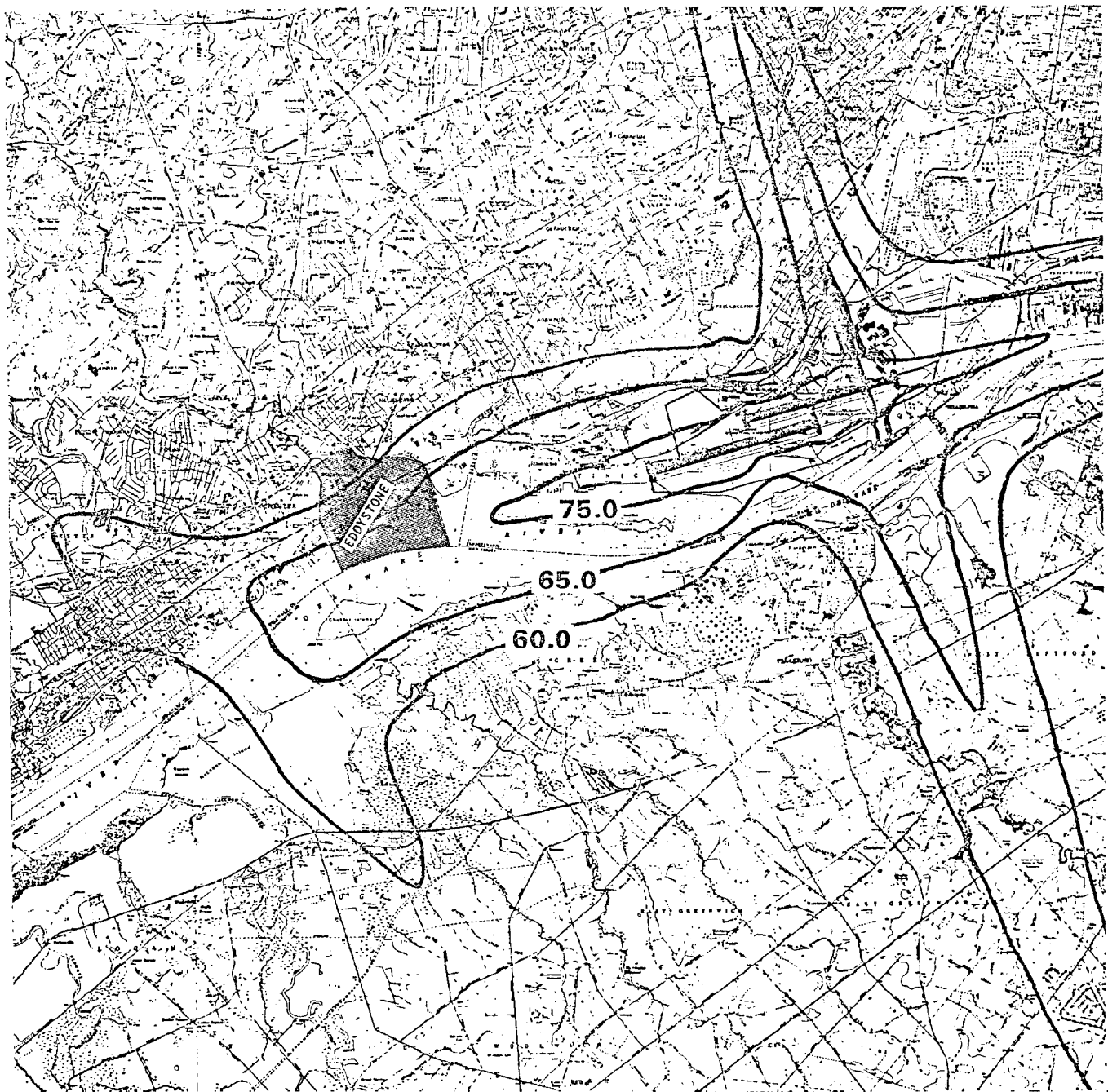
Source: Report to Congress, Effects of Airport Noise on a Neighboring State, October, 1980. Prepared by the Office of Noise Abatement and Control, Environmental Protection Agency, AND Office of Environment and Energy, Federal Aviation Administration, Department of Transportation.



Map Number 4

Airport Noise Impacts 1990

Source: Report to Congress, Effects of Airport Noise on a Neighboring State, October, 1980, Prepared by the Office of Noise Abatement and Control, Environmental Protection Agency, AND Office of Environment and Energy, Federal Aviation Administration, Department of Transportation.



Map Number 5

Airport Noise Impacts 2000

Source: Report to Congress, Effects of Airport Noise on a Neighboring State, October, 1980, Prepared by the Office of Noise Abatement and Control, Environmental Protection Agency, AND Office of Environment and Energy, Federal Aviation Administration, Department of Transportation.

BLUE ROUTE (I-476)

The Blue Route or Mid-County Expressway (L.R. 1010) is a proposed six-lane divided limited-access highway facility with provision in the median for expansion to eight lanes or possibly exclusive mass transit lanes. It is planned as a part of the Interstate Highway System and is designated I-476.

The proposed Expressway will extend 21.5 miles from the Delaware Expressway (I-95) at Crum Lynne, Delaware County, to the intersection of the Pennsylvania Turnpike (I-276) at the Turnpike's Northeast Extension (PA-9) in Plymouth Meeting, Montgomery County. See Map No. 6 for illustration.

In Delaware County, the Expressway will extend 15.2 miles long and is an integral part of the Delaware Valley Regional Planning Commission's 1985 Adopted Freeway Network for the Philadelphia Metropolitan Area. It will become the western link of a beltway route around Philadelphia, and provide a limited-access highway system for north-south travel.

The routing of the Blue Route is between communities rather than through them. It is believed that the Expressway will provide the link to other transportation channels which will assist in the economic revitalization of southern Delaware County.

Information gathered from the Pennsylvania Department of Transportation indicates that the earliest possible date for completion of the Blue Route is 1988. Chart No. 1, following, illustrates the timetable for construction of various sections of the expressway. Also included is a simplified map, Map No. 7, illustrating the sections of the Blue Route which have been completed and those which are to be built. The map is keyed to the timetable for clarity.

Although the construction of the Expressway will create an impervious surface, runoff is not expected to significantly increase flooding potential in surrounding flood-prone areas. Crum and Darby Creeks will drain most of the area.

No significant adverse effects will occur at the Tinicum National Environmental Center. In addition, the final design of the Blue Route will incorporate significant noise abatement measures.

The major impact of the Blue Route will be ease of transportation. The Blue Route will connect with three Interstate Highways: the Schuylkill Expressway (I-76), the Delaware Expressway (I-95), and the Pennsylvania Turnpike (I-276). The Blue Route will also connect with existing major radial highways, including the Media Bypass/State Road (US-1), Lancaster Avenue/Lincoln Highway (US-30), West Chester Pike (US-3), and Baltimore Pike and MacDade Boulevard.

The Pennsylvania Department of Transportation has provided an estimate of Year 2000 uses of the Blue Route, including both long and short-distance commuting. These can be found on Chart Nos. 2 and 3 which follow. Among its many uses, the Expressway will provide easier access to the Philadelphia International Airport and could encourage mass transit service, such as a bus link between Chester and Norristown.

It is expected that new development will occur at the Blue Route's interchanges, although not at a rapid pace since these areas can be classified as moderate to low suburban built-up areas. As a result of this development, some eventual traffic congestion can be expected.

For the most part, Eddystone avoids all of the adverse effects of construction of the Blue Route. None of the physical structure is or will be within the Borough limits, but rather in the Woodlyn/Crum Lynne area of Ridley Township.

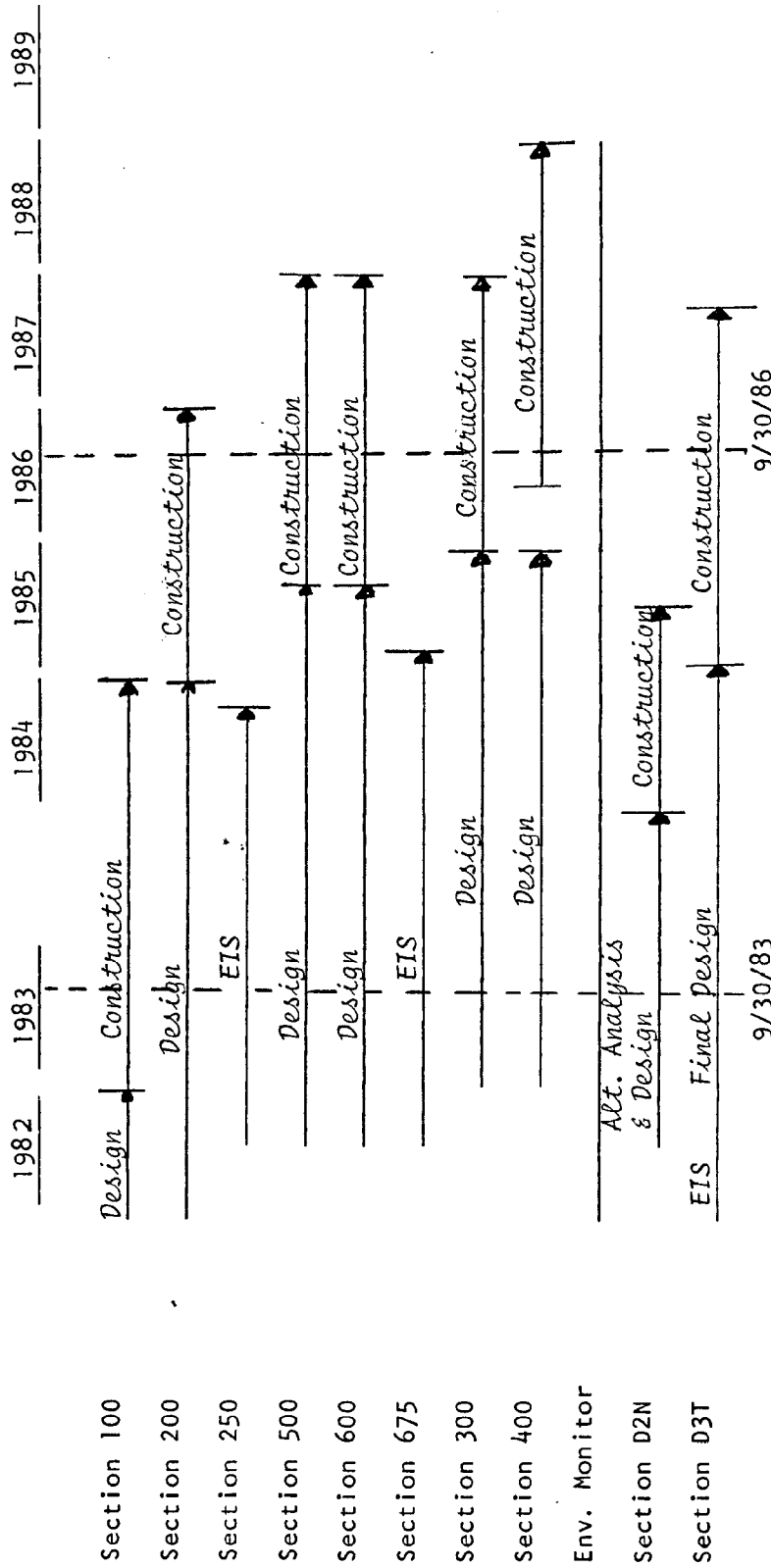
The Blue Route lies to the north and west of the Borough, with the Expressway's major interchange with I-95 also north of the Borough. The Blue Route/I-95 Interchange has already been constructed, its ramps blocked awaiting construction of the next section of the expressway.

The Blue Route will have positive impacts upon the Borough of Eddystone. Through its north-south connection with the Turnpike, the Blue Route's interchange will encourage the development of industry within the Borough's limits given the Borough's prime waterfront location and excellent rail service.

Access to this highway could also open the doors to better employment opportunities making it a relatively easy task for residents to approach the Plymouth Meeting, King of Prussia, and Valley Forge employment centers.

CHART NO. 1

I-476 - MID-COUNTY EXPRESSWAY
BLUE ROUTE CONSTRUCTION SHCHEDULE



9/30/86
All interstate projects
must be under contract.

NOTE: EIS: Executed contract to FHMA signoff.
 Design: Executed engineering agreement to letting.
 Construction: Letting to final inspection.

SOURCE: Pennsylvania Department of Transportation
 St. Davids, Pennsylvania

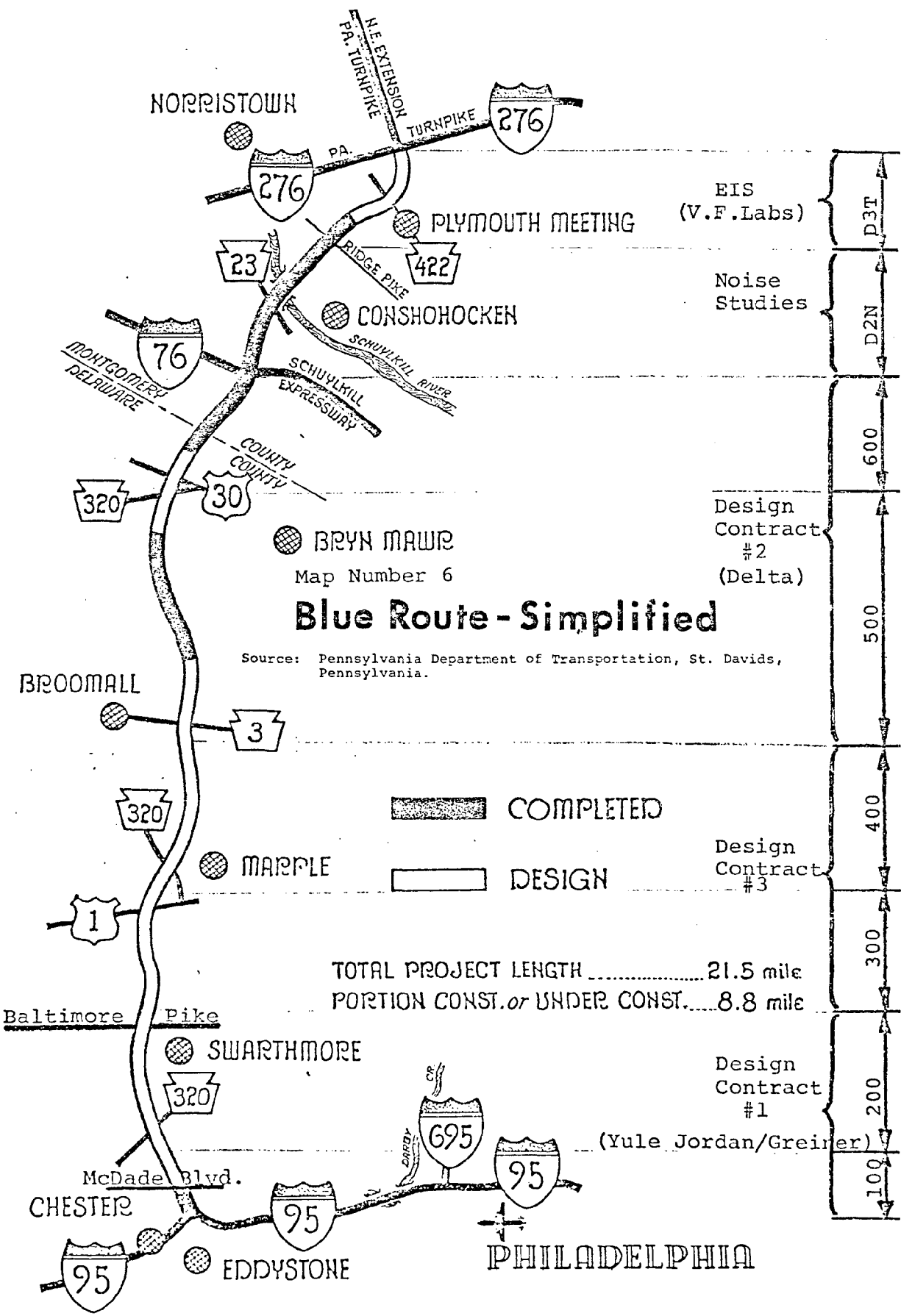
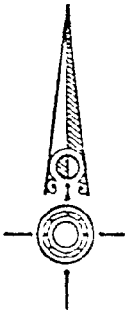
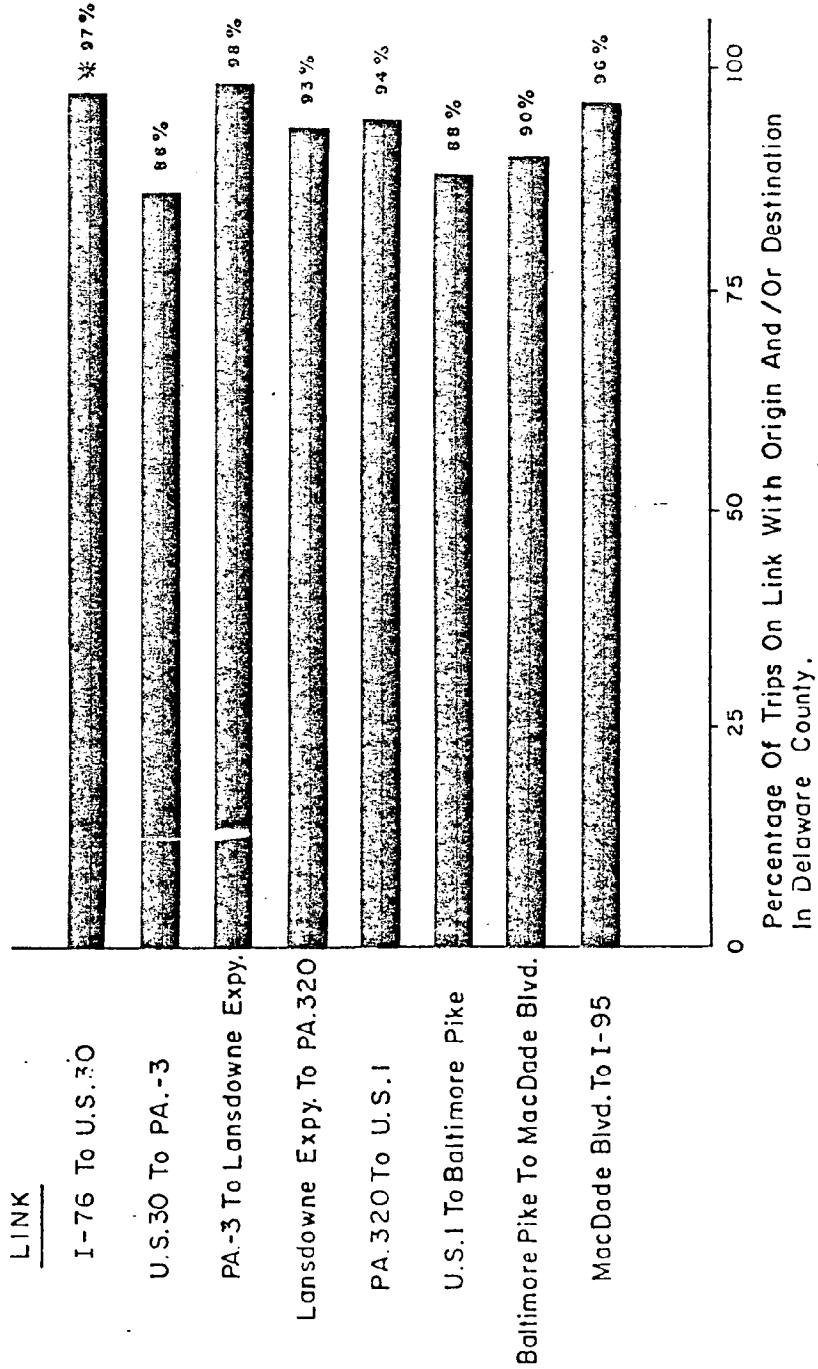


Chart Number 2

**LOCAL USAGE OF PROPOSED EXPRESSWAY
(YEAR 2000: ALTERNATE AI - BUILD I - 476)**



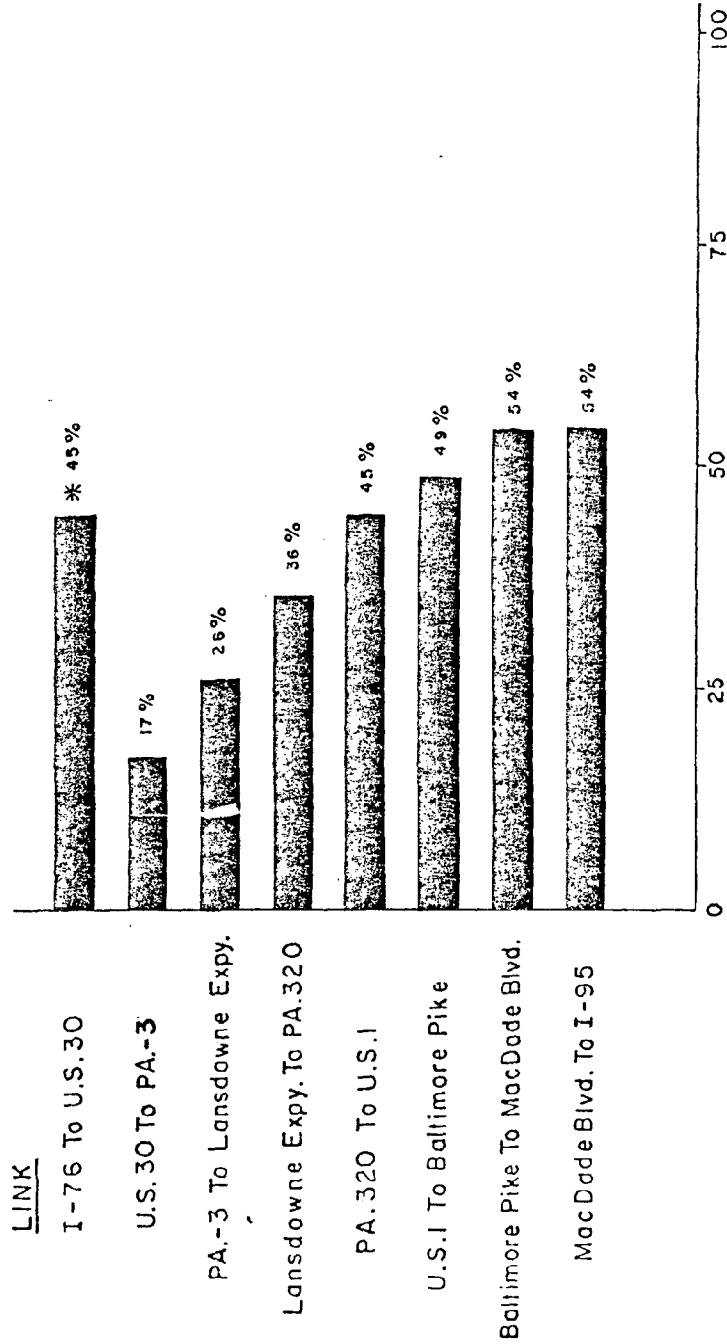
* Includes Trips Which Started Or Ended In Montgomery County.

Source: Mid-County Expressway (I-476).

Final Environmental Impact/Section 4(f) Statement,
August 8, 1980, Pennsylvania Department of
Transportation, St. Davids, Pennsylvania.

Chart Number 3

SHORT-DISTANCE COMMUTING ON PROPOSED EXPRESSWAY (YEAR 2000: ALTERNATIVE AI-BUILD I-476)



Percentage Of Trips On Link With Origin And Destination In Delaware County.

* Includes Trips Which Started Or Ended In Montgomery County.

Source: Mid-County Expressway (I-476).

Final Environmental Impact/Section 4(f) Statement,
August 8, 1980, Pennsylvania Department of
Transportation, St. Davids, Pennsylvania.

COASTAL ZONE MANAGEMENT PROGRAM (CZM)

The Coastal Zone Management Improvement Act of 1972, amended 1980, has as its goal the encouragement of states to achieve significant improvements in meeting national coastal management objectives, including, among others, "the orderly processes for siting major facilities related to national defense, energy, fisheries development, recreation, ports and transportation, and the location, to the maximum extent practicable, of new commercial and industrial developments in or adjacent to areas where such development already exists."

In response to this Act, the Delaware County Coastal Zone was defined as extending from the Philadelphia International Airport to the Delaware State boundary along the Delaware River. Following this designation, Delaware County, through its Planning Department, is presently preparing a study of industrial sites along the Delaware River. The selection of sites is based upon the County's agreement with the Department of Environmental Resources that selected sites be those that have maximum potential for industrial revitalization and can accommodate activity in the CZM. Once a site is selected, a strategy is to be developed which is aimed at arresting the decline of the environment and the economic base.

One of the five sites selected for individual study is the Baldwin-Lime-Hamilton Site in Eddystone located in the eastern portion of the Borough. The BLH site encompasses approximately 115 acres with a number of warehouses, industrial buildings and office buildings, most of which are vacant or used for storage. This site was selected because it meets the overall CZM program objectives and the following Site Selection Criteria set forth by the County:

1. Inclusion of this site would contribute to the solution of economic problems which are of greater than a local concern.
2. The reuse of this site would be likely to stimulate positive revitalization effects in adjacent and surrounding areas.

3. The site has characteristics which render it a good candidate for rapid implementation.

4. The site has municipal support and community interest.

Proposals for use of this property include the transformation of the Baldwin Office Towers into condominiums and/or office space by a development interest which has purchased this portion of the property. The County is assessing the infrastructure, warehouses, physical facilities, total open space, and parking lots of the remaining land and will develop a detailed reuse strategy for this site which will attract new industry and generate new commercial activity. This activity will generate new jobs by adaptive reuse of the physical structures on the site.

Possible effects on the Borough of Eddystone include the stabilization of the current population and work force, as well as tax base, due to maintenance and/or expansion of current industry and the attraction of new industry to the area.

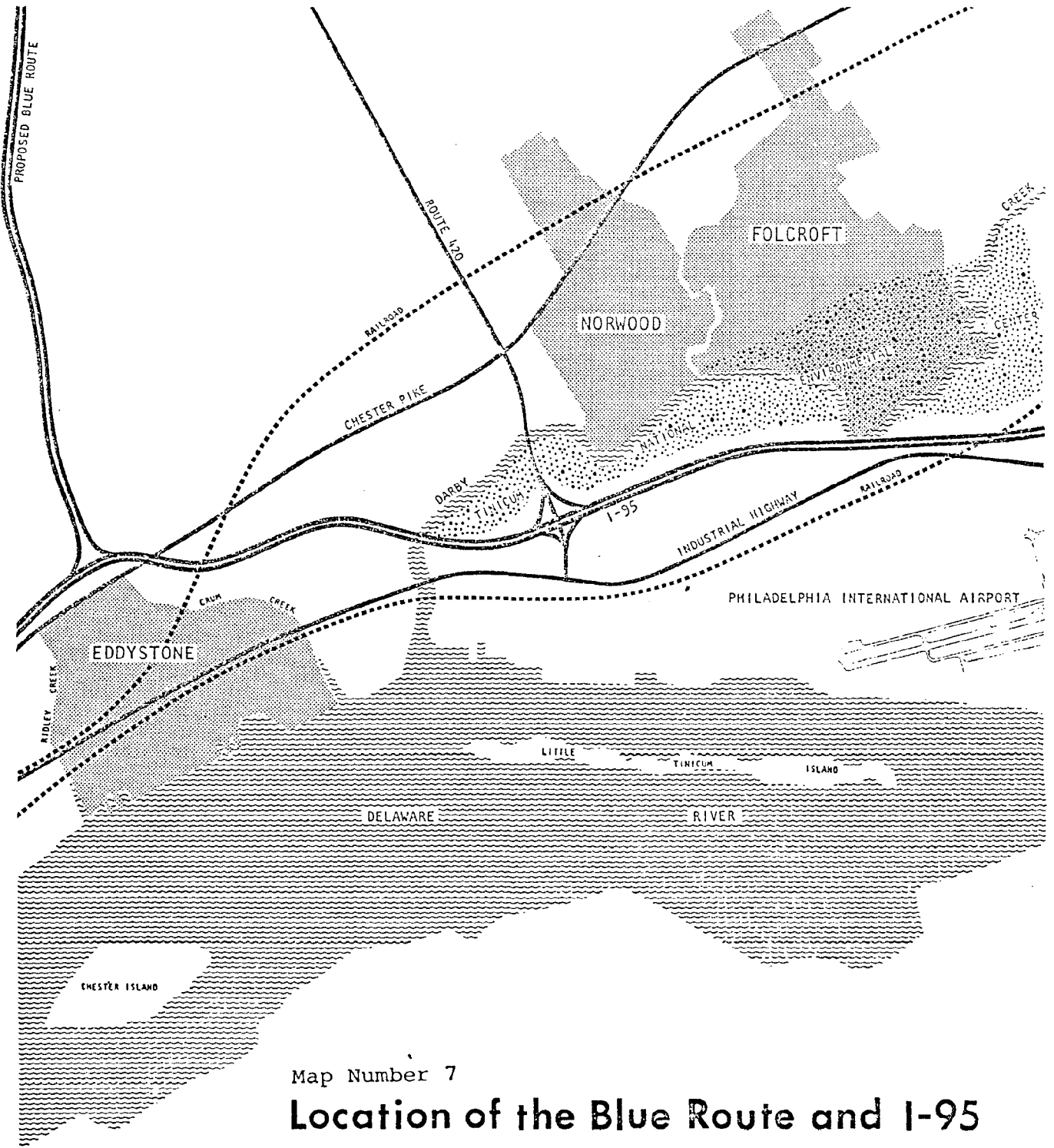
DELAWARE EXPRESSWAY (I-95)

Interstate 95, the Delaware Expressway, is a six to eight-lane, limited access highway passing through and running the length of Delaware County from the Delaware State border into the City of Philadelphia. The expressway is largely completed with the last segment, at the Philadelphia International Airport, scheduled for completion in 1985.

The Expressway passes just north of Eddystone. It is at this point that the interchange with the proposed Blue Route will occur. The highway has no current or future direct physical impact on the Borough.

The only potential impacts are some future development at the interchange and easier access to Philadelphia for residents via Chester Pike and Route 420.

Noise impacts appear insignificant in an area already impacted by noise generated by the airport.



Map Number 7
Location of the Blue Route and I-95

YEAR 2000 PLAN FOR THE DELAWARE VALLEY

To guide change in the region, the Delaware Valley Regional Planning Commission (DVRPC) has prepared a regional plan. This plan is important because it looks at Eddystone and other communities not as independent entities, but rather as interdependent components of the region. Each component, because of its unique characteristics, is best suited to perform some function or functions in the economy of the region.

In its Year 2000 Plan for the Delaware Valley, the Delaware Valley Regional Planning Commission identifies Eddystone as a highly developed community with lands suitable for open space along the Ridley and Crum Creeks. It recommends that any vacant structures be reused, and any vacant land be infilled with appropriate construction. The Borough's infrastructure can then be utilized to its capacity which is desirable in that it reduces costs of providing new infrastructure in the region.

There are no planned changes to the Philadelphia International Airport, in the Year 2000 Plan, which will have significant impacts on the community.

EDDYSTONE SEWAGE TREATMENT PLANT

As part of a regionalization plan to centralize sewage treatment operations in Delaware County, proposals have been made in recent years to phase out operations at the Eddystone Plant and pump wastes to the new Philadelphia Southwest Treatment Plant for processing. According to the Department of Environmental Resources, this phase-out has not occurred as the Eddystone Plant continues to meet all standards for discharges from its plant. Therefore, there is no pressure from either the DER or DELCORA, the organization responsible for sewage treatment in this portion of the County, to phase out the Eddystone Plant.

In order for the Eddystone Plant to continue meeting standards for discharges, it must be upgraded from its current primary treatment status to a secondary treatment facility. At the present time, the Borough is undertaking a cost study to determine whether it will be more cost effective to upgrade the current facility or to join DELCORA for waste treatment at DELCORA's Chester Plant.

If the decision is made to phase out treatment at the Eddystone Plant, the plant would most likely be utilized by DELCORA as a pumping station to transfer the wastes to Chester. To date, no decision has been made on this issue. If the Eddystone plant continues to meet DER and other applicable standards, it would be in the Borough's best interests to continue its operations.

NATURAL FEATURES

INVENTORY AND ANALYSIS OF IMPORTANT SOIL CONDITIONS

The generally flat topography of the Borough of Eddystone rises only to about 20 feet above sea level.

The types of soil found within the confines of the Borough's boundaries include:

- Ma - Made Land, Gravelly Materials
- Me - Made Land, Schist and Gneiss Materials
- Mf - Made Land, Sanitary Land Fill

The term "Made Land" is defined as areas in which the soil has been covered by other materials from which the soil has been moved about or removed to provide materials for urban or industrial development.

With the exception of two small sections of the Borough, the soil in Eddystone consists of Ma - Made Land, Gravelly Materials. This soil classification consists of sand, gravel and clay in various mixtures, with gravelly soils predominating.

In the far northwestern corner of the Borough, the soil is made up of Me - Made Land, Schist and Gneiss Materials. This is a mixture of grayish-brown material from the surface layer, silt loam from the subsoil, and partially weathered schist and gneiss rocks.

At the western boundary, north of the Penn Central Railroad tracks, is a triangular section of land made up of soil known as Mf - Made Land, Sanitary Land Fill. This soil type consists of alternate layers of material and trash which has been compacted by heavy equipment.

With the exception of the land fill area, the overwhelming proportion of the soil in Eddystone Borough is generally suitable for building sites, has good permeability and is not affected by a seasonable high water table, although heavy rains cause basement flooding due to storm drainage problems.

The Made Land, Sanitary Land Fill area is favorable for various types of large buildings such as stores, factories, schools, etc. The soil is well-drained and permeable.

With respect to the consideration given to the Baldwin-Lime-Hamilton site for possible industrial expansion, the soils in the area are suited to industrial-type buildings.

DRAINAGE PATTERNS AND LOCALIZED PROBLEMS

The topography of the Borough ranges from a high of 20 feet above sea level in the northern and residential sections. The terrain slopes to 10 feet above sea level in the direction of the waterways. Therefore, drainage follows the natural slope toward Ridley Creek, Crum Creek and the Delaware River.

Along these three waterways, the Borough suffers from flooding since these natural drainageways are affected by tidal action of the Delaware River.

A problem of long duration is basement flooding experienced by most Borough residents. This is the result of the Borough's relatively flat topography, combined with sewer and drain lines located below sea level.

During times of tidal action accompanied by heavy rain, basements flood in general and in particular in the 700 and 800 blocks of Eddystone Avenue. As a solution, many residents have had sump pumps installed.

FLOOD PLAIN AREAS

Within Eddystone Borough, the flood plain of Crum Creek is generally wide and flat. A major portion of the overbank areas are paved and occupied by buildings. Ridley Creek's flood plain is also generally flat and wide within the Borough. The stream slopes at an average rate of 3 feet per mile within the Eddystone's boundaries. Both of these waterways are affected by backwater from high tides on the Delaware River.

The flood plain of the Delaware River within Eddystone is very flat and wide and is heavily industrialized. The Delaware River at this site is subject to tidal action.

The Federal Insurance Administration has designated major portions of the Borough as being in the flood plain, generally described as follows:

100 Year Flood Plain:

- Description: Beginning at the northern Borough boundary and proceeding clockwise around the Borough's perimeter.
- Area: A triangular shaped parcel of land running along Crum Creek from approximately the Baldwin Building Dam No. 1 to the Penn Central Railroad tracks.
- Area: An oblong shaped parcel of land from the Boeing Company Bridge to Pennsylvania Route 291.
- Area: An irregular shaped parcel of land running from the Reading Railroad tracks to the Borough's southern boundary, running the width of the Borough to its eastern boundary ranging in width from a few feet for a short distance along Crum Creek to all the land up to Second Street from the southern boundary.
- Area: From Second Street on the eastern Borough boundary to the Penn Central

Railroad tracks with a width running to Eddystone Avenue.

- Area: From the Penn Central Railroad to an area beyond 8th Street with a general width to just west of Eddystone Avenue.
- Area: A slender strip of land running along Ridley Creek north of 9th Avenue to the Borough's northern boundary.

500 Year Flood Plain:

- Area: The area of the 500 Year Flood Plain consumes almost all of the remaining land from the Reading Railroad tracks south to the Borough limits. It also encompasses strips of land in the northern portion of the Borough above the Reading Railroad tracks behind the 100 Year Flood Plain.

In sum, a majority of the Borough of Eddystone is in the flood plain with the exception being most of the residential areas in the northern portion of the Borough and the wedge-shaped parcel of land bounded by the Penn Central and Reading Railroad tracks.

WATER RESOURCES

The Borough's location along the Delaware River has played an important role in its development. The waterways of the river and the Crum and Ridley Creeks have provided transportation and power for industry.

In Delaware County, an overwhelming majority of communities are serviced by private water companies. The water supplier for the Borough of Eddystone is the Philadelphia Suburban Water Company (PSWC). Other sources of water include ground water and surface supplies. However, geology, physiography, and land use, as well as climate, bear on the quality and amount of these water sources. Ground water supply and purity are dependent upon rock and soil foundations. Surface supplies depend upon precipitation, run off and ground water discharge.

Accounting for most of the public water in the County, surface water supplies are drawn from streams, lakes and reservoirs. In the case of the Philadelphia Suburban Water Company, the source of supply is Crum Creek which flows a distance of 15.5 miles through Delaware County and forms the eastern and northeastern corporate boundaries of the Borough. PSWC's treatment plant is located in Nether Providence Township, Delaware County, Pennsylvania. This facility, known as the Crum Creek Treatment Plant, processes an average of 16 million gallons daily.

Along Crum Creek, northwest of the Borough is a main pumping station. In addition, Crum Creek forms a reservoir known as Springton Lake. Timed releases of water from the reservoir are used to supplement the yield of the creek during periods of low flow.

Increased demand for water from Delaware County will be met by PSWC at its Pickering Creek station near Phoenixville and the Upper Merion station in Bridgeport.

SANITARY SEWER

At the present time, the Eddystone Treatment Plant continues to treat wastes. Plans have been discussed to phase out treatment activities at this plant and transform it into a pumping station. However, no decision has been made on this issue. Please see this topic covered under the Section: Historical Development - Possible Effects on Community by Regional/County Plans.

WETLANDS

Although the Borough of Eddystone is part of the Delaware Estuary, it has no land which is designated as tidal or non-tidal wetlands.

TOPOGRAPHY

The Borough of Eddystone is bounded by Chester Pike on the northwest, Crum Creek on the northeast and east, the Delaware River on the South, and Ridley Creek on the west. As a suburb of the Cities of Chester and Philadelphia, it is within the Philadelphia SMSA.

Ranging from 20 feet above sea level at the Borough's northernmost boundary and then falling to 10 feet above sea-level as the terrain approaches Crum Creek, Ridley Creek and the Delaware River, the topography of the Borough of Eddystone can be described as relatively flat.

The majority of residential construction has taken place at the higher elevation of 20 feet above sea level, mostly north of the railroad tracks and west of Simpson Avenue with some residential in the area bounded by 2nd Street, Eddystone Avenue, 4th Street and Saville Avenue.

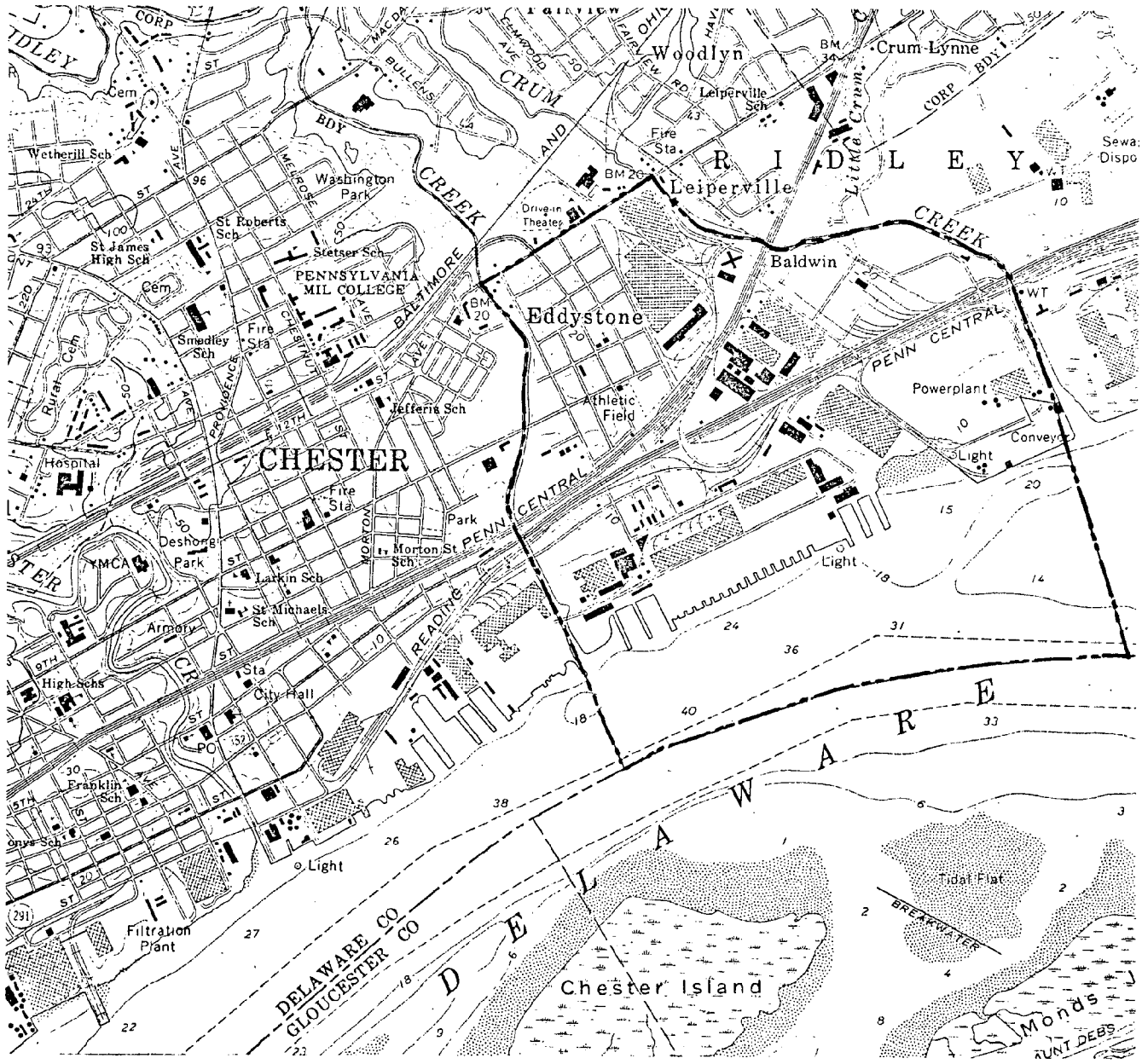
Scattered throughout the area described above are commercial, public, mixed use, and semi-public uses, although residential predominates. The remainder of the Borough to the Delaware River is in industrial use where the grades tend to be lower and flatter than the residential areas.

Along Crum Creek and Ridley Creek, the flood plain is wide and flat.

The Borough is bisected by Route 291 (Essington Avenue) and the Penn Central Philadelphia and Chester railroad tracks which run parallel to Essington Avenue.

The Penn Central Baltimore-Washington Main Line railroad tracks enter the Borough parallel to Route 291 and then veer northeast crossing the Borough limits at Crum Creek and south of Baldwin Towers.

There is little vegetation with the exception of residential trees and lawns.



Map Number 8
U.S.G.S.

POPULATION CHARACTERISTICS

POPULATION

To adequately prepare a plan for future growth and development in Eddystone, an understanding must be gained of the Borough's population. Not only must its current characteristics be investigated, but also changes in its composition that have occurred in the recent past. These changes often indicate trends which may be used to predict future population tempered by outside elements not controlled by the Borough, such as the out-migration of business.

These projections, along with information on the needs of the current population, can be utilized in determining future needs of the community for residential, industrial, and commercial space, and public services and facilities.

POPULATION CHARACTERISTICS

Of Eddystone's population of 2,555 persons, 53% are female and 47% are male.

Racially, the Borough is predominantly white with only 7 of its 2,555 persons having minority backgrounds.

Twenty-five (25%) percent of the population over the age of 15 are single, and 52% are married.

The median age of the population in 1980 is 34.8 years. This latter statistic deserves note in that the general population of the Borough is growing older in step with the national trend.

CHART NO. 4
 POPULATION BREAKDOWN BY AGE AND SEX
 1980

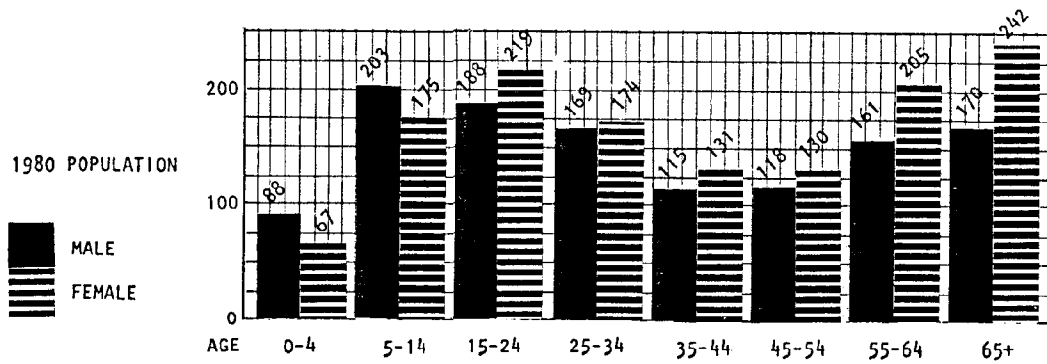


Chart No. 4, above, indicates a distribution of the population by age and sex showing that females significantly outnumber men in the 15 to 24 and in the over 55 age cohorts. Males outnumber females significantly in the under age 14 cohorts. A considerable number of persons are over age 55.

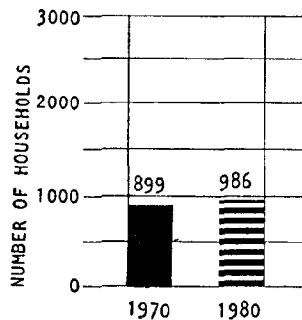
CHANGES - 1970 TO 1980

Over the period 1970 to 1980, the population of Eddystone declined by 6% from 2,706 persons to 2,555 persons. Racially, the community remained over 79% white. However, there was an increase in the minority population from 7 persons in 1970 to 30 in 1980. The population of females has increased from 52% of the population to 53%.

CHART NO. 5

CHANGE IN THE NUMBER OF HOUSEHOLDS

1970 - 1980



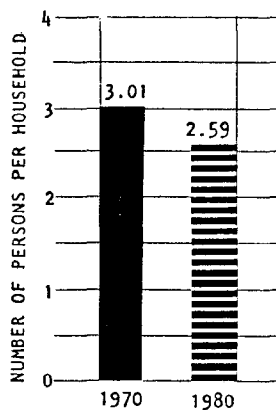
As illustrated in Chart No. 5, while the population decreased, the number of households actually increased by 10% from 899 to 986.

Another interesting phenomena is illustrated in Chart No. 6, following. Keeping in mind that the number of households has actually increased in the period 1970 to 1980, the number of persons per household has decreased from 3.01 in 1970 to 2.59 in 1980.

CHART NO. 6

CHANGE IN THE NUMBER OF PERSONS PER HOUSEHOLD

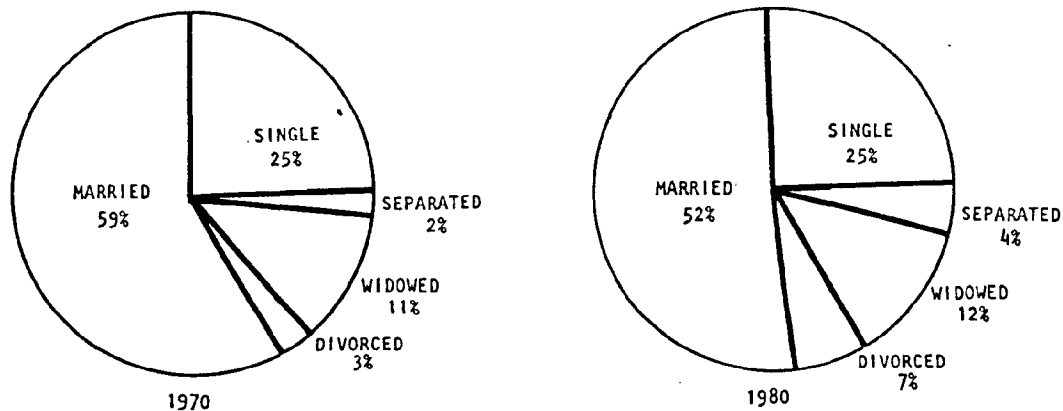
1970 - 1980



The statistics would seem to indicate that some part of the upward push on the number of households, while population is falling, is due to an increase in the number of people who were married at the time of the 1970 Census but are now living apart and maintaining separate residences.

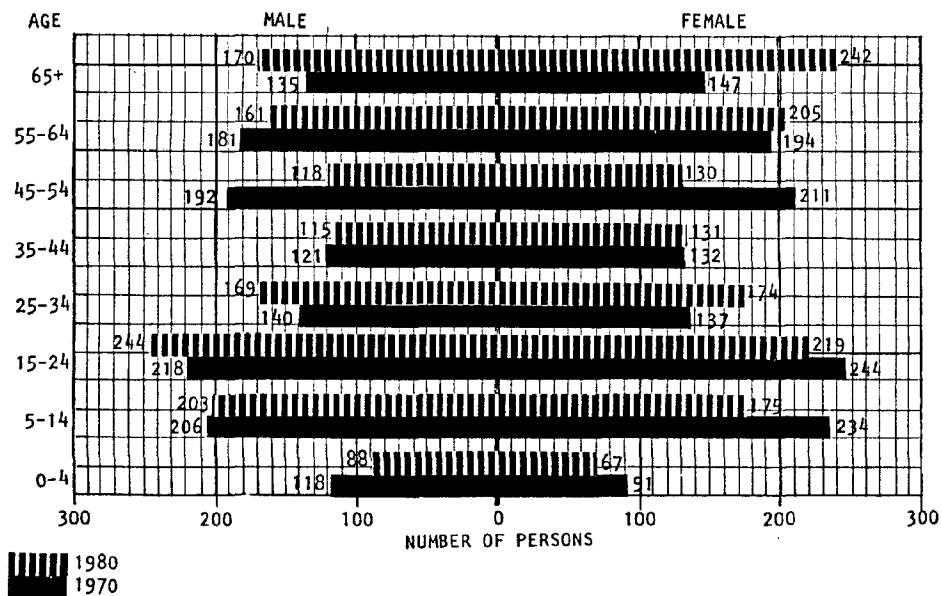
CHART NO. 7

PERCENTAGE BREAKDOWN OF POPULATION BY MARITAL STATUS



Of particular note in the preceding chart, Chart No. 7, is the increase in the percentage of population in the separated and divorced categories, while the percentage of singles remains unchanged.

CHART NO. 8
 AGE AND SEX DISTRIBUTION
 1970 - 1980



Significant decreases in population were experienced by both the male and female populations in the 0 to 4 and the 45 to 54 age cohorts. Notable population losses were in the females from 5 to 14 years old and males from 15 to 24 years of age.

Population increased significantly from 1970 to 1980 in those 25 to 34 years of age and in the over-65 group. There also appears to have been some significant migration of those who were 15 to 24 years of age in 1970 since the

1980 25 to 34 age cohort is considerably lower than would be normally expected.

The age distribution of Eddystone's population appears slightly abnormal with its large percentage of persons over age 55. While the Borough lost population over the period and the age of the population shifted 10 years forward, the over-age 55 group distribution remained relatively unchanged.

In addition, there was an increase in the over-age 65 population. This increase will mean greater demands in the community for housing and services for the elderly such as transportation and health care.

The number of potential wage earners declined over the period indicating a weakening of the local economy has occurred.

POPULATION PROJECTIONS

From the preceding, it can be seen that Eddystone Borough's population has declined approximately 6% during the decade of the 1970's. During the course of developing the Comprehensive Plan for the Borough, investigations have been made concerning population projections for the municipality that have been made by County or Regional Planning Commissions and agencies. No current projections were made available for this numerically small population area.

Projecting future population is extremely difficult, and preparing linear projections based on past trends is not deemed to be an appropriate methodology for a community of limited land area with extremely limited amounts of developable land for residential purposes. Similarly, comparing future population as a percent of regional, State, or National growth is not deemed to be an appropriate method of future population for Eddystone Borough.

Having considered all factors relevant to population change including the amount of vacant residential land, present residential dwelling unit density, and projected change, potential for the construction of new dwelling units, potential for the conversion of single family structures to multi-family, the amount of industrial expansion within Eddystone Borough or surrounding area, and considering the development of Baldwin Towers, a projection has been made based on all of these factors. A 1990 population of 2,550 persons is projected. This is a conservative projection, but is based on the fact that the Comprehensive Plan recommends the phased removal of residential units in industrial zones, and considers the maximum holding capacity of the limited amounts of residential land located in Eddystone Borough.

Another important factor related to projected population deals with age of population, and specifically, school-age children between 6 and 18 years old. It should be noted in previous sections dealing with population trends that school-age children have been declining in number, and it is projected that this trend will continue.

It is anticipated that numbers of school-age children in 1990 will have declined by approximately 10% from their current levels. Increases in population for age groups of 55 to 65, and over 65, can be anticipated.

EXISTING LAND USE

SURVEY OF THE LAND

A windshield survey of all land within Borough limits was performed. From this survey, it was determined that the predominant land use in Eddystone is industrial.

In addition, the survey determined land use patterns, traffic circulation patterns, community facilities, extent of construction within the flood plain, and land areas which are vacant.

This survey was also used to develop the descriptions following and formed the basis for the Existing Land Use Map, Map No. 9.

CHARACTER

Eddystone was settled in the early 1600's. Because of its abundance of raw materials, water power from Ridley and Crum Creeks, and location on the Delaware River, it grew into a predominantly industrial community.

The transportation system was another factor for the industrial growth of Eddystone. The proximity of waterways, railways, and roadways provided easy access of all types and sizes of goods and cargo.

The general topography is at sea level along the southern boundary to approximately 30 feet above sea level in the north.

TYPE

Of Eddystone's total land area, over 50% is in industrial use. The Chester Pike area consists of predominantly commercial establishments, while the eastern portion of Chester Pike is industrial.

Eddystone's relatively small residential area is located between Ridley Creek on the west to Simpson Street on the east, and 13th Street north to 7th Street on the southern end. An additional residential section exists between 2nd Street and 4th Street, and Eddystone Avenue and Saville Avenue. This latter section is surrounded by an industrial area.

Interspersed throughout the residential area are small commercial establishments. The predominant locations are on Chester Pike and on Saville Avenue.

The balance of Eddystone lands consists of industrial. Of the total 614 acres of Eddystone, this industrial area accounts for 488.5 acres or 79% of the total land area.

DISTRIBUTION

| | |
|-------------|----------------------|
| Total Area: | .96 of a square mile |
| Total Area: | 614 acres |

Distribution Continued:

| <u>Land Uses</u> | <u>Acreage</u> | <u>Percent of Total Land Area</u> |
|------------------|----------------|---------------------------------------|
| Residential | 77.15 | 12.57% |
| Commercial | 24.7 | 4.02% |
| Public | 12.4 | 2.02% |
| Semi-Public | 6.4 | 1.04% |
| Vacant | 3.65 | .59% |
| Industrial | 488.5 | 79.56% |
| Mixed Use | <u>1.2</u> | <u>.20%</u> |
| TOTALS | 614 | 100.00% |

HOUSING CHARACTERISTICS

INVENTORY OF HOUSING

Its residential neighborhoods are generally the most important determinant of a community's image and, therefore, its attractiveness to potential residents and future development.

In preparing a plan for the future of the Borough of Eddystone, an analysis of the existing housing stock must be made not only to determine the condition and attractiveness of the housing, but its characteristics such as size, price, and type since these determine the Borough's suitability to various segments and income levels of the population. Only after this analysis can recommendations be made which will enable the community to best meet the housing needs of its current and future residents, whether that be new construction or Borough encouragement of homeowners and landlords to rehabilitate their units.

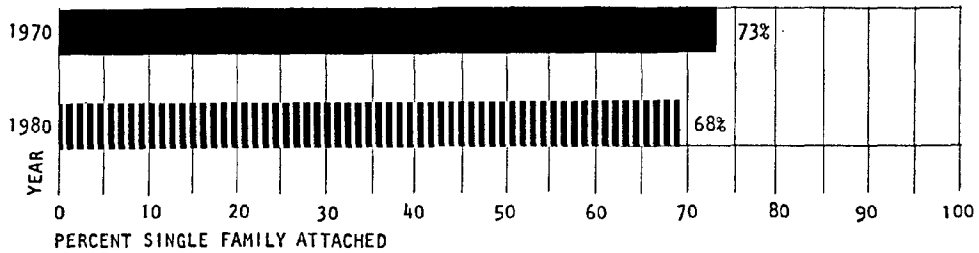
CHARACTERISTICS

Sixty-eight (68%) percent of Eddystone's housing stock is in the form of single-family attached dwellings. The balance of units are comprised of a mixture of apartment buildings and various other attached units. Construction types vary with masonry predominating and many frame structures interspersed throughout.

The majority of the housing stock is pre-World War II, with 76% having been constructed prior to 1950. Eight (8%) percent of presently existing units were built in the 1950's, 5% in the 1960's, and 11% in the 1970's.

Comparisons between the housing which existed in the Borough in 1970 and that which exists in 1980 yield useful information about recent housing trends experienced by the Borough.

CHART NO. 9
 COMPARISON OF SINGLE-FAMILY ATTACHED HOUSING
 1970 - 1980



During the period 1970 to 1980, the percentage of total housing units in single-family attached units decreased by 5%. This change reflects an increase in construction of other types of units, not a decrease in single-family units.

CHART NO. 10
 AVERAGE NUMBER OF PERSONS PER UNIT
 1970 - 1980

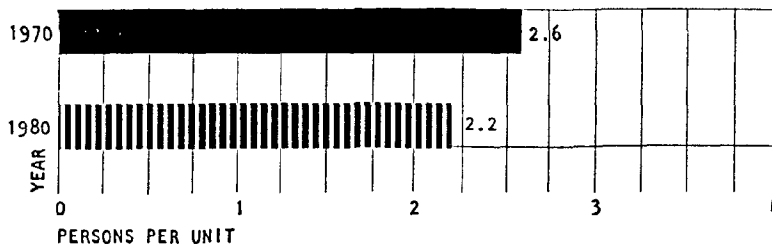
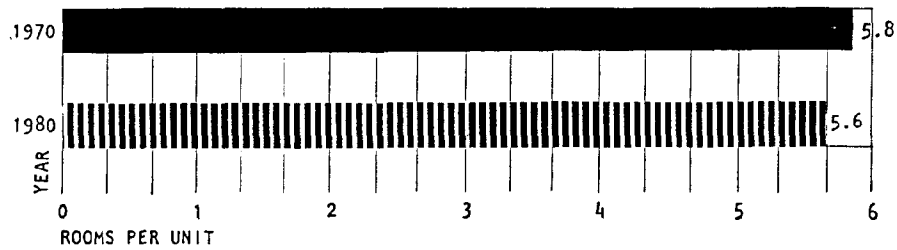


Chart No. 10 illustrates the fact that the average number of persons per unit has dropped by 15% from 2.6 persons per unit in 1970 to 2.2 persons per unit in 1980. This drop further emphasizes the drop in population experienced by the Borough.

CHART NO. 11
AVERAGE SIZE OF HOUSING UNIT
1970 - 1980



As shown on Chart No. 11, the 1970 housing units consisted of an average of 5.8 rooms each. By 1980, the average size of a housing unit had fallen to 5.6 rooms.

These local trends indicate that Eddystone has been affected by national trends toward smaller families and smaller houses. New housing produced during the 1970's reflects these trends in its smaller size and dependence on housing forms other than the single-family attached unit. However, almost 90% of Eddystone's existing housing stock was built prior to this period. These older units, which are not designed to meet current needs, may eventually present a problem with respect to utility costs and salability.

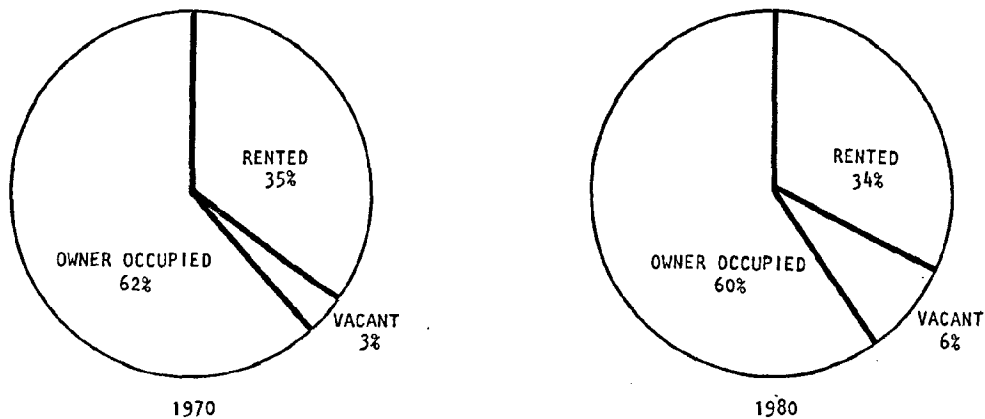
GROWTH IN THE LAST DECADE

The total number of housing units has increased by 117 units since 1970 from 927 to 1,044 in 1980. This growth represents a net increase of 11%.

SUPPLY AND DEMAND

CHART NO. 12

PERCENTAGE BREAKDOWN OF
HOUSING BY OCCUPANT TYPE
1970 - 1980



When examining Chart No. 12 above, the 1970 and 1980 figures for year-round, owner-occupied and renter-occupied units is relatively stable. Concern develops, however, when noting that the vacancy rate has doubled from 3% in 1970 to 6% in 1980, translating into 31 units in 1970 to 58 units in 1980. This is a reflection both of the Borough's loss of population and, possibly, the loss of desirability in some of the older units.

In 1970, 62% of Eddystone's year-round housing units were owner-occupied, 35% rented, and 3% were vacant. The 1980 figures of 60% owner-occupied and 34% rented are fairly constant.

Overall, however, the demand for housing in Eddystone has remained fairly strong. The fact that the population has declined, while new housing was constructed and occupied, indicates that many of the units, particularly older, larger units, may be underutilized.

COSTS

The cost of housing has increased dramatically over the decade reflecting the national trend. In 1970, the median selling price of a unit was \$11,800. By the time of the 1980 Census, the median selling price of a housing unit had escalated to \$29,300.

Monthly rentals, in 1970, were at a median \$75 per month. At the time of the 1980 Census, rentals had escalated to \$180 per month, more than doubling the cost of renter occupancy.

AREAS OF DETERIORATED HOUSING

No concentration of deteriorated housing is evident. Some units on Lexington and Concord Avenues are in need of repair. However, for the most part, Borough residents show great concern and pride in their properties since most homes are well maintained.

Vacant housing is not concentrated in any one area in the Borough and is dispersed throughout the residential areas of Eddystone.

COMMUNITY FACILITIES AND SERVICES

INVENTORY

Community facilities are those amenities which improve life by making the community comfortable, safe, and attractive as a place to live. Following is a brief description of the Borough's Community Facilities and an Inventory including ownership and operation responsibilities.

A map indicating the location of each of the facilities follows and is entitled: Community Facilities Map, Map No. 10.

DESCRIPTION

Schools

The Borough of Eddystone is a member of the Ridley School District which also includes Ridley Park and Ridley Township. The following is a list of schools within the district.

- High School
- North Junior High (converted to non-classroom use)
- South Junior High
- Amosland Elementary
- EDDYSTONE ELEMENTARY
- Edgewood Elementary
- Grace Park Elementary (closed)
- Lakeview Elementary
- Leedom Elementary
- Woodlyn Elementary

The Eddystone Elementary School is centrally located in the Borough between 9th and 10th Streets and Saville and Simpson Avenues. The school was built in 1956 with renovations or additions in 1967. The building is in very

good condition, and of all the elementary schools in the district, Eddystone Elementary is the only school used at 100% of its capacity.

The district census from 1970 to 1980 has declined approximately 13%. The pupil enrollments for the district for 1971 were 9,557 children and 5,551 children in 1981, or a decrease of approximately 42%.

Eddystone pupil enrollments have declined approximately 26% or from 401 to 296 during this same period. As a comparison to the above, Eddystone's population has declined 6% from 1970 to 1980. The school district projects a continued decline in population.

Recreation Areas

To the south of the elementary school building is a Borough-owned recreation field. This facility was built by the Borough of Eddystone and consists of a ball field, tennis courts, and other playground apparatus.

There is a Little League field located between 7th and 8th Streets, west of Eddystone Avenue, adjacent to the Eddystone Treatment Plant.

A basketball court is located on Lexington Avenue between 2nd and 4th Streets. This facility is Borough-owned and operated, and consists of swings, slides, and other play apparatus.

Sewage Treatment Plant

Located between 7th and 8th Streets, west of Eddystone Avenue, the Eddystone Treatment Plant is a Borough-owned and operated facility. A 1974 study by the Delaware County Planning Commission recommended the phase-out of the treatment plant and the construction of the Eddystone By-Pass Pumping Station. For additional information on the Treatment Plant, please see Section: Historical Development - Possible Effects on the Borough of Eddystone by Regional/County Plans.

Borough Garage

At the rear of the sewage treatment plant is located the Borough Garage. This facility is owned and operated by the Borough and houses its road maintenance equipment and trucks.

Another Borough-owned garage facility is located at the edge of the 9th Street Recreation Field and houses trucks, tractors, grass cutting equipment and the like.

Borough Hall and Fire Station

Located on the corner of Saville Avenue and 12th Street is the Borough Hall and fire station. The building is owned and operated by the Borough housing facilities for the police and fire departments, as well as Borough offices.

The fire station is operated by a volunteer organization which owns the ambulance housed at the station. The Borough owns and operates two pumps for use by the fire station.

Other Facilities

- Boys Club

Located on Simpson Avenue, the Boys Club is a nonprofit organization, owned and operated independently of the Borough. The Borough will rent the gym of the Boys Club for various games when the school facilities are otherwise in use. On occasion, the Borough donates equipment to the Club.

- Playground

A playground is located on Concord Avenue, between 2nd and 4th Streets. It consists of swings, slides, and other play apparatus. The facility is owned and maintained by the Everfast Mill Store.

FACILITY CONTROL AND RESPONSIBILITY

| <u>Facility and Address</u> | <u>Ownership/Responsibility</u> |
|---|---------------------------------|
| Borough Hall 12th Street and Saville Avenue | Borough of Eddystone |

Facility Control and Responsibility Continued:

| <u>Facility and Address</u> | <u>Ownership/Responsibility</u> |
|---|---------------------------------------|
| Unnamed Recreation Area 9th Street and Saville Avenue | Borough of Eddystone |
| Little League Field Between 7th and 8th Streets | Borough of Eddystone |
| Basketball Court Lexington Avenue | Borough of Eddystone |
| Playground Between 2nd and 4th Streets on Concord Avenue | Everfast Mill Store |
| Eddystone Treatment Plant Between 7th and 9th Streets on Eddystone Avenue | Borough of Eddystone |
| Borough Garage Rear of Treatment Plant | Borough of Eddystone |
| Borough Garage Edge of 9th Street Recrea- tion Field | Borough of Eddystone |
| Eddystone Boys Club 9th Street and Simpson Avenue | Eddystone Boys Club |
| Eddystone Elementary School Between 9th and 10th Streets and Saville and Simpson Avenues | Ridley School District |
| Fire Department/Ambulance Borough Hall 12th Street and Saville Avenue | Volunteer and Borough of Eddystone |

TRANSPORTATION

CHARACTERISTICS AND CIRCULATION PATTERN
OF THE LOCAL ROAD NETWORK

The Circulation System in the Borough of Eddystone displays a distinct hierarchy of roadways and roadway utilization. Chester Pike and Essington Avenue can be classified as primary roads, that is, roads which carry the majority of traffic entering, leaving or passing through the Borough.

Chester Pike is a four-lane, north-south, easily accessed federal highway (US-13), while Essington Avenue is a four-lane, north-south, state highway, also known as the Industrial Highway (State Route 291).

Secondary or collector roads are those which move traffic mainly within the community to either residential or commercial or industrial areas, or to the primary roads. Eddystone's major secondary roads are Eddystone Avenue, Saville Avenue and Simpson Avenue, traversing east-west through the Borough; and 9th Street traversing north-south.

Tertiary roads are those which primarily serve those who live or work in the vicinity. These roads generally do not serve as a thoroughfare to those moving through the community. The remainder of the roads in Eddystone are of this class. The majority permit only one-way traffic.

Alternating one-way, north then south, are 10th through 13th Streets. One-way streets permitting travel only in an easterly direction are Leiper Street, Toll Street, Ashland Avenue, and Concord Avenue.

The only one-way street permitting travel in a westerly direction is Lexington Avenue.

The Traffic Circulation Map, Map No. 11, following illustrates the existing local circulation pattern.

AVAILABILITY OF MASS TRANSIT

The Southeastern Pennsylvania Transportation Authority (SEPTA) services the Borough of Eddystone with two bus routes and the Wilmington-to-Philadelphia Rail Line.

Bus Route 74, which runs from Darby to Boothwyn, serves the northern residential portion of the Borough with buses running approximately every 30 minutes from 5:00 a.m. to 11:00 p.m. Hourly service is provided on weekends and holidays. Buses stop every two to three blocks.

Running from Broad and Snyder in Philadelphia to the City of Chester, Route 37 services the southern industrial sections of the Borough with half-hour service during rush hours and hourly service at other times from 5:45 a.m. until 1:00 a.m. Weekend service is also available and buses stop every two to three blocks.

Trains on the SEPTA rail line run seven days a week from approximately 6:00 a.m. until 12:00 midnight. Weekday rush hour trains run almost every half hour, with trains at most other times running every one to two hours.

The Mass Transit Map, Map No. 12, following illustrates the routes of the two types of mass transit services provided to the Borough.

EMPLOYMENT

EMPLOYMENT

Eddystone has historically been a center of employment opportunity for the region. The majority of employment opportunities have been provided by heavy manufacturing industries. However, Eddystone's industries have not avoided the problems that have in recent years impacted heavy manufacturing industries in the United States, particularly in the older Northeastern portions of the Country. The problems experienced by the Baldwin Locomotive Works and Penn Shipbuilding are evidence of these impacts. Dependence on a single industry or form of industry can be damaging to the economy of an area if these industries experience a decline in profitability. The loss of jobs and tax revenues have not only a primary impact on employees and the Borough, but secondary impacts on other Borough businesses and residents in the form of decreased sales or the reduction of community services due to the decrease in Borough tax revenues.

While it is in Eddystone's best interest to aid their remaining heavy manufacturing industries wherever possible, the Borough should also attempt to diversify its mix of industries by attracting the more profitable service and high technology industries to the Borough. Sites once occupied by heavy industry can be adapted to accommodate the needs of these industries. This diversification is necessary to end the dependence of the Borough on a single type of industry whose prospects for the future are uncertain, while providing employment opportunities for residents of the Borough and region in industries which are emerging as the growth industries of the future.

PROPOSED LAND USE PLAN
AND OTHER RECOMMENDATIONS

RECOMMENDATIONS

The factors influencing the form of a community's development, including the structure of its residential, commercial and industrial concentrations are complex and often involve the entire cultural, economic and social fabric of society.

In a community, such as Eddystone Borough, where almost all of the land has been intensively developed, certain trends have been established which cannot be easily changed. Eddystone Borough has a clearly dominant industrial land use orientation with more than three-fourths of the Borough being in heavy or medium industrial land uses. Unfortunately, these development trends occurred without consideration of ecological or environmental factors and are so firmly established that they defy any significant change.

However, it is important for the Proposed Land Use Plan to establish reasonable relationships between conflicting land uses and to establish realistic suggestions for the design of future land use relationships in order that change may be achieved within a reasonable framework of rational planning and land use relationships.

One of the most difficult relationships in Eddystone Borough is the juxtaposition of a well-established and possibly historic residential development and heavy industrial development served by major rail and highway systems in the zone between Essington Avenue and the Delaware River. From the perspective of long-range planning, it is inappropriate for this residential area to continue in an area totally bounded by heavy industrial uses. Therefore, the Proposed Land Use Plan recommends industrial use for the entire area between Essington Avenue and the Delaware River.

It is recommended that the residential activities in buildings in the area bounded by 4th Street, Eddystone Ave., 2nd Street and Saville Street be phased out as residential use and be converted wherever feasible to small manufacturing, office, storage or other non-residential uses.

In that way, those buildings that may have historic importance can be retained and improved, while the inappropriate relationship of residential use in a predominantly heavy industrial zone can be eliminated through a phased program extending over a number of years.

With regard to natural features in Eddystone Borough, it is strongly recommended that appropriate consideration be given to the preservation and improvement of the Creek banks of both the Ridley and Crum Creeks which define the eastern and western limits of the Borough.

To the north of Essington Avenue, the Proposed Land Use Plan calls for the continued utilization of lands generally east of Simpson Avenue to Crum Creek for a major industrial use.

One exception occurs within this area, and that involves the existing highrise cruciform building known as Baldwin Towers. This property, although adjacent to Crum Creek, is surrounded on its east, south and west by existing and proposed industrial land uses. However, recent developer interest has occurred proposing to convert the building complex from its former office use to residential; and given this circumstance it is appropriate for the Proposed Land Use Plan to reflect high density office/residential development at the site of the Baldwin Towers. It is strongly suggested that extensions of green space along Crum Creek occur within and surrounding this enclave. As a result of the industrial land uses, the nearby existing industrial wind tunnel creating periodic noise, and also as a result of the fact that the normal approach pattern to Philadelphia International Airport passes over this site, special precautions should be made in the retrofitting of the building to reduce noise impacts as much as possible.

Other areas in the industrial zone, especially those properties now vacant, but encompassing abundant amounts of existing industrial manufacturing space, are proposed for continuing industrial use. It is anticipated that the predominant market for the reutilization of existing industrial space involves its use for small to moderate-sized industries and extensive warehousing and distribution space activities.

It is appropriate that the plan establish the fact that the industrial land use in this area should be served by a thoroughfare system connecting directly to Essington Avenue or Chester Pike. Wherever possible, utilization of heavy truck traffic on Simpson Avenue or other thoroughfares serving residential land uses in Eddystone Borough should be discouraged.

With regard to residential, commercial, public and semi-public land uses in Eddystone Borough, they are well defined in an area generally bounded by 7th Street, Simpson Avenue, Chester Pike and Ridley Creek. It is within this area that the vast majority of the Borough's 2,500 persons reside and the existing pattern of residential land use of medium density is proposed for continuation as shown on the Proposed Land Use Map.

It is recommended that commercial land use activities be permitted on the frontage of Chester Pike and in a neighborhood commercial zone proposed for location generally in the block between 10th and 11th Streets on Saville Avenue. This is an area of some existing commercial development.

Located east of this area is a concentration of public and semi-public facilities which generally serve the Borough's population. These uses are proposed to continue and are reflected on the Proposed Land Use Plan and Community Facilities Plan. They are located on both sides of 9th Street generally east of Saville Avenue. Also located in this general area are the semi-public facilities of the VFW, the Eddystone Elementary School, an existing church, a community Boys Club, and a football field.

Another area of public and semi-public use is identified in the area west of Eddystone Avenue generally between 7th and 8th Streets. The Borough's existing sewage treatment plant exists in this area along with properties utilized by PECO for storage and maintenance.

As mentioned previously, the Proposed Land Use Plan reflects the recommendations for the continued utilization of land which is predominantly in commercial use adjacent to major thoroughfares generally at the Borough limits of Eddystone. Land along Chester Pike and 9th Street generally at the Borough boundaries is proposed for continued commercial utilization.

With regard to population and community facilities, it is anticipated that during the foreseeable future Eddystone's population of some 2,500 persons will remain approximately constant. The Proposed Land Use Plan does not call for any significant increase in residential development since almost all of the land in the Borough is presently developed. It is important to recognize the need to preserve and rehabilitate existing residential structures within the proposed residential zones of the community. Residential rehabilitation along with careful industrial development minimizing adverse impacts of future industrial development on residential areas, such as pollution, noise and truck traffic, will require diligent review by the Borough Planning Commission and Borough Council of future development proposals.

The Proposed Land Use Plan and recommended adjustments to the existing Zoning Ordinance and Zoning Map make realistic suggestions for the design of a more appropriate Borough land use framework and more compatible relationship between conflicting types of land use.

As described in the previous sections of the Comprehensive Plan, regional factors will play a major role in the future development of land and building uses in Eddystone Borough. The Borough is located in an area where completion of the major regional limited access highway system, including completion of I-95 and the Blue Route (I-476) will enhance the attractiveness of the Borough for both light industrial and warehousing and distribution activities. Many existing buildings and land areas, especially those in the former Baldwin-Lime-Hamilton development are ideally suited for this conversion.

The Comprehensive Plan recommends the complete development and reutilization of presently vacant industrial buildings provided that the systems serving future industries do not impact adversely on the Borough's residential, public and semi-public areas.

The major thoroughfare plan which is shown designates existing major thoroughfares, with Essington Avenue, (Route 291) being the major through-Borough thoroughfare serving the industrial area in the community.

Chester Pike, a major through-regional thoroughfare, with significant commercial concentrations will remain a

primary thoroughfare. The Borough's residential and semi-public areas will be well served by Eddystone Avenue, Saville Avenue and 9th Street.

Extending through the Borough is the Philadelphia and Chester Branch of the Penn Central Railroad, one of the primary rail systems servicing the east coast of the United States. This system with extensive interconnection to industrial area to the north and the south will be maintained, improved, and upgraded as a result of national rail policy and can be expected to serve the industrial zones within Eddystone Borough.

Finally, Eddystone Borough possesses a major deep water port system which includes Penn Ship (the former Sun Shipbuilding and Drydock Company yards). Every effort should be made, and the Comprehensive Plan identifies the need, to continue major shipbuilding activity and heavy industrial and manufacturing activities within the Borough.

The existing industrial concentrations on the Delaware River, and adjacent to parts of Ridley Creek and Crum Creek are zones well-established and well located. The area is removed from existing residential areas and therefore the Comprehensive Plan does not make any recommendations for the utilization of riverfront areas for recreational uses. Rather, recreation activities should occur wherever possible on the two creeks bounding Eddystone Borough north of Essington Avenue.

With regard to the Borough's existing sewage treatment plant, it is recommended that the Borough continue to utilize this facility for as long as the treatment plant meets the requirements of the Penna. Department of Environmental Resources and the Environmental Protection Agency. This recommendation is made based on an evaluation of the existing condition of the plant and input from state and federal agencies.

Eddystone's location on the Delaware River provides the Borough with numerous opportunities. Not only is the riverfront valuable as a location for heavy manufacturing industries, but it also has the potential for development as a recreational area serving Borough residents. It is generally recognized that a riverfront recreational area can be a most

attractive and desirable component of an urban area. Although the riverfront in Eddystone is already an intensely developed industrial area, the possibility of acquiring a portion of the riverfront for development as a recreational area by either the Borough or one of the industries should be explored.

Finally, the Comprehensive Plan has been prepared with the knowledge that Eddystone Borough is a predominantly industrial community. The land use proposals have been established from the perspective that Eddystone Borough possesses all of the required systems for large scale industrial development.

The community is an ideal area for Federal and County officials to promote for reindustrialization since the community is served by major rail systems serving the east coast of the United States, a deep water port and easy connections to the region's limited access highway systems. An improved industrial base along with a program of continued residential rehabilitation will appropriately serve the residents of Eddystone Borough and workers in the Borough's industries.

BASE MAP

BASE MAP

A reproducible base map of the Borough has been prepared at a scale of 1" = 400', indicating:

- Road locations and names.
- Highway locations and names.
- Street locations and names.
- Stream locations and names.
- Location of bodies of water and names.
- Borough corporate boundaries.
- Rail line locations.
- Alleyway locations.

The Base Map is utilized throughout the Comprehensive Plan as a base on which information is set forth respecting physical development conditions within the Borough.

Existing and proposed land use are graphically depicted on the base map. Principal thoroughfares are shown, as are existing zoning classifications.

The base map will be useful to Borough officials both in the context of providing information in the Comprehensive Plan and also as a readily available instrument for plotting important information concerning the Borough's physical condition, demographic characteristics and other material.

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ZONING ORDINANCE
ANALYSIS AND PROPOSALS

BOROUGH OF EDDYSTONE
ZONING ORDINANCE
ANALYSIS AND PROPOSALS

Growth and development in Eddystone is regulated by an extremely detailed and comprehensive Zoning Ordinance. This Ordinance moves a step beyond traditional zoning procedures, and has incorporated the more progressive Performance Standards as its regulatory devices. Building configuration and locations can be determined not only by strict minimum and maximum requirements, but in some cases by such devices as yard to height ratios, minimum sky exposures, and floor area ratios. These methods can potentially produce in a community a healthy variety not possible with the more traditional zoning measures alone.

Residential Districts:

There are three residential districts in the Borough. In keeping with the character of an older, suburban community, these districts permit lot size minimums ranging from 1,350 square feet to 6,000 square feet. Not only are these relatively small lots consistent with what already exists in the Borough, but they can also help reduce housing costs of new units. These small lots are also better suited to accommodate the smaller housing units necessitated by modern economic and sociological conditions.

A full range of housing types is permitted in the Borough, including highrise towers. A developer wishing to build in the community is also offered the option of the Planned Unit Development concept, which enables them to mix housing types and densities if gross density standards are met. Performance standards are applied in these costs to protect the character and livability of any development produced in this manner.

Business Districts:

Commercial development is classified into two districts: Neighborhood Business, which allows those establishments

dealing in the sale of convenience goods or goods essential to daily life; and General Business, which includes most all retail trade, as well as commercial and professional offices and entertainment establishments.

Institutional Districts:

Uses permitted in an institutional district are churches, hospitals, nursing homes, schools, museums, and other similar uses.

Industrial Districts:

The Borough contains two industrial districts, one permitting light industry such as research laboratories, assembling plants, and administrative offices, and the other permitting an extensive list of heavy industrial uses.

Combined Residential Office District:

This new district, which was approved in May of 1982, allows residential, commercial, and professional uses to co-exist in the same development complex, if specific conditions are complied with.

Conformance With the Comprehensive Plan:

Eddystone's current Zoning Ordinance is very consistent with the goals and objectives stated in the Comprehensive Plan. The opportunity exists for a variety of land uses and the relationship of these land uses to each other is very appropriate.

- The Residential Districts enjoy easy access to the two business districts with the neighborhood business district being within walking distance of most residents.
- The General Business District, which requires a more regional population to support it, is located on Chester Pike, where it is easily accessible to this population.
- The Institutional uses which are most important to the residential users are also well located within easy walking or driving distance of most residents.
- The Residential-Office District, which introduces the mixed use planning concept to Eddystone, will help preserve the historically significant Baldwin Towers as a dynamic residential-commercial-professional urban complex.

- The Industrial Districts are concentrated in the southern and eastern portions of the community. These are the ideal locations for these uses, as they enjoy excellent transportation access via rail, ship, and truck, and have also been rendered unsuitable for residential uses due to the noise impacts from the Philadelphia International Airport.
- The Eddystone Printworkers Housing is contained in the Light Industrial zone, which will enable these structures to be utilized as administrative offices, light services industries, publishing houses, or produce development laboratories. This is very important as these activities can be conducted from these historically significant buildings which are not best suited to residential uses.
- The Heavy Industrial District permits only manufacturing activities, which do not pose a significant threat to the health or welfare of residents.

Proposed Changes:

- Residential uses should not be prohibited in Commercial Districts, as apartments over commercial uses have proven successful elsewhere in preventing the abandonment of commercial and office districts between the hours of 5:00 p.m. and 8:00 a.m., when stores and businesses are not in operation.
- Sections 2.5 and 2.6 of the Borough's Zoning Ordinance should be altered to allow residential uses in these commercial districts. The following changes to these two sections will accomplish this objective:

Section 2.5 - Neighborhood Business District:

- Uses Permitted by Special Exception:

- Add: 5. Residential use on second and third floors over commercial establishments provided these units meet all building code and other applicable Borough regulations, including those regarding access, egress, fire escape, and parking requirements.

- Uses Prohibited:

Delete: 2. All residential use.

Section 2.6 - General Business District:

- Uses Subject to Special Exception:

Add: 16. Residential use on second and third floors over commercial establishments provided these units meet all building code and other applicable Borough regulations regarding access, egress, fire escapes, and parking requirements.

- Uses Prohibited:

Delete: 7. Any form of permanent residential use in a building in which there is a business use.

- Creation of a Recreation-Conservation District which should be applied to the banks and other available land adjacent to the Ridley and Crum Creeks. The provisions of such a Recreation-Conservation District are attached. This district would be included in the Zoning Ordinance and could be applied to other lands in the Borough which in the future are deemed suitable for use as open space and/or recreational areas.

Summary:

The current Borough Zoning Ordinance, with a few minor changes, has the potential to guide future change in Eddystone in the direction prescribed by the Borough's Comprehensive Plan. It contains guidelines which, if properly enforced, are rigid enough to prevent unacceptable uses in all areas of the community, yet flexible enough to enable residents, officials, and developers to respond to conditions in the future with innovative projects and ideas. According to the Borough Solicitor, Mr. Joseph Cronan, the legality of all components of the Ordinance appear sound, and to his knowledge, few problems have been encountered regarding either the interpretation or the scope of the Ordinance.

PROPOSED: RC RECREATION-CONSERVATION DISTRICTS
APPLICABILITY OF REGULATIONS

In the Recreation-Conservation District, the following regulations shall apply:

Permitted Uses:

A building may be erected or used and a lot may be used or occupied for any of the following purposes and no other:

1. Wildlife preserve; stream valley or forest preserve; any other conservation purpose.
2. Public park, recreational, or historic area owned and operated by Eddystone Borough, or other governmental or private nonprofit agency.
3. Park, picnic area, swimming area or outdoor recreational use, other than a use permitted in this section above, customarily located in rural areas, including any structure utilized in conjunction with an incidental to any permitted outdoor use, when authorized as a special exception by the Zoning Hearing Board, and provided that:
 - a. The use and its design are compatible with the natural character of the area and the conservation purpose of the district.
 - b. Each use or activity shall be screened or separated from a public street and adjoining property by a landscaped planting strip not less than one hundred (100) feet in depth.
4. Signs, subject to Borough standards and regulations.

BOROUGH OF EDDYSTONE
SUBDIVISION REGULATIONS AND REVIEWS

According to Borough Secretary John Snyder, there are very few development proposals in the Borough which must be subjected to subdivision review. As such, no subdivision regulation or ordinance has been formulated for Eddystone. According to Mr. Snyder, any proposal which does necessitate review is sent to the Delaware County Planning Department for review under its Land Development and Subdivision Ordinance. This Ordinance, in conjunction with the Borough's Comprehensive Plan and Zoning Ordinance, is utilized as a means of assuring the appropriateness of any development.

The County Subdivision Ordinance is detailed and highly comprehensive and utilizes the most current planning and development concepts as its standards. As such, it appears that the subdivision review process can regulate development in conformance with the provision of the Borough's Comprehensive Plan. Therefore, it is recommended that the current procedure be continued.

