



December 2003

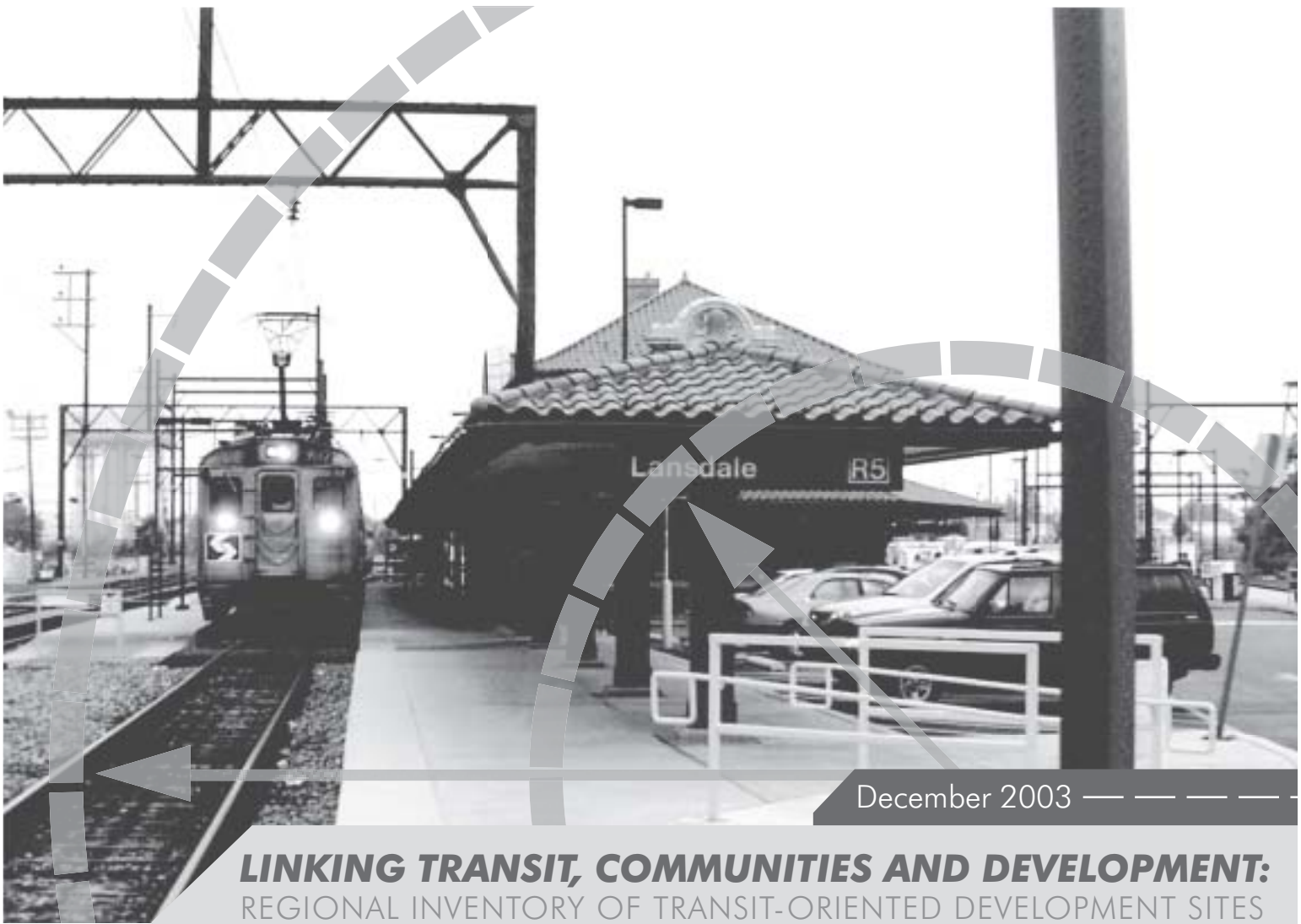
**LINKING TRANSIT, COMMUNITIES AND DEVELOPMENT:**  
REGIONAL INVENTORY OF TRANSIT-ORIENTED DEVELOPMENT SITES

VOLUME TWO:  
STATION AREA PROFILES



Delaware Valley Regional Planning Commission





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STATION AREA PROFILES



Delaware Valley Regional Planning Commission



# **Linking Transit, Communities and Development:**

## **Regional Inventory of Transit-Oriented Development Sites**

### **Volume Two: Station Area Profiles**



**Delaware Valley Regional Planning Commission  
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**December 2003**

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

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## Introduction

This document, Volume Two: Station Area Profiles, is part of the three Volume study, *Linking Transit, Communities and Development: Regional Inventory of Transit-Oriented Development Sites*. Volume One: Executive Summary, published in August 2003, details the study process, inventory selection criteria, TOD benefits and barriers, and recommendations for funding and implementation. Volume Two: Station Area Profiles contains the 45 station profiles. Volume Three: Case Studies, to be published in Fall 2004, will present in-depth station area plans for five of the inventoried stations.

The goal of this study is to inventory the region's rail stations to determine a priority list of "Transit-Oriented Development (TOD) Opportunity sites", in furtherance of the goals and policies of DVRPC's adopted Year 2025 Horizons long-range plan. While the region has over 340 fixed-rail stations, the majority of them have transit-adjacent developments (TADs). Transit-adjacent development is development that is physically near transit but fails to fully capitalize on its proximity, both in promoting transit ridership and as an economic and community development tool. Many of the fixed-rail stations in the region lack pedestrian and bicycle access, lack land uses that complement the station, such as consumer services, and lack building design and orientation that serve the rail user. Transit-oriented development (TOD), however, is development that is mixed-use, pedestrian-friendly, and promotes transit ridership. Through redevelopment, TADs can become TODs.

Phase I of the study inventoried existing and potential TOD sites, focusing on those station areas located along existing public transit services in Pennsylvania and New Jersey, including Amtrak's intercity rail service, SEPTA's Subway and Regional Rail services, New Jersey Transit's rail and bus services, and PATCO's High-Speedline. Stations were also selected along the proposed SEPTA Schuylkill Valley Metro, SEPTA Cross County Metro, and New Jersey Transit Southern New Jersey Light Rail Line. The inventory was conducted using a combination of field views, aerial photo interpretation, and research and discussions with pertinent agencies and staff. A quarter mile radius around the station was used to define the station area for suburban sites and an eighth of a mile radius was used for urban stations.

In order to narrow down the list of over 340 transit stations in the region, and choose those with the most TOD potential, the study advisory committee agreed on selection criteria. Sites were chosen based on the degree to which they met the following standards:

- Presence of light, heavy, commuter rail, transportation center, or multiple (3 or more) bus lines
- Presence of vacant land within a one-quarter mile radius of the station if suburban; within a one-eighth mile radius at urban stations

OR

- Residential, retail or industrial vacancies within a one-quarter mile radius of the station if suburban; one-eighth mile at urban stations

OR

- Underutilized or low-density land uses surrounding a station
- Development/growth pressures in the municipality(s) surrounding a station
- Presence of a redevelopment plan or a TOD plan
- Half-hour service frequency on average or better for rail or bus lines
- Presence of major US route or arterial road near the station
- Sewer and water infrastructure in place or planned

From this, the list was narrowed to 110 stations. Upon further review, the list was finalized to 45 stations that best fit the criteria. The other 65 stations are listed as “other opportunity sites that could be included in a future inventory.” This list can be found in Volume One of the study.

Inventory “ingredients” include information on: level of service; ridership; land uses; access; station amenities; infrastructure; zoning; master or comprehensive plans; parking; station building (s) and conditions, connecting bus or other transit services, pending transit agency or DOT improvements, and development opportunities.

Phase II of the study, begun in Fiscal Year 2004, will present in-depth case studies of five station areas in the region. These are Girard (Philadelphia), Lansdale, and Thorndale in Pennsylvania, and West Trenton and Woodbury in New Jersey. These station area plans will be published in Volume Three: Case Studies (Fall 2004).

### **Using This Report**

Volume Two is arranged by state, starting with Pennsylvania, then alphabetically by county, starting with Bucks County, then alphabetically by station name, such as Bristol. Each county section begins with a map of the TOD stations in that county to orient the reader. Each station profile contains two maps, a station area aerial photograph and a station area land use map. The aerial photography was flown in the year 2000. It is possible that new development has taken place since 2000 that does not appear on the aerial photograph but that may be mentioned in the land use description. The land use maps overlay traditional land use colors on the aerial photographs.

## **Key Terminology of Inventory Data**

**Level of Service** refers to the number of trains or buses per day that stop at the station and/or how many times an hour a train stops at the station. This figure varies according to the time of day, such as peak commuting hours, or off-peak, as well as weekday versus weekend service.

**Ridership** refers to the number of boardings per weekday. Transit boardings count each time a person boards a transit vehicle, including transfers. These are also known as "unlinked trips" in transit planning jargon. A "linked transit trip" may include one or multiple boardings to go from a typical origin, say, home, to a destination such as work. A good rule of thumb is to assume about 1.3 boardings per linked trip. For the purposes of this study, boardings or unlinked trip data is used. For SEPTA Market-Frankford and Broad Street line subways, ridership information is from the Fiscal Year 2002 Turnstile Report. For SEPTA Regional Rail, data is from the Regional Rail Census 2001. For PATCO and New Jersey Transit, data is for 2002. For Amtrak, data is from Fiscal Year 2002.

**Site Design** refers to the physical design of development in the station area, in regards to setbacks, lighting, street walls, entrances, location of parking, ingress and egress (access) to the property.

**TCDI** is the acronym for the Transportation and Community Development Initiative, a DVRPC funding program that offers grants to municipalities to assist in reversing the trends of disinvestment and decline in the region's core cities and first generation suburbs.

**Traffic Calming**, as defined by Institute of Transportation Engineers, is the use of physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve street safety and livability within a neighborhood. Such measures might include changes in street alignment, installation of barriers, chicanes, chokers, traffic circles, speed bumps, or raised crosswalks. Other non-physical measures might include enhanced police enforcement, speed displays, and a community speed watch program.

**Residential Land Uses** include Single-Family Detached, Rowhouse, and Multi-Family. Multi-family includes twins and duplexes, along with more traditional apartments and high-rise buildings. On the land use maps, neighborhoods that contain a mixture of all housing types will be characterized by the predominant type, with the knowledge that some homes may differ.

## List of 45 Inventory Sites by Transit System

The 45 stations chosen for the study are listed below by transit system. Some stations serve multiple transit systems, thus the numbers following the transit system do not add to 45. Stations that are not yet in operation are noted.

### SEPTA (30)

- 30<sup>th</sup> Street (Market-Frankford EI, Schuylkill Valley Metro proposed (SVM), Regional Rail, Amtrak, NJ Transit)
- 46<sup>th</sup> Street (Market-Frankford EI)
- Ambler (R5D)
- Ardmore (R5T, Amtrak)
- Baldwin Tower (R2N) – *proposed*
- Berwyn (R5T)
- Bridge-Pratt/Frankford Transportation Center (Market-Frankford EI, Bus)
- Bristol (R7T)
- Chester Transportation Center (R2N, Bus)
- Conshohocken (R6, SVM)
- Cornwells Heights (R7T, Amtrak)
- Croydon (R7T)
- Downingtown (R5T, Cross County Metro proposed (CCM), Amtrak)
- Fort Washington (R5D, CCM)
- Girard (Broad Street Subway, future light rail on Girard)
- Glenside (R1, R2W, R5D)
- King Manor (Route 100)
- Lansdale (R5D)
- Levittown (R7T)
- Marcus Hook (R2N)
- North Wales (R5D)
- Paoli (R5T, Amtrak)
- Pennbrook (R5D)
- Phoenixville (SVM) – *proposed*
- Pottstown (SVM) – *proposed*
- Springfield Mall (Route 101, bus routes 110, 122, 109, 110)
- Temple University (R1, R2W, R2N, R3M, R3WT, R5D, R5T, R6, R7C, R7T, R8C, R8F, SVM)
- Thorndale (R5T, CCM)
- Warminster (R2W)
- West Trenton (R3WT)

### New Jersey Transit (11)

- Burlington City (Southern New Jersey Light Rail Transit System (SNJLRTS))
- Cass Street (SNJLRTS) – *pending (2004)*
- Cherry Hill (NJT Atlantic City Line)
- Delanco (SNJLRTS) – *pending (2004)*



- Hamilton (NJT Northeast Corridor Line)
- Lindenwold (NJT Atlantic City Line)
- Mt. Holly (NJT Bus lines)
- Riverside (SNJLRTS) – *pending (2004)*
- Roebling (SNJLRTS) – *pending (2004)*
- Rutgers-Camden (SNJLRTS) – *pending (2004)*
- Woodbury (NJT Bus lines)

**PATCO (4)**

- Collingswood (PATCO)
- Lindenwold (PATCO, NJT Atlantic City Line)
- Westmont (PATCO)
- Woodcrest (PATCO)

**Amtrak (6)**

- 30<sup>th</sup> Street Station (Market-Frankford El, SVM, Regional Rail, Amtrak, NJ Transit)
- Ardmore (R5T, Amtrak)
- Coatesville (Amtrak)
- Cornwells Heights (R7T, Amtrak)
- Downingtown (R5T, Cross County Metro proposed (CCM), Amtrak)
- Paoli (R5T, Amtrak)

**Note:** As of February 2004, the Southern New Jersey Light Rail Transit System (SNJLRTS) will be known as The River Line.

## List of 45 Inventory Sites by County

### Bucks County (5)

- Bristol (R7T)
- Cornwells Heights (R7T, Amtrak)
- Croydon (R7T)
- Levittown (R7T)
- Warminster (R2W)

### Chester County (6)

- Berwyn (R5T)
- Coatesville (Amtrak)
- Downingtown (R5T, CCM, Amtrak)
- Paoli (R5T, Amtrak)
- Phoenixville (SVM) – *proposed*
- Thorndale (R5T, CCM)

### Delaware County (4)

- Baldwin Tower (R2N) – *proposed*
- Chester Transportation Center (R2N, Bus)
- Marcus Hook (R2N)
- Springfield Mall (Route 101, bus routes 110, 122, 109, 110)

### Montgomery County (10)

- Ambler (R5D)
- Ardmore (R5T, Amtrak)
- Conshohocken (R6, SVM)
- Fort Washington (R5D, Cross County Metro proposed (CCM))
- Glenside (R1, R2W, R5D)
- King Manor (Route 100)
- Lansdale (R5D)
- North Wales (R5D)
- Pennbrook (R5D)
- Pottstown (SVM) – *proposed*

### Philadelphia (5)

- 30<sup>th</sup> Street (Market-Frankford EI, Schuylkill Valley Metro (SVM) proposed, Regional Rail, Amtrak, NJ Transit)
- 46<sup>th</sup> Street (Market-Frankford EI)
- Bridge-Pratt/Frankford Transportation Center (Market-Frankford EI, Bus)

- Girard (Broad Street Subway, future light rail Route 15 on Girard Avenue)
- Temple University (R1, R2W, R2N, R3, R5D, R5T, R6, R7C, R7T, R8C, R8F, SVM)

### **Burlington County (5)**

- Burlington City (SNJLRTS)
- Delanco (SNJLRTS) – *pending (2004)*
- Mt. Holly (NJT Bus lines)
- Riverside (SNJLRTS) – *pending (2004)*
- Roebling (SNJLRTS) – *pending (2004)*

### **Camden County (6)**

- Cherry Hill (NJT)
- Collingswood (PATCO)
- Lindenwold (PATCO, NJT Atlantic City Line)
- Rutgers-Camden (SNJLRTS) – *pending (2004)*
- Westmont (PATCO)
- Woodcrest (PATCO)

### **Gloucester County (1)**

- Woodbury (NJT Bus lines)

### **Mercer County (3)**

- Cass Street (Southern New Jersey Light Rail Transit System (SNJLRTS)) – *pending (2004)*
- Hamilton (New Jersey Transit Northeast Corridor Line)
- West Trenton (R3WT)

**Note:** As of February 2004, the Southern New Jersey Light Rail Transit System (SNJLRTS) will be known as The River Line.



## **Section I: Stations in Bucks County**

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**Bristol**

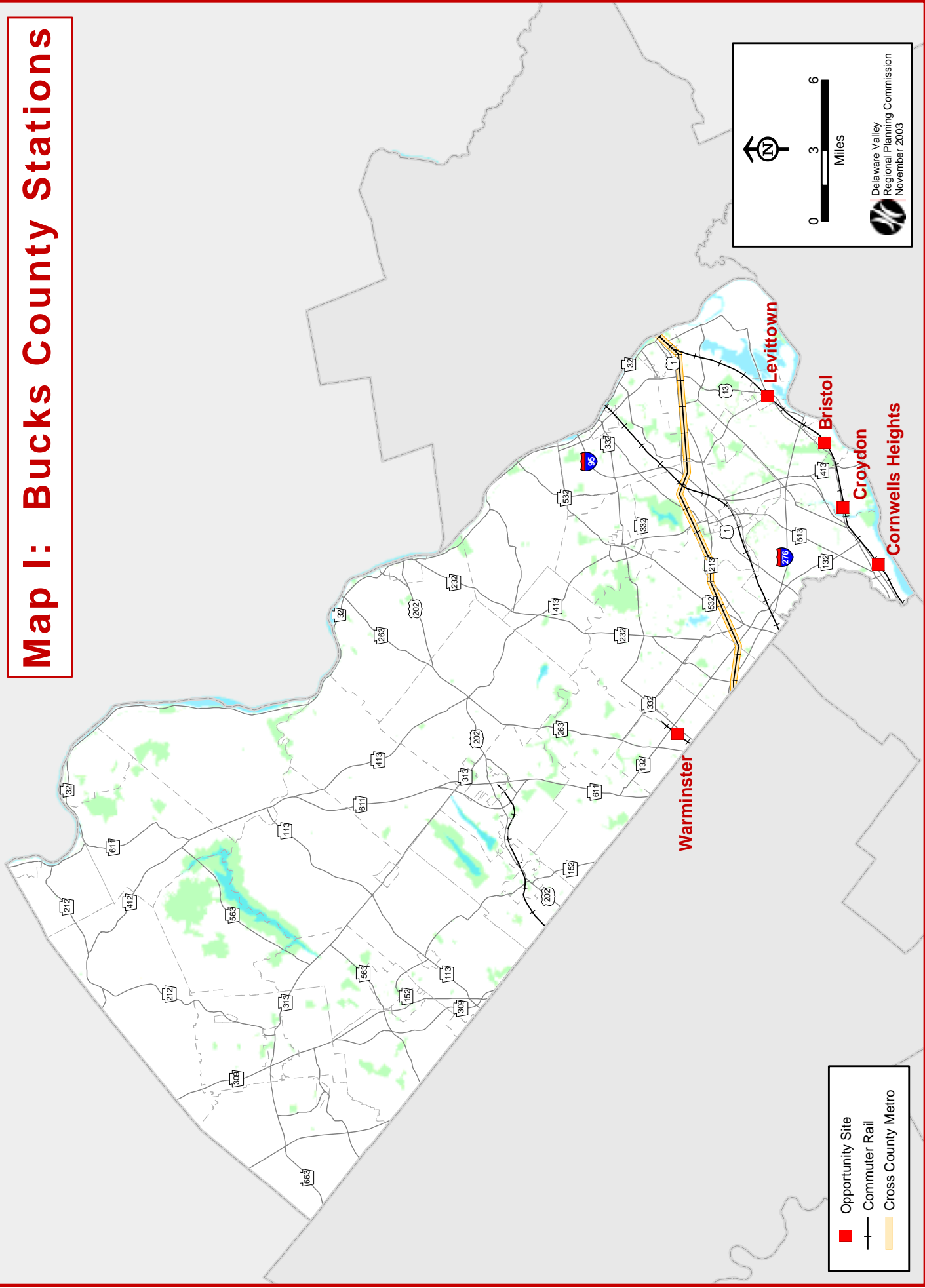
**Cornwells Heights**

**Croydon**

**Levittown**

**Warminster**

# Map I: Bucks County Stations



- Opportunity Site
- Commuter Rail
- Cross County Metro

0 3 6  
Miles

Delaware Valley  
Regional Planning Commission  
November 2003

# Bristol

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**Address:** Beaver and Garden Streets

**Transit System/Line:** SEPTA's Regional Rail R7 Trenton

**Municipality:** Bristol Borough, Pennsylvania

**Station Type:** Platform. Tracks are elevated, so riders must use stairs to access the station. There is an old ticket office at street level that is now used as a bagel shop.



*From left to right, Bristol platform, view of the Grundy tower from the rail line, station parking lot, and twin homes north of the rail line.*



**TOD Inventory**  
 Map 1.1: Station Area Aerial Photo

**Bristol**  
 R7 Trenton

Bucks Co., Pennsylvania



Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000



# TOD Inventory

## Map 1.2: Station Area Land Use

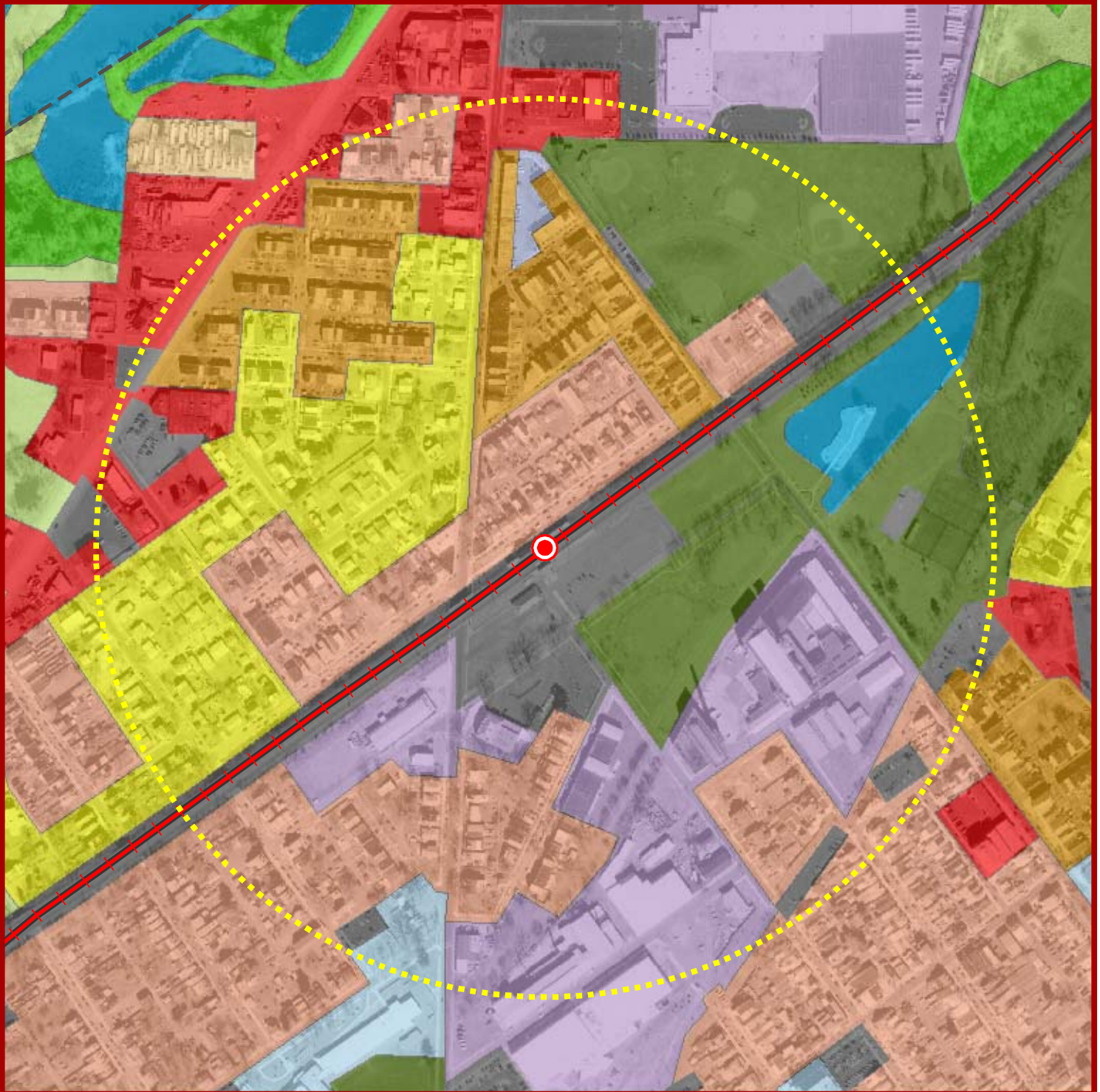
# Bristol

## R7 Trenton

Bucks Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mngf - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R7 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mngf - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** During the week, 29 northbound trains head to Trenton and 29 southbound trains move toward Philadelphia. Trains generally stop about once per hour in each direction, with service increased to twice per hour during peak morning travel times. On weekends, 18 trains run in each direction and stop about once per hour between 6:45 a.m. to 11:45 p.m.

**Current Ridership:** 311 boardings per day on the R7.

**Connecting Routes:** SEPTA bus routes 129 and 304.

**Parking:** 151 free spaces owned, leased, and operated by SEPTA.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Bristol Pike and Pond Street/Farragut Avenue are the main roads in the station area. Beaver Road and Washington Street link the station with Pond Street to the south; Beaver Road and Jefferson Avenue link the station area with Bristol Pike to the north.

**Street Network:** The street network is irregular, and comprised of multiple, intersecting grids that are each only a few square blocks in area. Beaver Dam Road (also called Beaver Street) cuts across the borough at a diagonal, further complicating the street network. Additionally, block lengths are varied. Northwest of the station, blocks are relatively short. To the northeast and southeast, blocks tend to be long on one side and short on the other. To the southeast, blocks are long on both sides of streets. Throughout the study area, most streets are quite narrow. Thoroughfares such as Beaver Dam Road are the exception.

**Bike Paths:** The 60-mile Delaware Canal towpath runs from Bristol to Easton. The proposed East Coast Greenway overlaps the route of the towpath.

**Trails:** Some trails and paths run through nearby parks. The Delaware Canal Towpath has been converted into a bike and walking trail that begins in Bristol and goes north.

**Sidewalks:** Sidewalks are present on the majority of streets. North of the rail line, sidewalks often have a tree lawn (a planting strip with grass and trees) between the sidewalk and the road. Pedestrian crossings are not well demarcated. There is pedestrian-scale lighting near the station and on surrounding blocks.

**Bus Routes:** Yes, SEPTA routes 129 and 304.

**Signage:** Limited. There is no sign from Bristol Pike indicating the presence of a train station.

**Wheelchair Accessible:** No, elevated platform located at top of long staircase.

**Station Patron Amenities:**

Bike Storage or Racks: One bike rack, not in good condition.

Waiting Room: No.

Ticket Office: No.

Ticket Machines: No.

Existing Uses: The former ticket office has been converted into R&R Bagels, a bagel and coffee shop with seating, snacks, and vending machines.

Restrooms: No.

**Land Uses in Station Area:** Land uses in the station area are quite diverse, with a wide variety of residential, light industrial, commercial, recreation, and surface parking.

To the north of the rail line, the neighborhood is mainly residential, comprised of rowhouses interspersed with twins and small single-family detached houses. Beaver Dam Road, running north-south just west of the station, has some commercial uses, with a corner store near the train station and more auto-oriented businesses (such as an auto repair shop) closer to Bristol Pike to the north. There are some commercial vacancies along Beaver Dam Road. To the north along Bristol Pike, land uses tend to be more auto-oriented, with quite a few fast food restaurants and diners.

East of the station are extensive athletic fields. To the northeast, land uses are mostly office and light industrial, with surface parking lots and an orientation towards Bristol Pike.

To the south of the station is a SEPTA parking lot and a municipal park. Across the street from the parking lot is the Grundy building, which appears to be in use as light industrial space. South of the Grundy building are some newer, neo-traditional twins. The post office, which is housed in a grand late nineteenth/early twentieth century building, also lies south of the station. The majority of the development south of the rail line is similar to that to the north, although there are fewer rowhouses and more twins. Farther south, though technically outside of the station area's quarter mile radius, downtown Bristol (along Mill Street) features a mix of commercial and residential uses, and is a walkable destination.

**Station Building Conditions:** Good, but aging.

**Building Conditions of General Station Area:** Overall, buildings are in fair condition, though there are some vacant and poorly maintained properties in the area.

**Current Zoning:** Not available.

**Current Comprehensive or Master Plan Characterization of Station Area:** *Bristol Borough Comprehensive Plan* (1991), the most recent plan, recommends converting the old Bristol train station (adjacent to the more modern platforms and shelters currently in use) into another use, such as a restaurant. This recommendation has since been adopted as the station building now houses R&R Bagels. The plan also suggests developing new office or commercial uses on part of the station's parking lot so long as sufficient parking remains to accommodate rail passengers. Any new development in this area should generate activity at night and complement the use of the train service. The plan also calls for creating a comprehensive system of walkways and bikeways that link the various neighborhoods throughout the borough. The plan supports extending public bus routes to major employment and activity centers and the use of a countywide paratransit program. The report also recommends improving signage around the Bristol station as a means of improving the station's visibility and increasing ridership.

**Special Studies or Districts:**

*Bucks County - Route 13 Revitalization* (pending), a 2002 DVRPC TCDI project, will develop a revitalization strategy for the Route 13 corridor in southern Bucks County, involving Bensalem Township, Bristol Borough, Bristol Township and Tullytown Borough. A transportation systems plan will be produced and will include potential congestion management improvements, such as intersection improvements and signal coordination. A Traffic Calming Plan and an Access Management Plan will also be a part of the study.

*Bristol Borough Municipal Planning Update* (pending), a 2003 TCDI project, will update the borough's 1991 comprehensive plan, and zoning and subdivision ordinances.

**Pending Transit Agency or DOT Improvements (including service changes):** None.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There is little to no vacant land in the station area, though the area south of the station that is shaded recreation may present some opportunities, along with possible redevelopment opportunities of the light industrial buildings to the south, including the Grundy building.

Brownfields or Superfund site: There is one completed Brownfield site roughly a quarter mile from Bristol Station: the Bristol Borough Recreation Authority at the intersection of Beaver and Canal Streets. The Grundy Power House, across from the station, is not eligible for a Brownfields Tax Incentive, but is eligible for the Empowerment Zone and Enterprise Communities Initiatives. It was recently sold.

Market Characterization/Development Pressures: In 2000, 38 residential building permits were issued in Bristol Borough. Fourteen were for single-unit structures, and 24 were for units in structures with three or more dwellings. Of the 26 permits issued in 2001, 23 were for single-unit structures and three were for dwellings in buildings with

three or more units. In 2002, just two residential building permits were issued, both for single-unit structures.

Environmental Restrictions: No significant topography observed, as the area is quite flat. A few wetlands (ponds) dot the many parks located on the south side of the rail line. Given the area's proximity to the Delaware River, Bristol may be located on a floodplain.

**Other Information:**

Site Design: Homes are situated close to the street and pedestrian-scale lighting lines the blocks closest to the station, primarily on the south side of the rail line. There are occasional street trees, and a few buildings and homes with a unique architectural character.

**Municipal Contact:**

Fidel Esposito  
Borough Manager, Bristol Borough  
215-788-3828



# Cornwells Heights

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**Address:** Station Avenue near Bristol Pike

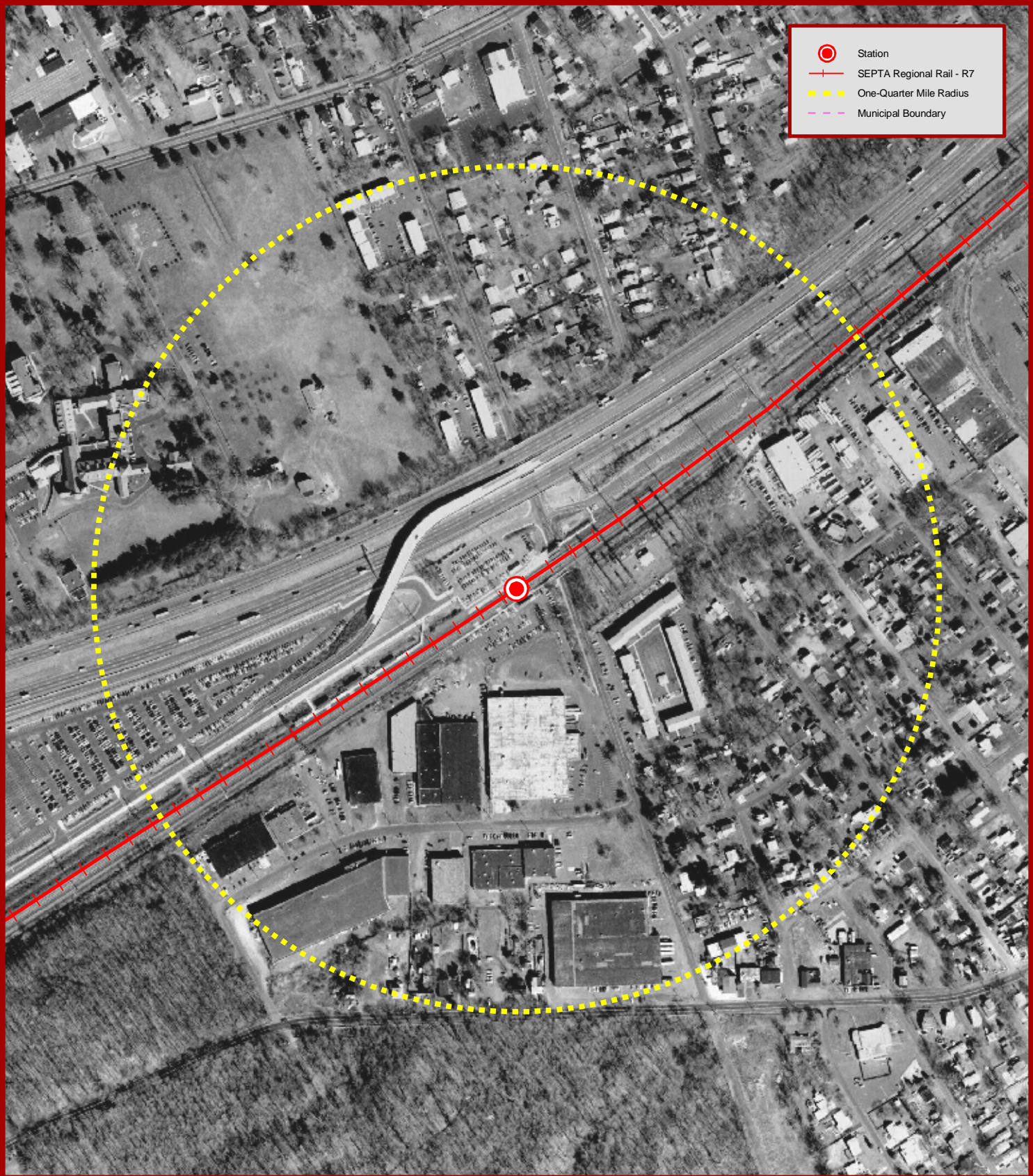
**Transit System/Line:** SEPTA's Regional Rail R7 Trenton; Amtrak Keystone Line (very limited service)





**Municipality:** Bensalem Township, Pennsylvania

**Station Type:** Two platforms. The northbound and southbound platforms are a good distance from each other, as the newer southbound platform has been moved closer to the large parking lot between I-95 and the rail line.



*From left to right, new Cornwells Heights station building on the inbound platform, shelter on outbound platform, park and ride lot between the rail line and I-95, and light industrial facilities south of the rail line.*



-  Station
-  SEPTA Regional Rail - R7
-  One-Quarter Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 2.1: Station Area Aerial Photo

# Cornwells Heights

R7 Trenton

Bucks Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000





# TOD Inventory

## Map 2.2: Station Area Land Use

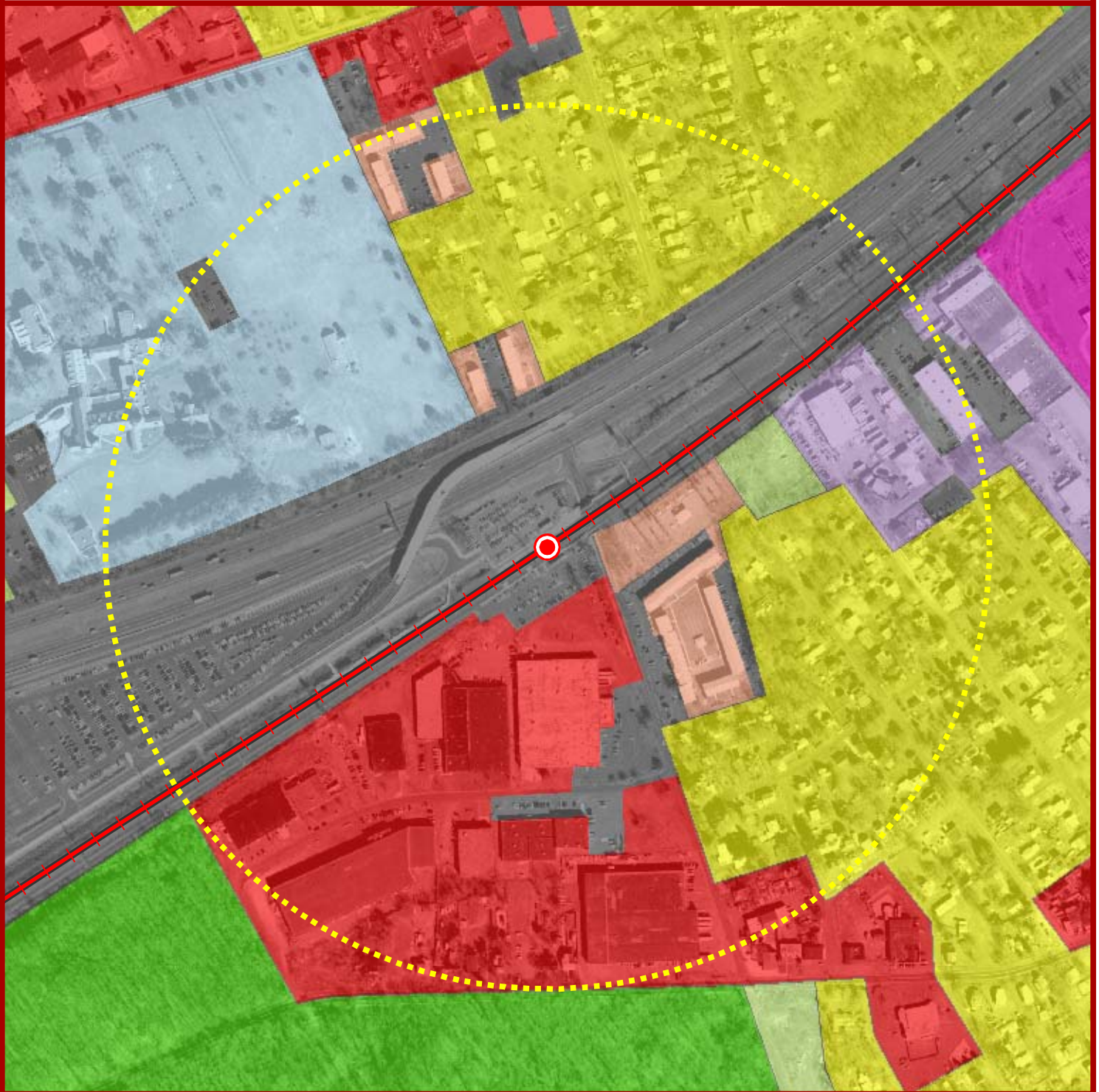
# Cornwells Heights

R7 Trenton

Bucks Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R7 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** SEPTA: On weekdays, 30 trains stop in each direction, about one train per hour with increased service (two to four times per hour) during peak commuting times. On weekends, 18 trains stop in each direction, about once train per hour. Amtrak Keystone: On weekdays, four northbound trains and seven southbound trains stop at the station. On weekends, trains stop once per day in each direction.

**Current Ridership:** R7: 1,220 boardings per day. Amtrak: Approximately 36 boardings per day (based on annual data for Fiscal Year 2002).

**Connecting Routes:** SEPTA bus route 129.

**Parking:** 316 daily fee spaces, SEPTA owned, leased, and operated; 1,600 free city, municipality, township, or privately owned; for a total of 1,916 daily spaces. Average weekday utilization rate is 50 percent. Cornwells Heights station is listed by SEPTA as one of its ten transit stations most likely to have parking availability.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Station Avenue runs northwest-southeast, and State Road and Bristol Pike both run northeast-southwest. These are the main roads in the station area.

**Street Network:** The street network in the station area is fairly limited. Northwest of the rail line is I-95, a limited-access interstate highway. State Highway 13 (Bristol Pike) is roughly a quarter mile northwest. East of Station Avenue, streets form a modified grid on both sides of the rail line. South of the rail line, this grid consists of shorter streets. Streets are fairly long north of the rail line, with the majority running northwest-southeast. West of Station Avenue and north of I-95 there are no streets in the station area aside from Bristol Pike. Similarly, west of Station Avenue and south of the rail line, there is only one road, Woodhaven Drive, within the station area.

**Bike Paths:** South of the station area, the Delaware Canal towpath runs along the river. The proposed East Coast Greenway overlaps the route of the towpath.

**Trails:** See bike paths.

**Sidewalks:** There are no sidewalks on residential streets south of the rail line. North of the line, sidewalks are intermittent.

**Bus Routes:** Yes, SEPTA route 129.

**Signage:** There are large signs pointing to the park and ride right after cars exit from I-95. No indication is given, however, as to how far the station is from the highway exit.

**Wheelchair Accessible:** Yes, ADA compliant

**Station Patron Amenities:**

Bike Storage or Racks: Yes, one rack.

Waiting Room: Yes.

Ticket Office: Yes, open weekdays.

Ticket Machines: No.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** East of Station Avenue, on both the north and south sides of the rail line, the land use is residential, consisting mostly of modest single-family detached homes, with a few twins and larger, older homes on the north side. To the northwest, there are some apartment complexes along Station Avenue. The majority of the northwest quadrant is a cemetery. To the southwest is Woodhaven Industrial Park, which appears to be made up mostly of light-industrial and office uses. There are also some mobile homes at the eastern end of New York Avenue, to the southeast. At the eastern edge of the station area, on the southern edge of the rail line, are some light industrial uses. Bristol Pike is a mix of uses, including some residential and residential conversion, older street-front retail, as well as more auto-oriented retail. Homes in the Cornwells Heights neighborhood were built in the 1920s and 1930s.

**Station Building Conditions:** The new southbound platform and station building are in very good condition. The northbound platform is very basic.

**Building Conditions of General Station Area:** The industrial properties are old and large and some appear to be underutilized. The residential properties are modest and in varied condition.

**Current Zoning:** The station area is largely comprised of institutional (IN), light industrial (L-I) and relatively low-density residential zoning districts (R-1, R-2). In general, these zoning classifications are not very transit-supportive.

R-1 Residential District. Single-family detached housing, railroad passenger shelters, municipal buildings, and public utility facilities are permitted in this zone. The minimum lot size for each dwelling is 12,000 square feet, and no structure may exceed 35 feet in height unless the width of the property's side yard is increased by one foot for every foot of height added to the building (up to a maximum of 50 feet).

R-2 Residential District. The R-2 zone permits the same uses as the R-1 zone; however, single-family detached dwellings may be developed at

higher densities in areas zoned as R-2. The minimum lot size is 7,500 square feet and the limitations on building height are the same as those described for R-1 districts.

- A-D Apartment District. This zoning designation was created to provide for the continuation of apartment complexes predating 1992, and to ensure that such properties either remain as apartments or are converted into lower density uses. In addition to apartments, allowable structures include the same uses permitted in R-1 and R-2 districts, as well as accessory uses such as private garages and parking areas, and daycare facilities for children, adults, and seniors. The minimum lot size for single-family homes is 12,000 square feet. Apartment developments must occupy a minimum of three contiguous acres of land and may not exceed more than two habitable stories in height. Other structures are subject to the same height restrictions outlined for R-1 and R-2 districts.
- G-C General Commercial District. Permitted uses include retail stores, restaurants, personal service shops, laundromats, health care facilities, financial institutions, lodges and civic organizations, professional offices, and daycare facilities for children, adults and seniors. The size of individual lots must be sufficient to ensure adequate sewerage and waste disposal, and must always comprise a minimum of 7,200 square feet. The minimum allowable lot width is 60 feet and no building may be constructed to exceed 45 feet in height without special permission.
- L-I Light Industrial District. Permitted uses include precision manufacturing, laboratories and scientific research facilities, wholesale businesses, warehousing and storage facilities, and a variety of light manufacturing activities. The minimum lot size in this zoning district is 15,000 square feet; however, a lot must also be large enough to allow for the disposal of the industrial waste generated on the property. Buildings may not cover more than 35 percent of the net lot area, nor exceed 40 feet in height. Chimneys, power supply towers and other necessary structures are excepted from this height regulation.
- G-I General Industrial District. A wide variety of heavy industrial and manufacturing uses are permitted in this zone. Lot areas within this zone must be at least five acres and large enough to allow for the proper disposal of the industrial waste generated on the property. Buildings may not cover more than 25 percent of the net area of a lot, nor exceed 85 feet in height. As in L-I zones, chimneys, power supply towers and other necessary structures are excepted from this height regulation.
- IN Institutional District. Permitted uses include educational and academic institutions, outdoor recreational facilities, community centers, cemeteries, municipal uses, public service corporations, and religious institutions. The

minimum lot size in an IN zone is four acres with a required lot width of 300 feet. No structures may exceed 50 feet in height.

**Current Comprehensive or Master Plan Characterization of Station Area:**

*Township of Bensalem Comprehensive Plan* (September 2002) states that Bensalem Township's overriding goal is the preservation of its suburban character and prevention of further urbanization. Bensalem experienced tremendous growth after World War II, as its population increased by 500 percent between 1950 and 1980. In the 1980s, population growth in the township began to level off. Today nearly 60,000 people live in Bensalem Township. The Township recognizes that economic development and environmental protection must be balanced, and the Township must use its resources to prevent sprawl and uncontrolled growth. Other goals outlined in the plan: encouraging economic development, providing greater opportunities for senior housing, preserving open space and developing new public recreation areas, and efficient use of diminishing vacant land.

The most common land use in the Township is single-family residential, approximately 25 percent. Another 12.8 percent is classified as vacant land. A significant number of these parcels are environmentally sensitive and/or difficult to develop. Non-residential land use doubled between 1970 (23 percent) and 1990 (46 percent) and industrial land use declined during that same era.

The plan references the Township's interest in redeveloping or improving its waterfront along the Delaware River. The plan recommends promoting mixed-use development that does not negatively impact existing neighborhoods, some of which are comprised of estate homes on large lots.

**Special Studies or Districts:**

*Bucks County - Route 13 Revitalization* (pending), a 2002 DVRPC TCDI project, will develop a revitalization strategy for the Route 13 corridor in southern Bucks County, involving Bensalem Township, Bristol Borough, Bristol Township and Tullytown Borough. A transportation systems plan will be produced and will include potential congestion management improvements, such as intersection improvements and signal coordination. A Traffic Calming Plan and Access Management Plan will also be a part of the study.

**Pending Transit Agency or DOT Improvements (including service changes):** None.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There is some vacant land, but not a significant amount – no more than two or three lots together – and so more suited to infill. There are abandoned and deteriorated properties, as well as surface parking lots. Additionally, some light industrial and office properties cover a large amount of property that could possibly be subdivided.

Brownfields or Superfund site: There are no sites listed by the Pennsylvania Department of Environmental Protection or by the United States Environmental Protection Agency.

Market Characterization/Development Pressures: In Bensalem Township, 95 residential building permits were issued in 2000, followed by 53 in 2001 and 161 in 2002. In 2000, 42 permits were granted for single-unit structures, and 53 were issued for units in buildings comprised of three or more dwellings. All the permits issued in 2001 were for single-unit structures. In 2002, 64 permits were granted for single-unit structures and 97 were issued for units in buildings comprised of three or more dwellings.

Environmental Restrictions: The station area's close proximity to the Delaware River may put it at risk for flooding as the topography around station is quite flat.

**Other Information:**

Site Design: Some of the homes in the northeastern quadrant of the station area have some architectural detailing; however, the design of the area's housing stock overall is not particularly distinctive. Loading docks, dumpsters and other undesirable features are often exposed at industrial sites. The station area does not have particularly good lighting, as most of the area is auto-oriented.

**Municipal Contact:**

Matthew Takita  
Director of Building and Planning Department, Bensalem Township  
215-633-3643

# Croydon

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**Address:** Bristol Pike and Cedar Ave

**Transit System/Line:** SEPTA's Regional Rail R7 Trenton





**Municipality:** Bristol Township, Pennsylvania

**Station Type:** Concrete platforms with basic wood shelters (sheds)



*From left to right, Croydon platform, view of Bristol Pike from the station parking lot, commercial uses along Bristol Pike, and industrial development south of the rail line.*



-  Station
-  SEPTA Regional Rail - R7
-  One-Quarter Mile Radius
-  Municipal Boundary

**TOD Inventory**  
**Map 3.1: Station Area Aerial Photo**

**Croydon**  
**R7 Trenton**

Bucks Co., Pennsylvania



Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000



# TOD Inventory

## Map 3.2: Station Area Land Use

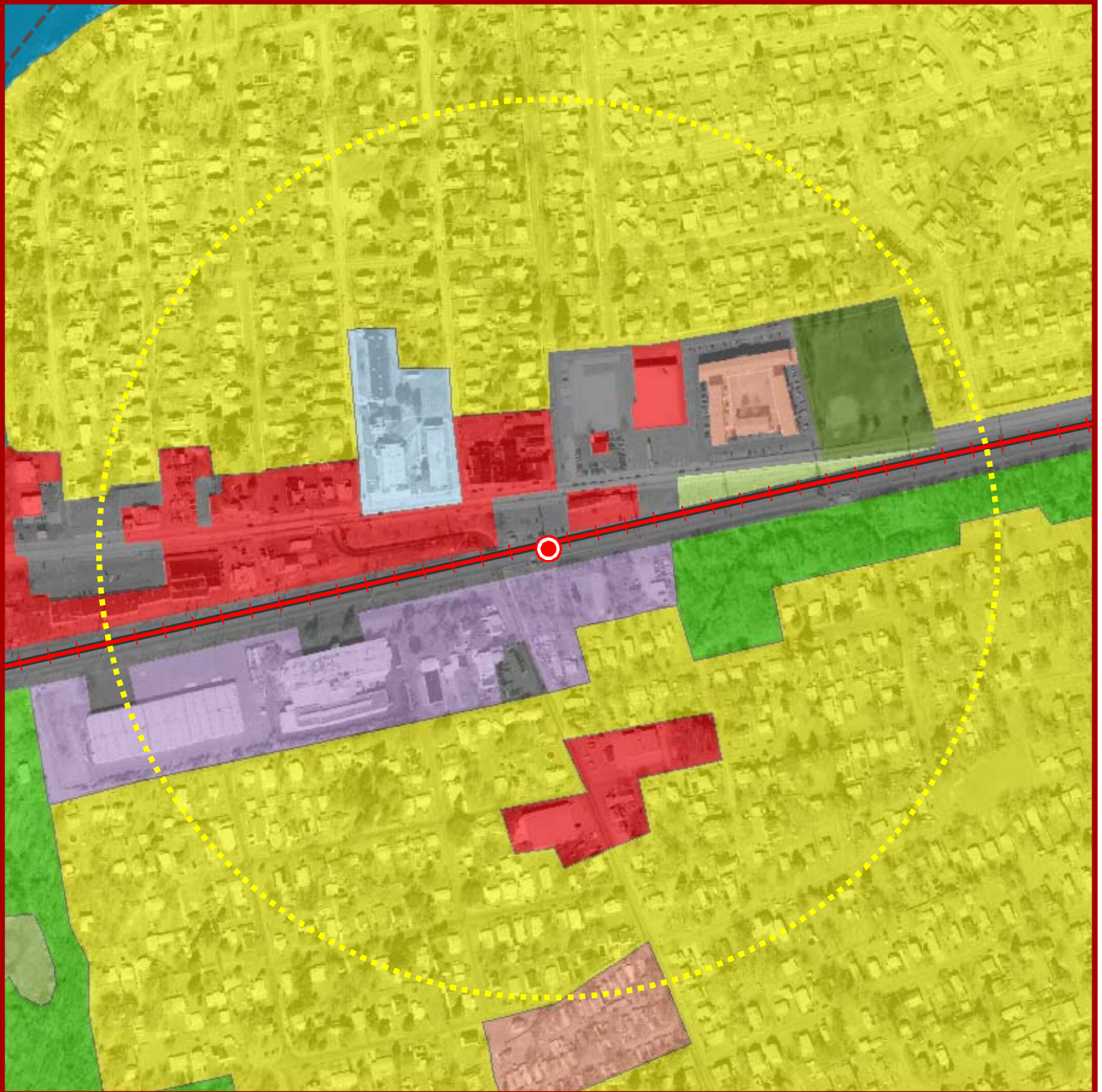
# Croydon

R7 Trenton

Bucks Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
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Residential - Single-Family Detached	Mnfg - Heavy Industrial	Community Services	Mining	Station
Residential - Multi-Family	Utility	Military	Wooded	SEPTA Regional Rail - R7
Residential - Row Home	Transportation / Parking	Recreation	Vacant	One-Quarter Mile Radius
Mnfg - Light Industrial	Commercial	Agriculture	Water	Municipal Boundary

**Level of Service (# of trains/day):** On weekdays, 29 trains stop in each direction, about one train per hour with increased service (two to four times per hour) during peak commuting times. On weekends, 18 trains stop in each direction, about one train per hour.

**Current Ridership:** 350 boardings per day.

**Connecting Routes:** SEPTA bus routes 128 and 304.

**Parking:** 68 daily fee spaces and 16 free spaces, for a total of 84 spaces owned, leased and operated by SEPTA.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Bristol Pike runs east-west along the station area, while Newportville Road extends north from the station, Neshaminy Road runs along the creek west of the station, Cedar Avenue extends south from station, and Coventry Avenue runs east-west just south of the station.

Street Network: The streets in the station area are in a grid pattern, but the blocks tend to be quite long and dead-end at Neshaminy Creek to the west. East of Newportville Road, streets are slightly curved and the grid is not continuous. Walnut Avenue/Cedar Avenue is the only point at which the rail line can be crossed. Streets are fairly narrow and there is a defined street hierarchy.

Bike Paths: The Delaware Canal towpath, which extends from Bristol to Easton and is overlapped by the route of the proposed East Coast Greenway, runs to the south of the study area, near the Delaware River.

Trails: None evident, aside from one apparent shortcut to the residential area on the south side of the rail line.

Sidewalks: Almost none present on residential streets to the south. There are some to the north, but they tend to be very narrow and discontinuous. Most sidewalks have a planter strip which serves as a buffer between pedestrians and motorists. Pedestrian crossings are not well marked. The area is poorly lighted.

Bus Routes: Yes, SEPTA routes 128 and 304.

Signage: The SEPTA sign is clearly visible along Bristol Pike, where the station is located.

**Station Patron Amenities:**

Bike Storage or Racks: Yes, one rack, which can accommodate two bikes.

Waiting Room: No.

Ticket Office: No.

Ticket Machines: No.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** The majority of the station area is residential, with modest single-family homes on small lots, as well as some mobile homes and twins. There are some garages and light-industrial uses on the south side of the tracks, the largest of which is Zober Industries. Between Overlook Avenue and Neshaminy Creek is the Snug Harbor Marina. Just across from the station, along Bristol Pike, there are shops with a more traditional “main street” appearance, with attached buildings coming up to the lot line and what appear to be apartments above. The types of retail along this block are relatively low-rent, such as a check-cashing place, bars, a mobile phone shop, a florist, and a pizza shop. Across Newportville Road, on the north side of Bristol Pike, are a new CVS drug store, an auto repair shop, and an apartment building. North of Bristol Pike and east of Newportville Road, the houses are small ranch style homes. Also northwest of the station is St. Thomas Aquinas Church and School.

South of the rail line are some poorly maintained houses, as well as at least one vacant building. Along Bristol Pike and surrounding the light-industrial uses south of the rail line, are surface parking lots. A number of auto-oriented uses, including used car lots and gas stations, are also located on Bristol Pike. There are some exposed dumpsters and loading docks along the rail line.

**Station Building Conditions:** Poor. Concrete platforms and rickety wooden shelters.

**Building Conditions of General Station Area:** Fair, as some of the housing is not well maintained and businesses tend to be down market.

**Current Zoning:** In the summer of 2002, Bristol Township adopted a comprehensive plan update to their zoning ordinance and zoning map. The Bucks County Planning Commission worked for two and a half years on updating the zoning ordinance, which dated from 1952. A number of amendments had been made in the intervening 50 years, though a comprehensive review and update of the entire document and map had not been made since it was adopted. Significant changes include: creation of a new section on use regulations; the addition of natural resource protection standards; provisions for the protection of historic resources, and regulations for open space; updated parking standards; and district changes including the deletion of several zoning districts and the creation of two new districts. The TC Town Center (Overlay) District is intended to provide for the development of office and conference space, hotels, and

other related uses along the Route 413 corridor, which serves as a gateway to the township.

Zoning changes include: district changes; the elimination of split-zoned parcels with the intent to zone the entire parcel to the higher intensity land use; and the elimination of inconsistencies where the existing land use composition was substantially different from the zoning. Over 800 parcels were initially selected for rezoning, but less resulted in rezoning due to public input during the public hearing process. The newly adopted zoning ordinance balances the protection of the township's remaining natural resources with provisions for future growth.

**Current Comprehensive or Master Plan Characterization of Station Area:**

*Bristol Township Comprehensive Plan, 1986-2006* (December 1986) had five major goals. These include: 1) expand economic base through strategic office and industrial development; 2) expand community facilities, with a special focus on open space and environmental resources; 3) consolidate retail land uses; 4) follow through with proposed regional and township highway improvements; and 5) continue the township's strong pattern of neighborhood identification, and reinforce existing pattern of residential neighborhood development.

The comprehensive plan discusses the importance of bringing new, non-residential development to the township to help strengthen its tax base, and supports infill construction, walkable commercial development, the adaptive reuse of existing structures, and the maintenance of efficient and convenient transit facilities. Additionally, the plan recommends expanding parking facilities at SEPTA stations and improving public and semi-public rights-of-way for pedestrians, cyclists, and joggers. However, the plan also states that single-family detached homes should continue to define the neighborhood surrounding the Croydon station. Single-family detached housing is not the most transit-supportive use that could be encouraged along the rail line.

**Special Studies or Districts:**

*Bucks County - Route 13 Revitalization* (pending), a 2002 DVRPC TCDI project, will develop a revitalization strategy for the Route 13 corridor in southern Bucks County, involving Bensalem Township, Bristol Borough, Bristol Township and Tullytown Borough. A transportation systems plan will be produced and will include potential congestion management improvements, such as intersection improvements and signal coordination. A Traffic Calming Plan and Access Management Plan will also be a part of the study.

*Bristol Township--Expansion of Town Center Revitalization and Transportation Enhancement* (pending), a 2003 DVRPC TCDI project, will finance preliminary planning and engineering investigations into extending the reconstructed Route 413 from Bath Road to New Falls Road. Significant traffic congestion plagues the length of Route 413 between the two roads, and the new business development and job creation that is taking place along the improved portion of Route 413 is not extending to this area. New

Falls Road is the boundary between Bristol and Middletown Townships. The study area is 0.6 miles in length and lies outside the Croydon station area.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

\$ *Intermodal Facility Improvements (B) in Bucks County* (TIP #S102) is a SEPTA project with funding of \$2.476 million in Fiscal Year 2003. The project provides for the installation of bus shelters, signage, and facility improvements at Croydon and Levittown SEPTA stations. In addition, parking will be expanded at Croydon Station as part of the intermodal improvements.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There is a limited amount though there is some wooded land along the linear rail corridor. The large parking lot north of the station may also be a development site.

Brownfields or Superfund site: None known – a few underutilized industrial sites located along the south side of the rail line. There is a Superfund site, Croydon TCE, located outside the station area but within a mile of the station. Groundwater at the site is currently being treated. Federal funding for cleanup will last through 2005, when the state will take over responsibility. It is estimated that it will take 30 years from the start of cleanup (1995) before established cleanup standards are met.

Market Characterization/Development Pressures: In Bristol Township, 24 residential building permits were granted in 2000, followed by 72 in 2001 and 17 in 2002. All the permits issued in 2000 and 2002 were for single-unit structures. Of the permits granted in 2001, 12 were for single-unit structures and 60 were for units in buildings comprised of three or more dwellings.

Environmental Restrictions: Neshaminy Creek runs along the western edge of the station area, so the station, which is surrounded by relatively flat topography, may be on a floodplain.

**Municipal Contact:**

Suzanne Newsome  
Township Manager, Bristol Township  
215-785-5884



# Levittown

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**Address:** Bristol Pike and Levittown Parkway

**Transit System/Line:** SEPTA's Regional Rail R7 Trenton





**Municipality:** Tullytown Borough, Pennsylvania

**Station Type:** Building with two exterior platforms with covered benches



*From left to right, Levittown platform, station parking lot on Bristol Pike, light industrial uses along the rail line with the Levittown Parkway overpass.*



-  Station
-  SEPTA Regional Rail - R7
-  One-Quarter Mile Radius
-  Municipal Boundary

**TOD Inventory**  
**Map 4.1: Station Area Aerial Photo**

**Levittown**  
**R7 Trenton**

Bucks Co., Pennsylvania

 Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000





# TOD Inventory

## Map 4.2: Station Area Land Use

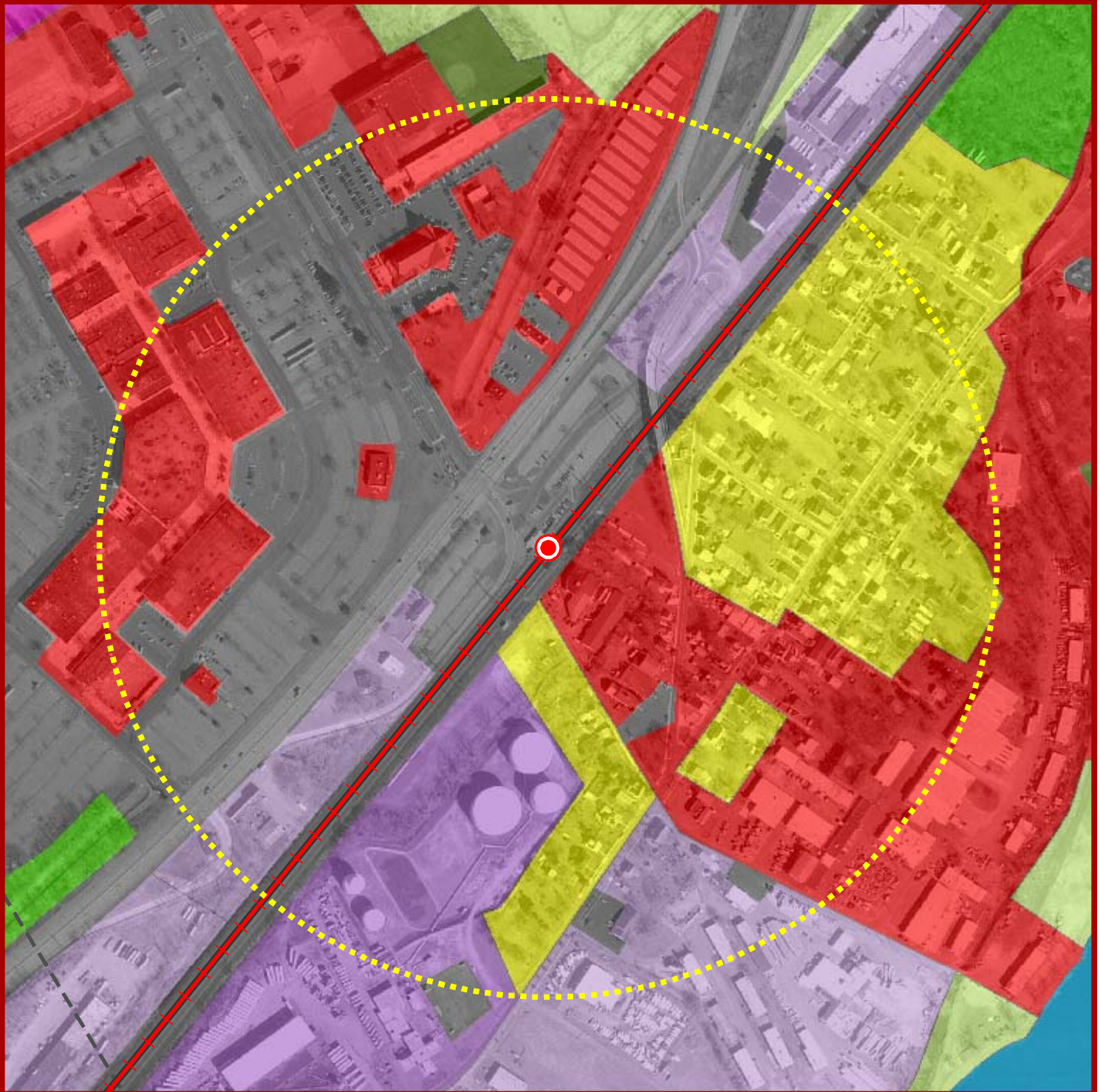
# Levittown

R7 Trenton

Bucks Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000



**Level of Service (# of trains/day):** During the week, 29 northbound trains head to Trenton and 29 southbound trains move toward Philadelphia. Trains stop about once per hour in each direction; twice per hour during peak morning travel times. On weekends, ten trains run in each direction and stop once per hour during the day and once every 1.5 to two hours in the early morning and night.

**Current Ridership:** 527 boardings per day.

**Connecting Routes:** SEPTA bus route 127.

**Parking:** 382 free spaces, SEPTA owned, leased, and operated.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Bristol Pike, Levittown Parkway and Main Street are major roads; Oxford Avenue links Main Street to the station area.

Street Network: Blocks are short and frequent on the southeast side of the rail line. Streets in this area are fairly narrow and there is a well-defined hierarchy of roads. To the southwest and northeast, there are few roads aside from arterials. On the north side of the rail line, blocks are long and the roads are winding, but residential streets remain quite narrow. Residential areas have a limited number of access points to the major arterials. There is a defined hierarchy of roads, with Bristol Pike and Levittown Parkway serving as the major thoroughfares.

Bike Paths: In the station area, the Delaware Canal towpath runs along Bristol Pike. The proposed East Coast Greenway overlaps the route of the towpath.

Trails: See bike paths above, and proposed Falls Township Community Connector trail description under Pending Transit Agency or DOT Improvements.

Sidewalks: On most residential streets. Pedestrian crossings are not very frequent or well demarcated.

Bus Routes: Yes, SEPTA route 127.

Signage: Limited.

Wheelchair Accessible: No.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: Yes.

Ticket Office: Yes, open Monday through Friday from 5:40 a.m. until 12:45 p.m.

Ticket Machines: No.

Existing Uses: No.

Restrooms: One.

**Land Uses in Station Area:** The southeastern side of the rail line looks like an older small town. Most structures are single-family detached houses and twins that predate World War II. Dwelling units are modest and interspersed with occasional commercial and office uses. There are a few mobile homes on the east side of Levittown Parkway just across the rail line from the station. Streets are narrow, lighting is pedestrian scale, and most blocks have sidewalks with buffers and street trees. There are some industrial uses along the south side of the tracks, and as one travels farther south and west along the rail line, these uses become more intense. At the southwestern edge of the station area, between the rail line and Radcliffe Street/Old Bristol Pike, is a sewer and water treatment plant, some oil refineries, and some other industrial uses.

The north side of the rail line is more typical of post-World War II suburban development. Bristol Pike and Levittown Parkway function as the area's major thoroughfares and are lined with auto-oriented uses. To the east of the station, Bristol Pike is lined by a Dunkin Donuts, Kentucky Fried Chicken, and a self-storage complex on its north side, and by surface parking lots (for the station) and light industrial uses on its south side. To the west of the station, the north side of Bristol Pike is dominated by the former site of the Levittown Shopping Center. Now a large, vacant lot (though it is still present on the year 2000 aerial photograph), this site comprises much of the northwestern quadrant of the station area. The site is currently undergoing redevelopment as a big-box retail center anchored by a Home Depot. The area northeast of the station is defined by early-postwar Levittown homes – modest and nearly identical single-family dwellings. Immediately north of the station study area, west of Levittown Parkway and north of the shopping center site, is a newer public housing complex. Also just outside the station area, the east side of Levittown Parkway is lined with additional auto-oriented uses, as well as a large church and a Catholic high school.

Throughout the station area, there is little variety in housing types, and no evidence of increased density around the transit station. Mixed-use development is limited to the scattered commercial/office uses, such as a few small shops, that dot the residential neighborhood south of the rail line.

**Station Building Conditions:** The station hall and platforms are clean and well maintained, though they are beginning to show their age. The underpass and the stairs leading to it are damp and foul-smelling.

**Building Conditions of General Station Area:** There is great potential for new development on the former site of the Levittown Shopping Center. There is a marked contrast between the neighborhoods located south of the rail line (older, small industrial town) and those located north of the rail line (early post-war auto-oriented suburbia). There is little evidence of residential abandonment.

**Current Zoning:** The most recent version of Tullytown Borough's Zoning Ordinance was written with the Bucks County Planning Commission and adopted in March 2003. Copies of the ordinance and other information may be obtained by contacting the borough.

**Current Comprehensive or Master Plan Characterization of Station Area:** Tullytown Borough does not have a comprehensive plan.

**Special Studies or Districts:**

*Bucks County - Route 13 Revitalization* (pending), a 2003 DVRPC TCDI project, will develop a revitalization strategy for the Route 13 corridor in southern Bucks County, involving Bensalem Township, Bristol Borough, Bristol Township and Tullytown Borough. A transportation systems plan will be produced and will include potential congestion management improvements, such as intersection improvements and signal coordination. A Traffic Calming Plan and Access Management Plan will also be a part of the study.

**Pending Transit Agency or DOT Improvements (including service changes):** Projects included in the DVRPC Transportation Improvement Program (TIP) include:

§ *Intermodal Facility Improvements (B) in Bucks County* (TIP #S102) is a SEPTA project with funding of \$2.476 million in Fiscal Year 2003. The project provides for the installation of bus shelters, signage, and facility improvements at Croydon and Levittown SEPTA stations. In addition, parking will be expanded at Croydon Station as part of the intermodal improvements.

§ *Falls Township Community Connector* (TIP #5736) is a pedestrian/bike trail system project with funding of \$850,000 in Fiscal Year 2005. The project will construct a 2.5-mile, 8-foot wide pedestrian/bicycle trail system that will provide a direct link between the residential communities of Levittown, Warrantsheaf, and several mobile home parks to the Falls Township Community Park and the Delaware Canal State Park Towpath. Pedestrian enhancements along the trail include pedestrian signals, educational push button signs, high-visibility pavement markings, and warning signs for motorists. A small bridge along Penn Valley Road over Martins Creek and a retaining wall along Mill Creek Rd. at the US 13 underpass will also be built as part of the project.

SEPTA has earmarked about \$5 million for renovations at the Croydon and Levittown-Tullytown train stations. Specific details on the proposed improvements will not be ready until engineering studies are completed, though SEPTA plans to expand the

parking facilities at both stations and improve the shelters on the Levittown platforms. The underground tunnel that connects the northbound and southbound platforms at the Levittown station is also being considered for improvements, provided renovations do not prove too costly. The fact that a state highway runs through the middle of the Levittown station's parking lot further complicates the engineering and transit issues that will have to be taken into account. Since SEPTA has undertaken an effort to invest more than \$30 million to expand and improve service in Bucks County, ridership has increased by 51 percent.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: The former site of the Levittown Shopping Center, located at the northwest corner of Levittown Parkway and Bristol Pike, is now vacant. The shopping center has been demolished and the site will be redeveloped by DLC Management as a big box retail center.

Brownfields or Superfund site: There are no sites listed by the U.S. Environmental Protection Agency or by the Pennsylvania Department of Environmental Protection within a quarter mile of the station.

Market Characterization/Development Pressures: In Tullytown Borough, one residential building permit was granted in 2000, followed by two in 2001 and one in 2002. All the permits issued in Tullytown during these three calendar years were for single-unit structures.

Environmental Restrictions: The station area is fairly flat and no significant waterways were observed during the field visit. However, the station is fairly close to the Delaware River and, given the area's flat topography, it may be located on a floodplain.

**Other Information:**

Site Design: On the south side of the tracks, some homes are architecturally detailed and streets are lined with trees, buffers, and pedestrian-scale lighting. North of the station, development is more suburban style, as homes have larger setbacks and garages are located in front of homes. Major roads are lined with auto-oriented uses, and lighting is designed for drivers. Still, most residential streets in this area have sidewalks with tree lawns, though without street trees. Dumpsters, loading docks and other exposed undesirable features may be found around the industrial properties that line the rail line.

**Municipal Contact:**

Nancy Connor  
Borough Secretary, Tullytown Borough  
215-945-1560



# Warminster

---

**Address:** Station and Jacksonville Roads

**Transit System/Line:** SEPTA's Regional Rail R2 Warminster

**Municipality:** Warminster Township, Pennsylvania

**Station Type:** Brick building dating from the mid-twentieth century



*From left to right, Warminster station building, outbound train departing platform, station parking lot, and a view of the office and industrial facilities opposite the rail line from the station.*



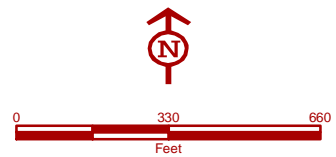
**TOD Inventory**  
 Map 5.1: Station Area Aerial Photo

**Warminster**  
 R2 Warminster

Bucks Co., Pennsylvania



Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000





# TOD Inventory

## Map 5.2: Station Area Land Use

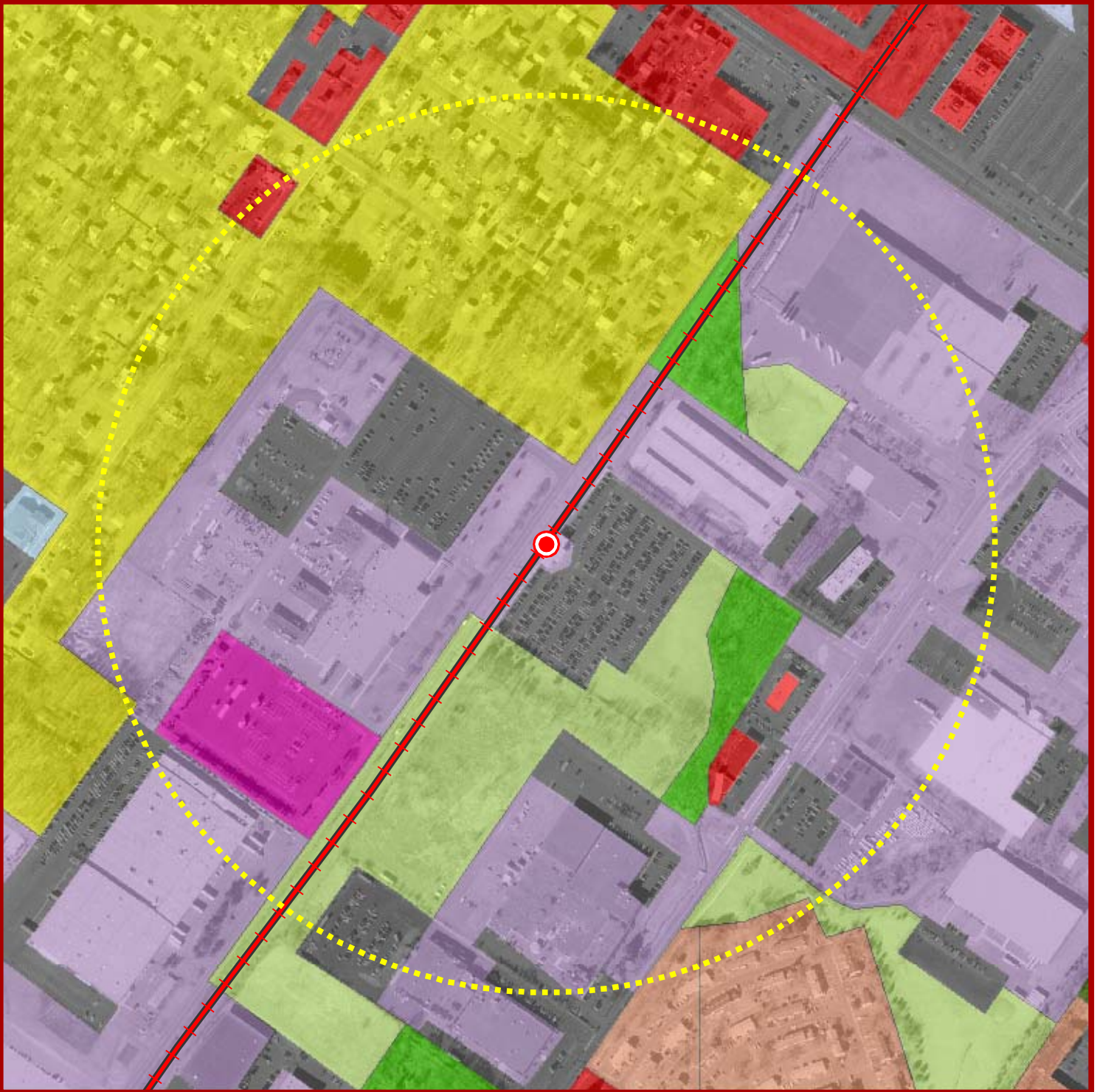
# Warminster

## R2 Warminster

Bucks Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R2 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** A total of 42 trains stop per weekday, with 21 heading toward Center City and 21 heading out. Trains stop about once per hour in each direction with increased service during peak commuting hours. On weekends, 17 trains head toward Center City and 17 head out, resulting in approximately one train per hour in each direction.

**Current Ridership:** 934 boardings per day.

**Connecting Routes:** SEPTA bus routes 206 and 22 (connects to Broad Street Line), Warminster RUSH

**Parking:** SEPTA owns and manages the station lot, which includes 548 daily fee spaces and 125 daily free spaces, for a total of 673 spaces.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Major streets include Jacksonville and Street Roads. Park Avenue runs along the west side of the rail line but cannot be used to access the station. The only entrance into the station parking lot is on Jacksonville Road.

**Street Network:** There are relatively few streets in the station area and Street Road is the only one that crosses the rail line. Street Road is the area's main commercial thoroughfare and Jacksonville Road and Park Avenue serve as the primary access roads for the industrial and warehouse properties that comprise much of this section of Warminster. Blocks are only short and frequent in the small residential neighborhood located on the east side of Jacksonville Road to the north of Warminster Heights Lacy Park.

**Bike Paths:** No.

**Trails:** No.

**Sidewalks:** In general, the station area is not walkable and sidewalks are almost nonexistent.

**Bus Routes:** Yes, SEPTA routes 206 and 22.

**Signage:** Signage directing drivers to the station is inadequate. The station area is also lacking in street signs.

**Wheelchair Accessible:** Yes, ADA compliant.

**Station Patron Amenities:**

**Bike Storage or Racks:** Yes, one rack.

Waiting Room: Yes, though it is uninviting and showing age.

Ticket Office: Yes, open Monday through Friday from 5:30 a.m. until 11:50 a.m.

Ticket Machines: No.

Existing Uses: No.

Restrooms: Yes, separate restrooms for men and women are open for public use.

**Land Uses in Station Area:**

Much of the area between Jacksonville Road and the rail line is allocated to the station's large parking lot. South of the station, Jacksonville Road is lined with light industrial facilities, a strip mall (Dunkin' Donuts, pizza place, car wash, dry cleaners – all fronted by a surface parking lot), a self-storage facility, and a few industrial/office developments. At the southeast corner of Jacksonville and Street Roads are a Wal-Mart and a Sunoco station. At the southern edge of the station area, on the east side of Jacksonville Road, is a small residential community comprised of a few short blocks of low-income twins and quads. Housing in this area is not very well maintained and the neighborhood has almost no sidewalks.

Street Road, to the north of the station, functions as the area's major commercial thoroughfare. In addition to the Wal-Mart, this street is lined with low-end strip malls, surface parking lots, and office/industrial parks. Across the street from the Wal-Mart, at the northeast corner of Street and Jacksonville Roads, a new retirement community is under construction.

Across the rail line from the station, Park Avenue is lined with warehouses, light industrial uses, and a garden center. A few residential streets extend northwest from Park Avenue just below Street Road. The housing in this area is comprised of modest, single-family homes. These streets have no sidewalks and no street lighting.

**Station Building Conditions:** Warminster's station is not as well maintained as some of the others located along SEPTA's Regional Rail lines. The station hall is showing age, chairs are dirty, and landscaping in the parking lot is almost nonexistent.

**Building Conditions of General Station Area:** Fair to poor. Industrial parks are older, housing is in need of repair, and commercial establishments tend to be low-end retail.

**Current Zoning:** Not available.

**Current Comprehensive or Master Plan Characterization of Station Area:**

The most recent comprehensive plan available for Warminster Township dates from 1962 and much of its content is outdated. It does not appear that the R2 ran through Warminster in 1962 because it is not referenced in the transportation section of the report.

The Bucks County Planning Commission is currently in the process of updating Warminster's comprehensive plan. As part of the background research for the new plan, residents were surveyed and asked to identify the top issues facing the Township. The most common responses were the image of the township, traffic congestion, and stormwater management. The forthcoming plan will also include a new policy on growth. Given that vacant land comprises only five percent of Warminster's total area, encouraging infill development that complements the existing fabric of the Township will be a focus of the new plan.

Between 1960 and 1970 the population of Warminster more than doubled. In 1980, the population of the Township peaked at 35,500, and since then has gradually declined. The average age increased from 21.3 in 1970 to 37.9 in 2000, indicating an aging population. Economic development is also an issue, as the Township lost 2,000 local jobs with the closing of the Naval Air Warfare Center.

**Special Studies or Districts:** None.

**Pending Transit Agency or DOT Improvements (including service changes):**

SEPTA plans to use funding from the Rail Stations and Parking Program (TIP # S060) to create up to 260 new parking spaces at the station by the first quarter of 2005. However, the R2 line is slated for possible elimination, pending SEPTA budget cut decisions.

**Development or Redevelopment Potential:**

**Vacant Land in Station Area:** The station area includes several industrial and commercial buildings on enormous lots. In addition, a large vacant parcel is situated next to the station parking lot. Two other vacant parcels are located east of the rail line.

**Brownfields or Superfund site:** There are two Superfund sites within a half-mile of the station: the Fischer and Porter Company and the Naval Development Center. Cleanup has been completed at the 840-acre Naval Development Center at Street Road and Jacksonville Road. Part of the site is currently undergoing redevelopment as an assisted living center. The six-acre Fischer and Porter Company site, at Jacksonville Road and Potter Street, is still being used for commercial and industrial activity. Contaminants in local groundwater were traced to the property in the 1980s, and remedial actions taken. In 1998, the EPA determined that current water treatment systems at the site were sufficient, and were effectively protecting public health. The Henry Sanson and Sons site at 775 Louis Drive is listed in the EPA's CERCLIS database of hazardous waste sites, but is not on the National Priorities List (NPL).

According to the Pennsylvania Department of Environmental Protection, there are two completed Brownfield sites within about a half-mile of the station: the CHQ Reproduction site at 360 Constance Drive, and the Tomlinson Residence at 725 Phillips Drive.

Market Characterization/Development Pressures: In Warminster Township, eight residential building permits were issued in 2000, followed by 17 in 2001 and 205 in 2002. All permits granted in 2000 and 2001 were for single-unit structures. In 2002, five permits were issued for single-unit structures and 200 were granted for units in buildings comprised of three or more dwellings.

Environmental Restrictions: No significant topography or waterways observed on field visit.

**Other Information:**

Site Design: Development in the station area is oriented toward automobiles, not pedestrians. Blocks are long, street lighting and sidewalks are almost nonexistent, few non-residential properties are landscaped, and structures are not architecturally detailed. Commercial and industrial properties are setback from the street and surrounded by large surface parking lots.

**Municipal Contact:**

Judith Smith  
Township Manager, Warminster Township  
215-443-5414



## **Section II: Stations in Chester County**

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**Berwyn**

**Coatesville**

**Downingtown**


**Paoli**

**Phoenixville**


**Thorndale**

# Map II: Chester County Stations

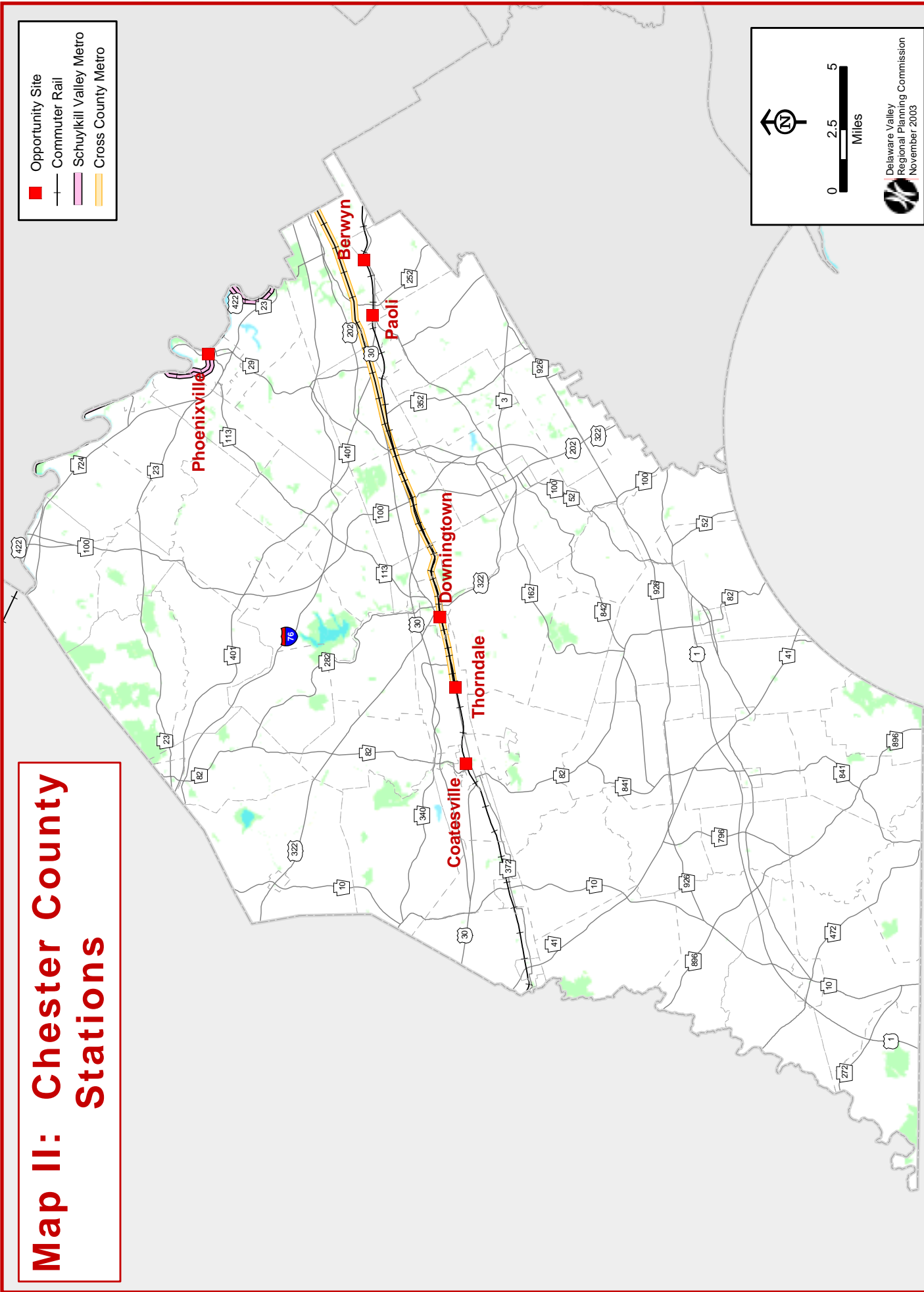
- Opportunity Site
- Commuter Rail
- Schuylkill Valley Metro
- Cross County Metro



0 2.5 5  
Miles



Delaware Valley  
Regional Planning Commission  
November 2003





# Berwyn

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**Address:** Route 30 and Cassatt Avenue

**Transit System/Line:** SEPTA's Regional Rail R5 Thorndale

**Municipality:** Village of Berwyn, Pennsylvania (Easttown and Tredyffrin Townships)

**Station Type:** The nineteenth century station building has been converted into office and commercial space. Two exterior platforms, connected by an ADA compliant pedestrian bridge, now function as the station.



*From left to right, Berwyn station and platform, commercial uses along Route 30 opposite the station, and the streetscape of Route 30 in the Village of Berwyn.*



	Station
	SEPTA Regional Rail - R5
	One-Quarter Mile Radius
	Municipal Boundary

# TOD Inventory

Map 6.1: Station Area Aerial Photo

# Berwyn

R5 Thorndale/Paoli

Chester Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000



# TOD Inventory

## Map 6.2: Station Area Land Use

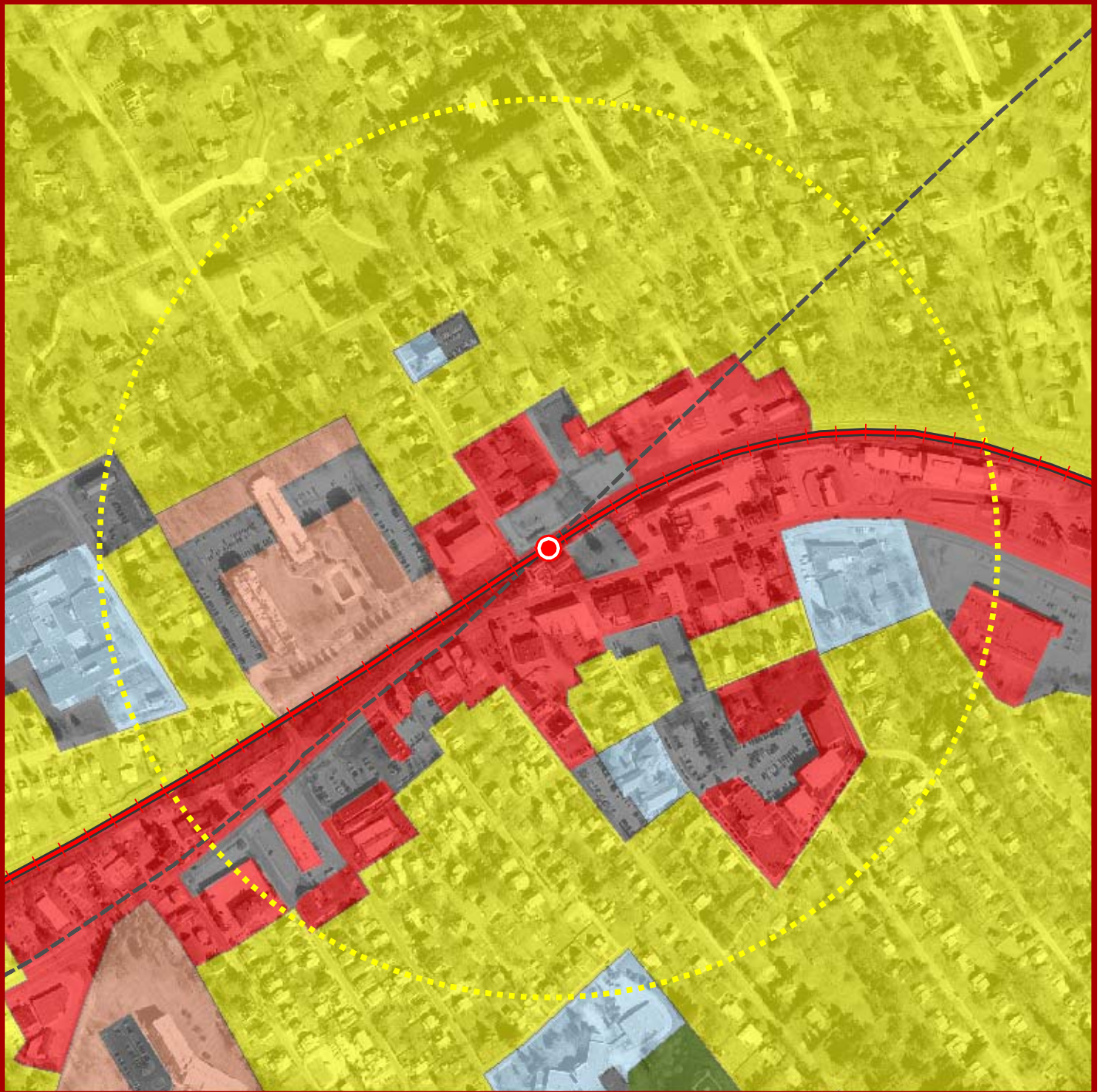


Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# Berwyn

## R5 Thorndale/Paoli

Chester Co., Pennsylvania



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R5 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** On weekdays, 38 trains run inbound to Philadelphia and 41 trains run outbound. Service is twice per hour during the day and hourly after 8:00 p.m. During peak commuting hours, trains run every 10 to 15 minutes. On Saturdays, trains stop about twice per hour during the day; on Sundays, service is hourly.

**Current Ridership:** 315 boardings per day.

**Connecting Routes:** SEPTA bus route 105.

**Parking:** 100 daily fee spaces and 40 daily permit spaces, for a total of 140 SEPTA-owned spaces.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Route 30 is the main station access road. Main Avenue runs south and Howellville Road runs north, connecting Route 30 and the immediate station area with smaller residential streets.

Street Network: Route 30 is parallel the rail line and is the main commercial street in the Village of Berwyn. North of station, blocks are long and streets are lined with homes on large lots. To the south, a network of shorter blocks extends through a more modest residential neighborhood. Although the street hierarchy is fairly well defined throughout the station area, connectivity is poor north of Route 30.

Bike Paths: No.

Trails: No.

Sidewalks: Sidewalks are present along the south side of Route 30 but are intermittent in residential areas. Where sidewalks do exist, some have grass buffers, though this is inconsistent throughout the station area. There is a pedestrian bridge linking the station to the residential area to the north. Pedestrian crossings are not well demarcated.

Bus Routes: Yes, SEPTA route 105.

Signage: Limited to a few signs along Route 30.

Wheelchair Accessible: Yes, ADA compliant.

**Station Patron Amenities:**

Bike Storage or Racks: Yes.

Waiting Room: No, but there are two covered platforms with benches.

Ticket Office: Yes, open weekdays.

Ticket Machines: No.

Existing Uses: The old station building now houses a frame shop and a public relations firm in addition to the SEPTA ticket window.

Restrooms: No

**Land Uses in Station Area:** To the immediate north of the station area are SEPTA parking lots and a few garage/warehouse buildings. Beyond that are blocks of older, late nineteenth/early twentieth century single-family detached homes and twins on medium-sized lots. North of Conestoga Road, homes are newer and lots are much larger. With the exception of the garage/warehouse buildings situated just north of the rail line, land use north of the station is almost exclusively residential. There is also a large apartment building north of the station.

South of the rail line, homes are more modest (smaller dwellings, smaller lots) and there is a more significant presence of twin homes. Housing in this area is generally well maintained. Though mostly residential, this half of the station area also includes scattered parks, schools, municipal buildings, and a few commercial uses.

Route 30 functions as the area's main thoroughfare and commercial street. Buildings are from a range of eras and house a mix of commercial, office, and institutional uses. Some structures, particularly in the immediate station area, are older, pedestrian-scale, and sit close to the street. Others are newer and more auto-oriented.

**Station Building Conditions:** Good. Original station building is well-maintained and occupied by retail uses. Platforms and the pedestrian bridge are also in good condition.

**Building Conditions of General Station Area:** Good. There are some empty storefronts along Route 30, but as a whole, the area is well maintained. Housing in the station area is generally in very good condition.

**Current Zoning:** The Chester County Planning Commission will soon update Easttown Township's zoning ordinance to include special standards for the Village of Berwyn. As far as current zoning is concerned, the business (B), office (PBO), high-density residential (R-5) and apartment (PBA) zoning districts in the station area are fairly transit supportive; however, the single-family residential zones (R-2 and R-3) are not.

From the 1997 Easttown Ordinance:

- R-2 Permits agricultural, conservation, open space, recreational, and low-density residential uses. Minimum lot size is 21,000 square feet; maximum building height is 35 feet.
- R-3 Permits the same uses as R-2, as well as boarding/rooming/tourist housing. Minimum lot size is 14,000 square feet; maximum building height is 35 feet.
- R-5 Permits the same uses as R-3, as well as lodges/clubs, two-family dwellings with separate entrances, and public garages. Minimum lot size is 5,000 square feet; maximum building height is 35 feet.
- B This zoning classification regulates land use in Berwyn's town center. Permitted uses include apartments above stores, retail and personal services shops, and municipal and public utility uses. No new single-family dwellings may be constructed in this zone. Conditional uses include restaurants, offices, shopping centers, entertainment complexes, banks, and hardware stores. In the immediate town center, the minimum allowable lot area is 2,500 square feet, the minimum set back from the right-of-way line is 20 feet, and the maximum building height is 50 feet. Area and bulk regulations for all other areas include a minimum lot area of 30,000 square feet, a minimum front yard depth of 40 feet, and maximum building height of 50 feet.
- PBO/PA Combination of the Planned Business Office (PBO) and Planned Apartments (PA) districts (see below).
- PBO This district is designed to make special provisions for limited business and office uses in selected highway-oriented locations where typical commercial development is not desirable due to its tendency to cause traffic congestion. Allowable uses are determined by lot size. On a lot no less than one-half acre in size, the following uses are permitted: financial institutions, business and professional offices, laboratories for scientific research or testing, educational uses, and wireless communications facilities, subject to other regulations found within the ordinance. On a lot no less than one acre in size, permitted uses include those listed above as well as retail and personal service shops, and sit-down restaurants. Retail, personal service and restaurant uses may not exceed 50 percent of the gross floor area of all buildings constructed, erected, or converted. On a lot no less than two acres in size, sanitariums, nursing or convalescent homes, and hotels/motels are also permitted. The maximum building height for this district is 35 feet.

PA Planned Apartment districts make special provisions for low-lot coverage, multifamily development. A building or a unified group of buildings may be erected in this zone. Every lot on which a multiple dwelling structure is erected or used must have a lot area of not less than five acres. The total number of dwelling units may not exceed 12 per acre, and building heights may not exceed 50 feet.

**Current Comprehensive or Master Plan Characterization of Station Area:**

Berwyn is listed as a “Suburban Center” in *Landscapes, the Chester County Comprehensive Plan Policy Element* (1996). Easttown Township completed a comprehensive plan update in 2002 that recognized Berwyn as a unique place that requires special treatment as a village and train station destination.

**Special Studies or Districts:** None.

**Pending Transit Agency or DOT Improvements (including service changes):**  
None.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: While little vacant land exists in the station area, there are some surface parking lots nearby could be redeveloped.

Brownfields or Superfund Site: There only completed Brownfield site within the station area is the Mack Oil facility at 45 Branch Avenue.

Market Characterization/Development Pressures: Twenty-nine residential building permits were issued in Easttown Township in 2000. Nine were issued in 2001, followed by eight in 2002. All 46 of these permits were issued for structures comprised of one dwelling unit.

Environmental Restrictions: No waterways or significant topography observed at site.

**Other Information:**

Site Design: Along Route 30, the condition of buildings is varied. In the immediate station area, buildings sit close to the street and some are architecturally detailed. Dumpsters, loading docks and other “undesirables” tend to be relegated to rear alleys and back parking lots. Lighting throughout the station area is auto-oriented.

**Municipal Contact:**

Mimi Gleason  
Assistant Township Manager, Tredyffrin Township  
610-408-3602

Gene Williams  
Township Manager and Zoning Officer, Easttown Township  
610-687-3000





# Coatesville

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**Address:** 3<sup>rd</sup> Avenue and Fleetwood Street

**Transit System/Line:** Amtrak Keystone Line

**Municipality:** City of Coatesville, Pennsylvania

**Station Type:** Exterior platform with canopies and a small passenger shelter. Station building is not currently in use.



*From left to right, Coatesville Amtrak station, staircase to platform, view of platform looking east, and a vacant lot on Route 30, Coatesville's main commercial street.*



	Station
	Rail Lines
	One-Quarter Mile Radius
	Municipal Boundary

**TOD Inventory**  
**Map 7.1: Station Area Aerial Photo**

**Coatesville**  
**AMTRAK**

Chester Co., Pennsylvania



Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000

# TOD Inventory

## Map 7.2: Station Area Land Use

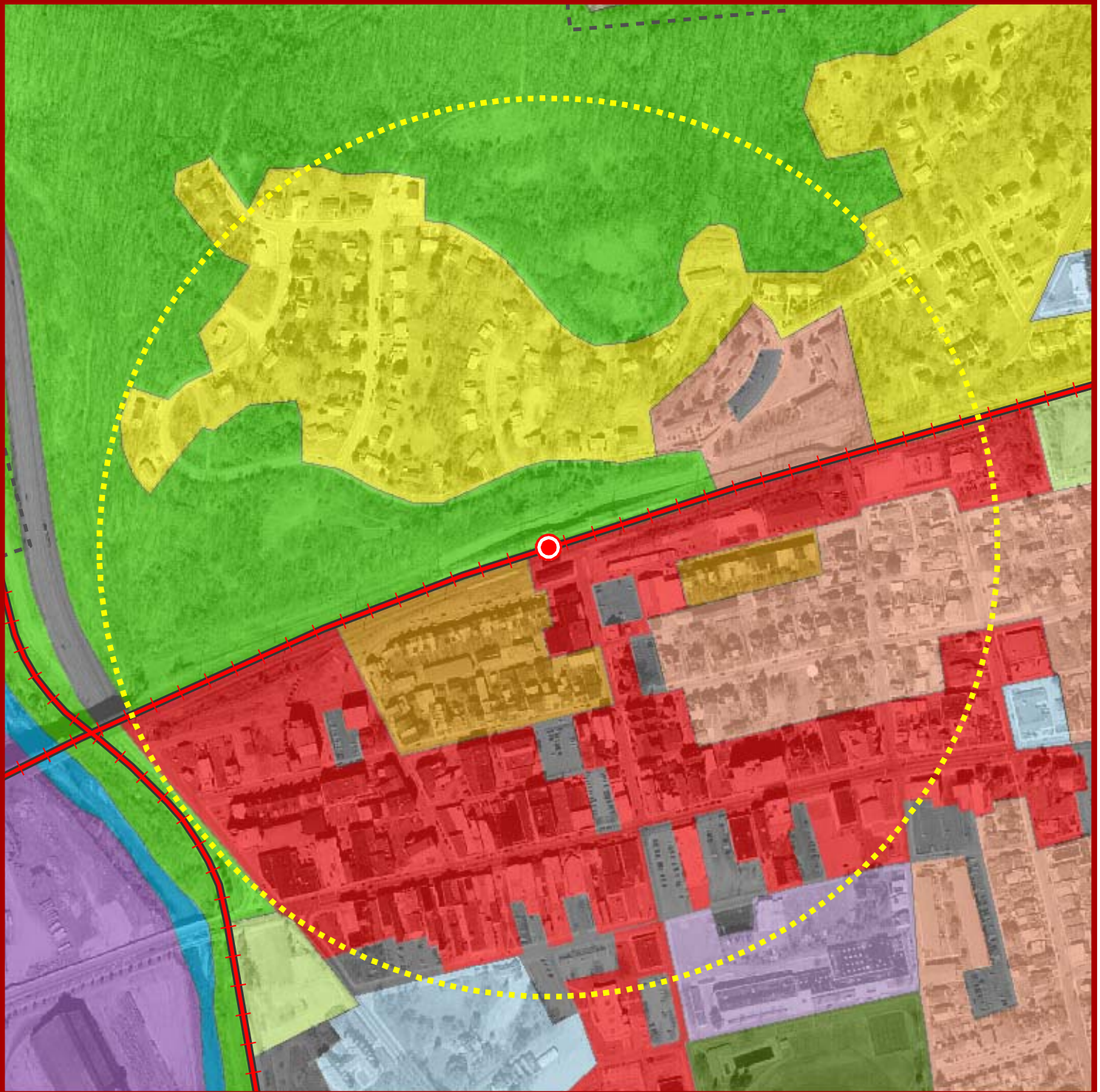
# Coatesville

AMTRAK

Chester Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R2 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** On weekdays, the station is served by six trains per day. On weekends, four trains stop at the station per day.

**Current Ridership:** Approximately 200 boardings per month (based on annual data for Fiscal Year 2002).

**Connecting Routes:** The Transportation Management Association of Chester County (TMACC) sponsors a number of bus routes in Coatesville that are operated by Krapf's Coaches. Coatesville Link Day Service is a circulator bus that runs along Route 30 until 7:00 p.m. weekdays. Coatesville Link Evening Service runs after 7:00 p.m. Krapf's Transit Route A runs on weekdays and weekends from Coatesville to West Chester. Coatesville Link West offers hourly bus service on weekdays and Saturdays from Coatesville to Parkesburg. The nearest stop to station is at 3<sup>rd</sup> Avenue and Harmony Street in downtown Coatesville. The Southern Chester County Organization on Transportation (SCCOOT), a Southern Chester County Chamber of Commerce Organization, has recently begun ScOOT-2, a special subscription bus service from Oxford to Coatesville. ScOOT-2 buses operate on weekdays and connect Oxford residents to Careerlink Classes in Coatesville.

**Parking:** No dedicated parking.

**Infrastructure:** Sewer and water infrastructure.

**Access:**

**Roads:** First Avenue, Third Avenue, Fleetwood Avenue, and Route 30 are the main roadways in the station area. Numbered streets run north and south, while named streets run east-west.

**Street Network:** Streets to the south of the station follow a grid pattern. Many of the roads in this area are narrow and follow a distinct street hierarchy. To the north of the station, the topography is hilly and the street pattern more suburban, with long winding roads and limited connectivity.

**Bike Paths:** None in immediate station area, though there are bike lanes along Route 30.

**Trails:** No.

**Sidewalks:** South of the station, pedestrian crossings are adequate and most streets are lined with sidewalks, although many are narrow and showing age. Sidewalks and pedestrian crossings are more sporadic to the north of the station.

**Bus Routes:** Yes, see Connecting Routes above.

Signage: Inadequate. There is a sign on Route 30 directing passengers to the station; however, the Third Street station building does not have a sign identifying it as any sort of transportation center.

Wheelchair Accessible: No.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: No.

Ticket Office: No.

Ticket Machines: No.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** Land uses surrounding the Coatesville Amtrak station are a mixture of residential and commercial uses, and undeveloped wooded land. Route 30, located four blocks south of the rail line, is the main commercial street and appears to be declining. Harmony Street, located one block south of Route 30, has a number auto-oriented uses, such as auto-repair shops. A number of surface parking lots, and vacant and underutilized properties are also located in this area. The blocks between Route 30 and the station are mostly residential and lined with rowhouses and twins, any of which are in fair to poor condition. To the north of the rail line is a garden apartment complex and some single-family housing. Further north are several acres of wooded land. On-street parking is permitted south of the rail line, while the garden apartments to the north are fronted by small parking lots.

**Station Building Conditions:** The station is a two-story brick Italianate station built in 1865, and is the oldest remaining station along the Pennsylvania Railroad's Main Line from Philadelphia to Harrisburg. The station features period windows with decorative flat and segmental hoods and arcaded passageways. The station's design echoes the architectural and industrial history of Coatesville and the adjacent Coatesville Historic District. According to Preservation Pennsylvania, Inc., the preservation of the station is threatened by its 20-year abandonment and underutilization by the City of Coatesville. The building is in overall fair condition, but is suffering from neglect and vandalism. There is evidence of water infiltration, with possible need for replaced roof or new flashing, some mortar repair, paint and some window and door repair. Platform surfaces are uneven and do not have a tactile warning edge. The station is owned by Amtrak but leased to the City of Coatesville.

**Building Conditions of General Station Area:** Properties in the area are generally in poor condition.

**Current Zoning:** The station is located in a Light Industrial I-1 district. To the south are Commercial C-1 and C-2 districts, and to the north is a large Residential Conservation (RC) district. The residential areas in the station area allow development at densities that may support TOD.

- I-1 Light Industrial District. Permitted uses include light industrial centers and offices, warehouses, distribution centers, mass transit terminals, government/public buildings, commercial/trade schools, parking lots, hardware stores, lumberyards, and many of the commercial uses allowed in C-1 and C-2 districts, provided they conform with certain provisions for adaptive reuse.
- C-1 Neighborhood Commercial District. Permitted commercial uses should be of a scale that is compatible with residential neighborhoods. Permitted uses include single-family dwellings, restaurants, banks, health/fitness facilities, playhouses, medical clinics, and residential conversions.
- C-2 Central Business District. Permitted uses include single-family dwellings, banks, health/fitness facilities, day care centers, hotels, nursing/life-care facilities, medical clinics, retail, offices, restaurants, playhouses, and movie theaters. Structures cannot exceed 80 feet in height without special permission.
- RC Residential Conservation District. Contains areas with sensitive natural features (as defined in adopted plans) and areas that contain residential neighborhoods or structures on tracts or lots with sensitive natural features. Permitted uses include single-family detached dwellings, passive and active recreational uses, cemeteries, residential conversions, government/municipal buildings, group homes, and agricultural uses. Minimum lot size for single-family detached dwellings is 8,000 square feet, or 4,000 if it is part of a cluster development.
- RN-4 RN-4 Residential Neighborhood District. Includes neighborhoods that contain a mix of dwelling types, including single-family detached, semidetached (twins), attached (rowhouse), and multi-family consisting of residential conversions and apartment buildings. The district is designed to provide for a variety of housing types while maintaining the existing character of the neighborhoods. Certain nonresidential uses are also permitted under defined guidelines. Minimum lot size is 4,800 square feet for single-family detached, 2,500 for single-family semi-detached, and 1,800 for single family attached. The maximum permitted density for multi-family developments is 24 units per acre.

**Current Comprehensive or Master Plan Characterization of Station Area:**

Coatesville's *Urban Center Revitalization Plan*, the most recent version of its comprehensive plan, was adopted in December 2002. The plan advocates developing a new drop-off area and surface parking lot north of Coatesville station, and improving the local pedestrian network by enhancing lighting and sidewalks. (The city anticipates Amtrak, SEPTA or another potential partner will undertake the renovation of the station building.) The plan also calls for the construction of an intermodal transportation center on Route 30 that would serve bus passengers and provide them with easy access to rail transit. Coatesville is a designated Main Street Community with a Main Street manager program. Additionally, Coatesville lies within Chester County's only Enterprise Zone, and the city's entire central business district is located in a HOPE VI Project Target Area. Through the HOPE VI program, Coatesville is eligible for federal funding for demolition, construction, and rehabilitation efforts, as well as for developing community and support services.

**Special Studies or Districts:**

*Train Station Parking Feasibility Study and Facade Project* (pending), a 2002 DVRPC TCDI project, will study the feasibility of constructing an at-grade parking and/or helical-type, three-level parking garage adjacent to the Coatesville Train Station. It is the intent of the Borough to create over 200 additional parking spaces to service the train station. The expansion of parking at the train station is being pursued in part to meet the increased demands for parking that will result from the planned revitalization of Coatesville's downtown and to further stimulate the on-going revitalization process. Through the expansion of parking and the subsequent redevelopment of the Coatesville Train Station, the City hopes to increase rail ridership in the Coatesville area, maintain and expand the number of Amtrak stops in Coatesville, re-establish SEPTA service to Coatesville, and provide an economic stimulus for the station area and along Third Avenue. Tom Committa and Associates is the consultant on the study.

*Flats Reuse and Waterfront Project* (pending), a 2003 DVRPC TCDI project, is a feasibility study that will identify the appropriate reuse of the Flats, an eight-acre, former industrial site (brownfield). The Flats lies north of Route 30, west of PA Route 82 and is bisected by the Amtrak rail line. The area is within walking distance of the Coatesville train station. Coatesville hopes to optimize the site's potential for mixed-use development and a creek walk. The study will also address ways to eliminate the division of land created by the rail line, and develop tactics to connect the station area to downtown Coatesville and the Lukens (Steel) National Historic District.

*Exchange Report*, a publication of the 2002 Chester County Countryside Exchange, a program of the Glynwood Center and sponsored by the Chester County 2020 Trust, recommends integrating and enhancing the area's transportation system as one of the more promising ways of addressing many of the challenges facing Coatesville. A variety of transportation infrastructure exists in the Coatesville area but none of it is integrated, and this has contributed to the presence of sprawl in the surrounding area. Transit should be enhanced. The report also recommends redeveloping or enhancing five landmarks in Coatesville: 1) the historic railway viaduct/bridge, which could be

developed as the gateway to the city; 2) the Brandywine River waterfront; 3) the steel mill, an important part of Coatesville's heritage, where the city could open a history museum; 4) Main Street; and 5) the railway station.

**Pending Transit Agency or DOT Improvements (including service changes):** None.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There is significant wooded land to the north and possible opportunities for infill development on the surface parking lots located near Route 30.

Brownfields or Superfund site: The Lukens Steel Company Property at 50 South First Avenue is listed in the EPA's CERCLIS database as a hazardous waste site. It is not on the National Priorities List (NPL). A Federally led site inspection was completed in 1996.

The Flats area is a Brownfield site (see TCDI study above). The Pennsylvania Department of Environmental Protection lists the Penn Crossing site, at 10<sup>th</sup> and Merchant Streets, as an in-progress Brownfield site. There is also a Special Industrial Area site at the Devitt's Hardware Store site at 26 South First Avenue.

Market Characterization/Development Pressures: In the 1950s, Coatesville was the economic center of western Chester County. The next three decades saw decline and the spread of blight and urban decay. This was due in part to many factors: the local Lukens Steel Mill was drastically downsized from 6,000 to 1,100 workers, due to the popularity of electric furnaces; Lukens Steel moved their administrative offices from downtown to South Coatesville; shoppers fled the city when the nearby Exton Mall opened in the 1970s, causing small downtown businesses to suffer; a new highway bypass on Route 30 steered traffic away from downtown; and the development of the Oak Street housing project brought increased crime and drug use to the community. In 2000, the median value of a Coatesville home was \$77,500, less than half the median value for Chester County at large.

Recently, the City Manager has recommended the renovation of residential and commercial buildings in downtown Coatesville. A \$5 million activities center is proposed for a site next to City Hall. The center would house a gym, a multi-purpose room, and possibly a day-care center. Also proposed are a \$1 million road-pavement program and trash-pickup service for city parks. Given the surrounding wealth and growth pressures in Chester County, Coatesville could be well poised for future growth if the city is able to revitalize its core and stem further decline.

In the City of Coatesville, 45 residential building permits were granted in 2000, followed by 83 in 2001 and 64 in 2002. All the permits granted in Coatesville during these three calendar years were for single-unit structures.

Environmental Restrictions: None known.



**Other Information:**

Site Design: Buildings sit close to street and some along Route 30 have unique architectural detailing. Lighting is auto-oriented, though streets are generally pedestrian scale.

**Municipal Contact:**

Paul Janssen  
City Manager, City of Coatesville  
610-384-0300, ext. 3126



# Downingtown

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**Address:** Route 30 and Stuart Avenue

**Transit System/Line:** SEPTA's Regional Rail R5 Thorndale; SEPTA's proposed Cross County Metro; Amtrak Keystone and Pennsylvanian service

**Municipality:** Downingtown Borough, Pennsylvania

**Station Type:** Platform with covered waiting area







*Downingtown train station*



*Route 30 streetscape*



-  Station
-  SEPTA Regional Rail - R5
-  One-Quarter Mile Radius
-  Municipal Boundary

## TOD Inventory

Map 8.1: Station Area Aerial Photo



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

## Downingtown

R5 Thorndale/Paoli

Chester Co., Pennsylvania



# TOD Inventory

## Map 8.2: Station Area Land Use

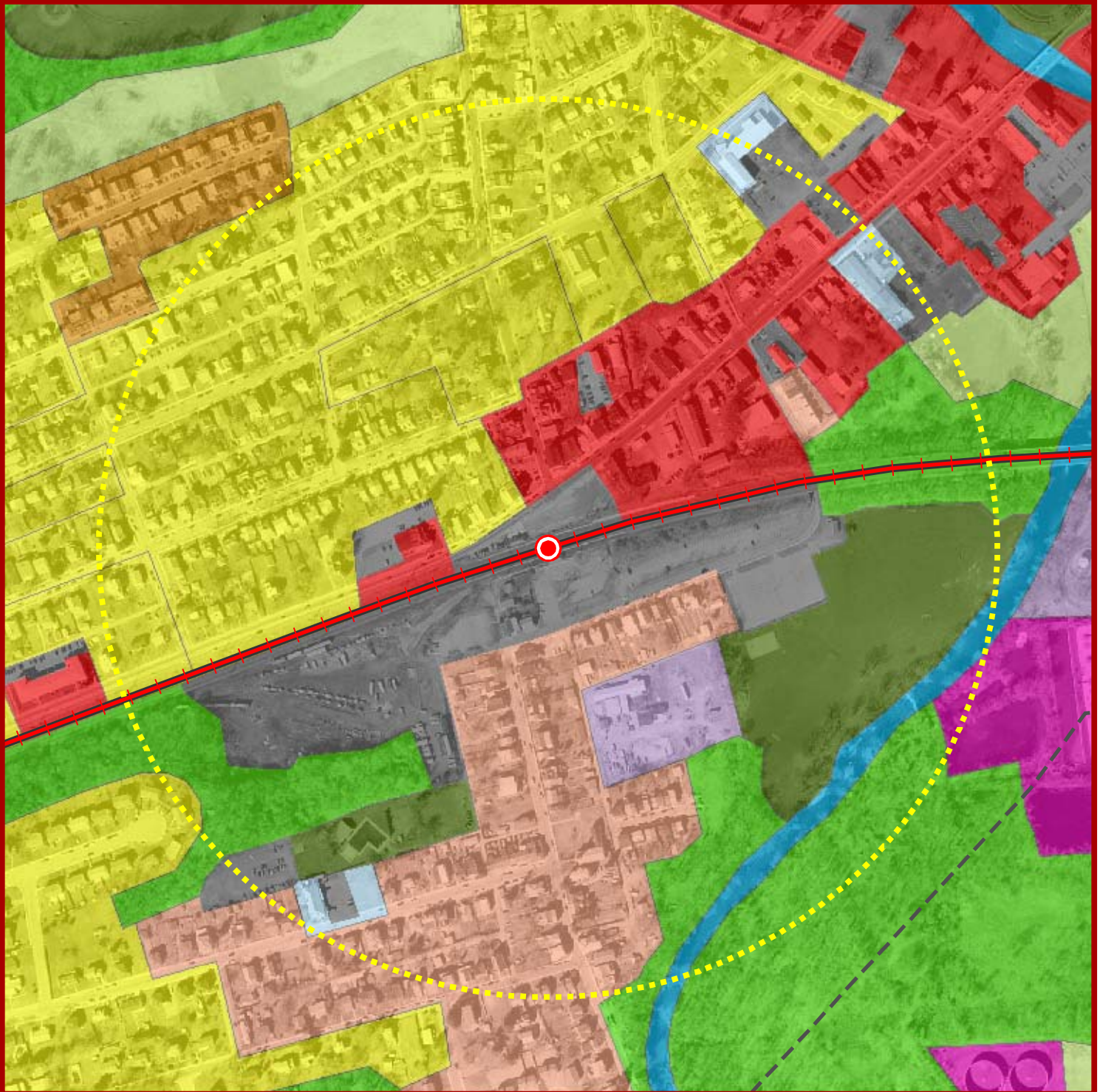


Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# Downingtown

## R5 Thorndale/Paoli

Chester Co., Pennsylvania



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mngf - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R5 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mngf - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** SEPTA: On weekdays, the station is served by 17 trains in each direction, about one train per hour with service increased to two trains per hour during peak commuting times. On Saturdays, ten trains run in each direction, about one train every 90 minutes to two hours. No SEPTA trains service the station on Sundays. Amtrak Keystone: On weekdays, ten trains run in each direction, about one train every one to two hours. On weekends, the station is served by five Keystone trains running in each direction, about one train every two to three hours. Amtrak Pennsylvanian: One train in each direction seven days a week.

**Current Ridership:** R5: 275 boardings per day. Amtrak: Approximately 1,000 boardings per month (based on annual data for Fiscal Year 2002).

**Connecting Routes:** Amtrak to Central Philadelphia, Krapf Transit Route A, Chester County Paratransit

**Parking:** 213 daily fee spaces, SEPTA-owned, leased and operated.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Route 30 runs east-west in front of the station. Manor Avenue extends northwest-southeast, just north of the station, and Downing and Viaduct Avenues connect the station area to several smaller streets.

Street Network: The street network is more of a grid pattern to the north of the station. To the north and south of the rail line, there are a few dead-end streets and some blocks are long. Streets are narrow and have a defined hierarchy.

Bike Paths: No.

Trails: No.

Sidewalks: Intermittent. Sidewalks are located along Route 30, on many residential streets, and in the immediate station area. Grass planting strips separate pedestrians and automobiles on most streets.

Bus Routes: Yes, Krapf Transit Route A.

Signage: Good.

Wheelchair Accessible: No.

**Station Patron Amenities:**

Bike Storage or Racks: Yes.

Waiting Room: There is a semi-enclosed shelter.

Ticket Office: No.

Ticket Machines: No.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** The housing north of the station is primarily single-family detached residential, with some twins and apartments closer to the rail line. South of the station are more twins and attached single-family homes. Single-family detached dwellings begin to appear as one moves farther south from the station. Downingtown is known as "A Main Street Community," and Route 30 is Downingtown's traditional "Main Street," with local businesses and an interesting variety of old and new architectural styles and details. Route 30 is a mix of commercial and residential uses, with the highest concentration of commercial uses lying roughly a quarter mile east of the station. Buildings generally come up to the lot line and an effort has been made to create a walkable environment in the commercial core, with street trees and pedestrian-scale lighting. The East Lancaster Avenue Historic District (Route 30) was placed on the National Register of Historic Places in 1979 and there are 20 historic structures within the district. Within a quarter mile of the station, there are a few surface parking lots (including the SEPTA lot to the south of the station and a municipal lot to the east). Properties are fairly well kept, there is very little vacant land, and there are no auto-oriented uses. Johnstown Park, directly southeast of the station, and Kerr Park, just north of the historic district, are large, well-maintained public spaces. The East Branch of the Brandywine Creek bisects Downingtown east and west, while Route 30 divides the north and south.

**Station Building Conditions:** The station is new and in good condition. Downingtown's historic train station burned down in 1992.

**Building Conditions of General Station Area:** Good. On Route 30, older commercial and residential buildings sit close to the street. About a quarter mile east of the station is Downingtown's town center, which is pedestrian scale and appears newly revitalized.

**Current Zoning:** The station is sited between a commercial district and a heavy industrial zone. Just beyond it, though still in the station area, are residential blocks where relatively high-density housing is permitted. The station area also includes some parks and open space. The nature of the heavy industrial area may impact the ability of this area to support TOD.

C-1            General Commercial District. Permits retail, personal services, restaurants, religious uses, places of amusement, offices, financial institutions, museum/library/educational/cultural uses, and studios for performing and visual arts. The minimum lot size is 2,500 square feet,

while the maximum building height is four stories or 45 feet (whichever is less).

- I-2 General Industrial District. Allows a wide range of industrial uses, including the manufacture of corrosive materials, dumping, blast furnaces, oil refining, etc. The minimum lot area is 3 acres and the maximum building height is 35 feet.
- R-3 Single-Family Detached/Attached and Two-Family Residential District. Permits single-family detached as well as two-family and townhouse dwellings. Religious and educational uses, community centers, libraries, private clubs, and the conversion of single-family dwellings into two units are also allowed. For single-family detached dwellings, the minimum lot size is 8,400 square feet, while the minimum lot width and building setback line is 70 feet, the maximum building height is 35 feet. For two family dwellings, the minimum lot size is 5,000 square feet per family. For townhouse dwellings, the minimum tract size is two acres (unless a special exception is granted) with a maximum allowable density of eight dwellings per acre.
- R-4 Single-Family/Two-Family/Multifamily Residential District. Permits single-family detached and two-family dwellings. Multi-family dwellings are also allowed, although quadraplexes are only permitted as a conditional use. Senior housing, educational facilities, community centers, places of worship, libraries, private clubs, and funeral homes are also allowed in the R-4 zone. Single-family dwellings may be converted into two dwelling units. For single-family detached dwellings, the minimum lot size is 6,000 square feet, the minimum lot width and building setback line is 60 feet, and the maximum building height is 35 feet. For two family dwellings, the minimum lot size is 4,000 square feet per family. For townhouse dwellings, the minimum tract size is two acres (unless a special exception is granted), and maximum density is eight dwellings per acre. For apartments, the minimum tract size is two acres, and the maximum density is ten dwellings per acre.
- P Public Park District.

**Current Comprehensive or Master Plan Characterization of Station Area:**

*Downingtown Borough Comprehensive Plan (Second Draft, September 1993)* proposes moving the Downingtown station to a location nearer to the borough's downtown. The new station, the study suggests, could serve as a regional transit center that would also incorporate bus and carpool/vanpool facilities into its overall design. Pedestrian paths linking the station area and downtown could also be provided. Additionally, the plan recommends synchronizing bus and train schedules, and maintaining the bus service provided between West Chester and Coatesville. The plan cites SEPTA's proposed Cross County Metro project as a means of bringing new business to Downingtown and



encourages the borough and its leaders to support the project. Downingtown is listed as an “Urban Center” in *Landscapes, the Chester County Comprehensive Plan Policy Element* (1996), and is a Keystone Opportunity Zone (KOZ). The borough is currently preparing a comprehensive plan/urban center revitalization plan.

**Special Studies or Districts:**

*Downingtown Keystone Opportunity Zone* (pending), a 2003 DVRPC TCDI project, will examine development alternatives set forth by an earlier study examining the station area. The area around the Downingtown train station – which includes the station proper, its 20-acre Amtrak maintenance yard (brownfield), and surrounding residential areas – was awarded Keystone Opportunity Zone (KOZ) status in 1999. These parcels were designated as tax-free, and any development on the maintenance yard requires a unified development plan promulgated through the planning commission and approved by Borough Council. In 2000, the borough, together with DVRPC, funded a four-day charrette in which community members and stakeholders came together to discuss their visions for the site. The planning firm Torti-Gallas managed the charrette and provided an initial plan for the development of the site. The charrette document identified vehicle and pedestrian access issues as the central challenge in redeveloping the site. The development alternatives include access improvements such as widening tunnels, extending roads, replacing bridges, and creating ways for pedestrians to reach the new transportation center and surrounding mixed-use development proposed for the site.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

    \$ *Cross County Metro – Trenton to Thorndale Inter-Suburban Passenger Line* (TIP #S031) is a SEPTA project with funding of \$2.476 million in Fiscal Year 2003. The Cross County Metro will provide transit service from the vicinity of Trenton, Mercer County to Thorndale, Chester County, traversing Montgomery and Bucks Counties. This line is intended to fill a key missing link in the provision of public transportation service in southeastern Pennsylvania by providing for inter- and intra-suburban trips to shopping, industrial/office and residential concentrations. At the same time, the Cross County Metro will facilitate intermodal connections to SEPTA’s existing service, potential park and ride lots located along the Pennsylvania Turnpike and US Route 202, and feeder bus service between the proposed stations and nearby development concentrations.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: The Amtrak maintenance yard is the largest underutilized site in the station area. In general, Downingtown has very little vacant land.

Brownfields or Superfund site: See summary of 2003 TCDI project above. The Pennsylvania Department of Environmental Protection also lists the Madiro Property at 21 East Lancaster Avenue as a remediated Brownfield site.

Market Characterization/Development Pressures: In Downingtown Borough, 41 residential building permits were granted in 2000, followed by 32 in 2001 and 56 in 2002. All of the permits granted in Downingtown during these three calendar years were for single-unit structures.

Environmental Restrictions: None known.

**Other Information:**

Site Design: Buildings generally sit close to the street and many are architecturally detailed. Street trees and other landscaping are limited to the immediate station area and Downingtown's historic district. Kerr Park, just north of the historic district, is attractive and well maintained. Pedestrian-scale lighting is limited to Route 30.

**Municipal Contact:**

Mark Possenti  
Borough Manager, Downingtown Borough  
610-269-0344, ext. 203

# Paoli

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**Address:** North Valley Road and Route 30

**Transit System/Line:** SEPTA's Regional Rail R5 Thorndale; Amtrak Keystone, Pennsylvanian, and Three Rivers service.





**Municipality:** Tredyffrin Township, Pennsylvania

**Station Type:** Building with outside platform



*From left to right, Paoli station building, pedestrian-oriented commercial development along Route 30, afternoon traffic on Route 30, and the intersection of Route 30 and North Valley Road.*



-  Station
-  SEPTA Regional Rail - R5
-  One-Quarter Mile Radius
-  Municipal Boundary

## TOD Inventory

Map 9.1: Station Area Aerial Photo

## Paoli

R5 Thorndale/Paoli

Chester Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*



# TOD Inventory

## Map 9.2: Station Area Land Use

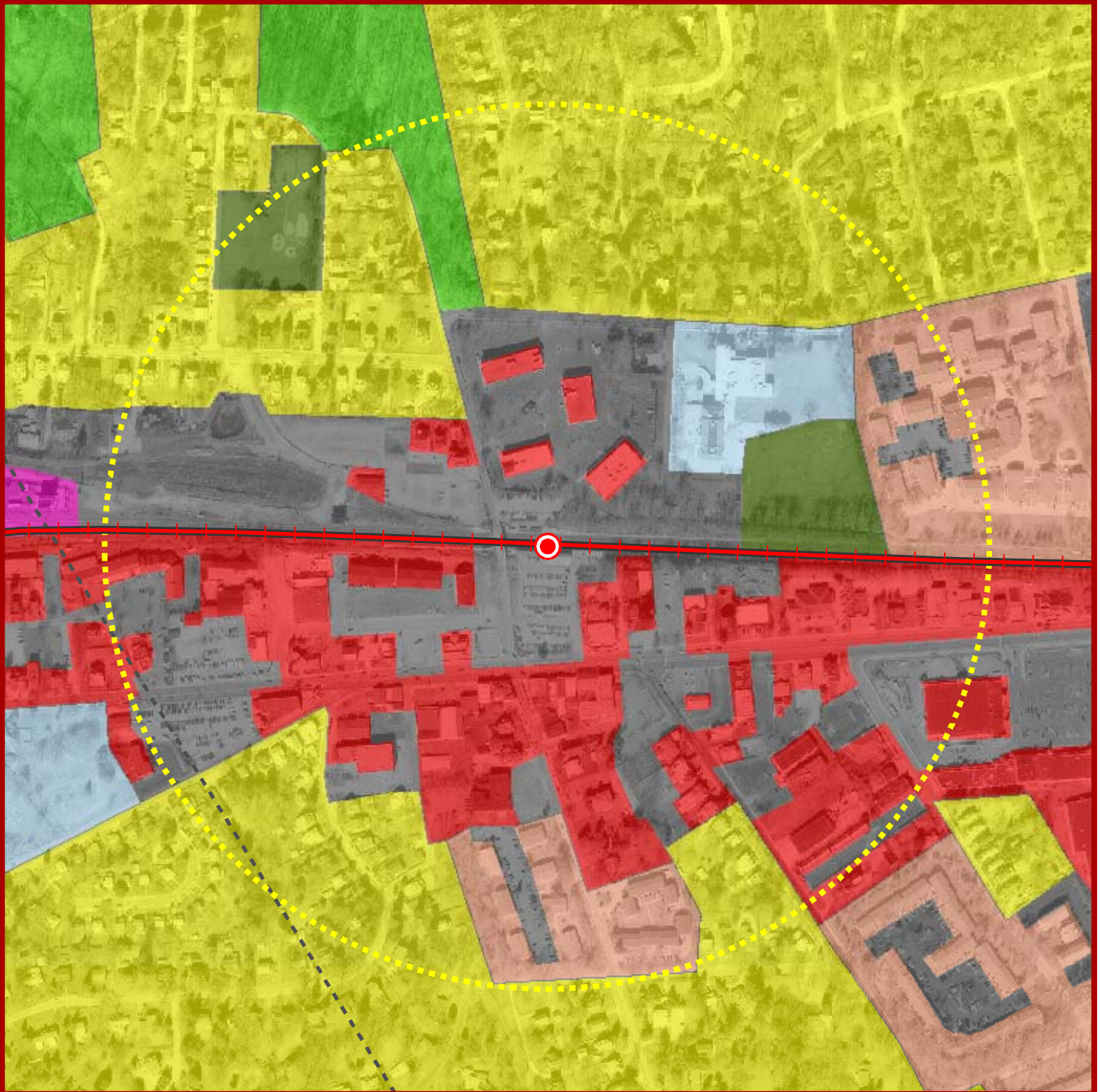


Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# Paoli

R5 Thorndale/Paoli

Chester Co., Pennsylvania



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R7 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** SEPTA: On weekdays, 39 trains per day, about twice per hour until 7:00 p.m. and once per hour thereafter. Several additional trains run during peak commuting hours, servicing the station about once every 10 to 15 minutes. On Saturdays, 26 trains run in each direction, stopping twice per hour until around 4:00 p.m., when service is reduced to one train per hour. On Sundays, 17 trains travel in each direction, about one train per hour. Amtrak Keystone: On weekdays, 10 trains in each direction, about one train every one to two hours. On weekends, 5 trains in each direction, about one train every two to four hours. Amtrak Pennsylvanian: One train in each direction per day on weekdays and weekends. Amtrak Three Rivers: One train in each direction per day on weekdays and weekends.

**Current Ridership:** R5: 1,501 boardings per day. Amtrak: Approximately 80 to 90 boardings per day (based on annual data for Fiscal Year 2002).

**Connecting Routes:** Amtrak to Central Philadelphia, SEPTA bus routes 105, 118, 133, 204 and 206.

**Parking:** 176 daily fee spaces and 309 permit spaces for a total of 485 spaces, all SEPTA-owned.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Route 30, Paoli Pike, and Route 252 are the major roads, while Valley Road is a minor road in the station area.

Street Network: The street network in Paoli is fairly irregular. There are a number of major arterials in the station area, including Route 30, Paoli Pike, and Leopard Road. The residential areas opening off these roads tend to have relatively long blocks and demonstrate a hybrid pattern, with a mix of curvilinear roads and a straight grid. Residential streets are narrow, and the difference between neighborhood streets and arterials is clear.

Bike Paths: No.

Trails: No.

Sidewalks: Sidewalks exist around the station area, but are inconsistent in the residential areas. Where sidewalks do exist in residential areas, there is usually a tree lawn separating pedestrians from the road. Pedestrian crossings are difficult, especially on Route 30. There are no buffers between pedestrians, bicyclists, and autos on Route 30.

Bus Routes: Yes, SEPTA routes 105, 118, 133, 204 and 206.

Signage: Insufficient.

Wheelchair Accessible: No.

**Station Patron Amenities:**

Bike Storage or Racks: Yes.

Waiting Room: Yes, with benches. Additionally, the outside platform has a significant amount of covered seating.

Ticket Office: Yes, open weekdays.

Ticket Machines: Yes, Quik-Trak Amtrak machines only.

Existing Uses: Vending, ATM.

Restrooms: Yes.

**Land Uses in Station Area:** The station area is comprised of significant commercial land uses with surface parking and, farther out, single-family detached homes. SEPTA owns a large surface parking lot that surrounds the station building. Route 30 is lined with commercial strip development with office uses concentrated north of the station off North Valley Road. Although the station area includes a variety of housing types, residences are primarily single-family detached. To the south, a few apartment buildings are located just beyond Route 30. As one moves farther south and away from the rail line houses tend to be bigger and situated on larger lots than those to the north of the rail line. In general, the neighborhoods east of North Valley Road appear to be the area's more affluent. Much of the commercial development along Route 30 is auto-oriented and fronted by surface parking. Still, Route 30 has also retained some of its older commercial structures, which are architecturally detailed and situated close to the street. The Paoli Shopping Center is located on the south side of Route 30 at the eastern edge of the station area. The shopping center includes several upscale retail stores and is fronted by a large surface parking lot. Recent improvements to the shopping center include the installation of pedestrian-scale lighting and enhanced landscaping.

**Station Building Conditions:** Paoli station was built in 1954 and, while the exterior is not particularly attractive, its interior is clean and well maintained.

**Building Conditions of General Station Area:** Buildings are in good condition but open land is very limited.

**Current Zoning:** Treddyffrin and Willistown Townships have completed a community planning study for the Paoli Business District and are now working on zoning provisions to allow for higher density development around the proposed transportation center (see discussion of special studies and pending transit agency improvements, below). The station is currently located in a C-1 Commercial district. Although this zone, as well as

the apartment and institutional districts that lie within the station area, are fairly transit supportive, the significant presence of large-lot residential zoning may pose a challenge to the success of TOD in Paoli.

- R-1 Residence District. Permitted uses include single-family detached dwellings, township administrative buildings, public libraries, parks/playgrounds/recreation areas, and other uses owned or operated by public or private nonprofit agencies. For residential uses, the minimum lot area is 30,000 square feet, the minimum width is 100 feet at the building line, and maximum building height is 35 feet or three stories.
- R-3 Residence District. Permitted uses include all those described under R-1, as well as transit stations and clubs/lodges by special exception. For residential uses, the minimum lot area is 12,000 square feet, the minimum lot width is 70 feet at the building line, and the maximum building height is 35 feet or three stories.
- R-4 Residence District. In addition to the uses permitted under R-1, the R-4 district allows special exceptions to be granted for the development of single-, two- and multi-family semidetached and attached dwellings (including some forms of cluster development), as well as for the siting of mobile home parks. Multi-family dwellings may not include more than six units in one building.
- C-1 Commercial District. Permitted uses include retail shops, food stores, restaurants, financial institutions, offices, clubs/lodges, municipal/public buildings, and apartments for one family in combination with a permitted store or other business establishment. Special exceptions may be granted to allow educational and religious uses, personal services, parking lots serving more than one establishment, fast-food restaurants, public utility facilities and “custom shops” (i.e. bakers, dressmakers, repair shop, laundromat). The minimum lot size is 10,000 square feet. The lot area of apartment complexes must comprise at least 2,900 square feet per dwelling unit. No structure may exceed 25 feet in height.
- P-A Planned Apartments. Permitted uses include single-family detached dwellings (must be located on a lot held in single and separate ownership prior to being reclassified as PA District), and – upon the approval of a “special exception” – multi-family dwellings or clusters of dwellings, which may include single-family detached or attached dwellings; two-family detached, semidetached or attached dwellings; or multi-family dwellings. The minimum lot area is three acres, and the minimum lot width is 200 feet. Maximum building heights range from 35 feet in P-A1 zones to 55 feet in P-A2. The maximum amount of dwelling units permitted in a given development is based on lot area and the size of the individual units. In



general, one unit may be constructed for every 2,500 to 4,500 square feet of lot area.

- I-O Institutional Overlay District. Permitted uses include residential care facilities for the elderly, health care facilities, schools, and places of worship. The lot area shall not be less than 10 acres and the lot width shall not be less than 400 feet, with a minimum of 200 feet of frontage on an arterial highway or collector road. The height of any building shall not exceed three stories or 35 feet, whichever is less.

**Current Comprehensive or Master Plan Characterization of Station Area:** The *Tredyffrin Comprehensive Plan* (1987) says little about public transportation services and stations in the township. According to the plan, private shuttle services have been created within larger residential developments to link neighborhoods with transit facilities. The 1987 plan also advocates expanding parking facilities. In the 1970's and 1980's, Tredyffrin experienced a great deal of office development along Route 202, the township's principal arterial route. Paoli developed as a major terminus of Philadelphia commuter traffic in the late 19<sup>th</sup> century. The whole of Tredyffrin remained largely agricultural until the late 20<sup>th</sup> century. In 1986, over 5,000 of Tredyffrin Township's 12,800 acres were used for single-family homes. In 1977, the *Paoli Plan* was made part of the township's comprehensive plan. The Paoli effort was aimed at the continued strengthening and improvement of the Paoli business district through new development and redevelopment. The local business community collaborated on and supported the plan. The goals of the plan included improving vehicular and pedestrian circulation, increased parking, and unified design and landscaping themes. The plan was implemented through the creation of a "Special Paoli Development District" (SPDD) that supplements existing zoning regulations.

By the mid-1980's, the population of the township was relatively stable, increasing by only a few hundred people per year, and new development was dominated by commercial and office uses. The mix of housing types broadened in the 1980's as more multi-family and single-family attached housing was constructed in the township.

Paoli is listed as an "Urban Center" in *Landscapes, the Chester County Comprehensive Plan Policy Element* (1996).

**Special Studies or Districts:** Two major studies have been completed concerning the relocation of the train station: the *Paoli Intermodal Plan* and the *Master Plan for Paoli* (Norman Day & Associates). The Master Plan was recently adopted by Tredyffrin and Willistown Townships. Additionally, a multi-partner Paoli Task Force has worked to guide the development of a coordinated revitalization effort that addresses land use changes, traffic improvements, and the redevelopment of the station area. Local neighborhood meetings and briefings have been held to facilitate community involvement. The Task Force has recommended that an authority or non-profit development corporation with the power of eminent domain be formed to serve as a lead entity for this project. The design currently under consideration calls for the

construction of a new, intermodal transportation center on the site of the rail yard just west of the existing station. Thus, the plan also necessitates the relocation of the auto sales and repair facilities operated by Mathews Ford, which occupy part of the area that has been targeted for the new transit center. See Proposed Paoli Station Plan graphics on the following pages.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

§ *Paoli Transportation Center* (TIP #S080) is a SEPTA project with funding of \$15.533 million to be granted after Fiscal Year 2006. This project provides for the development, engineering, and construction of a new multi-modal transportation center in Paoli, Chester County. Engineering has been previously funded. Land acquisition and construction funding is required in the period after FY2006. (The highway components of this project are programmed in the Chester County section under MPMS #47979.) The Paoli station serves SEPTA and Amtrak trains and is one of the most heavily patronized SEPTA train stops outside of Center City. This project includes the construction of bus facilities, new commuter parking facilities, reconfiguration of access roads and entrances to the station, construction of new pedestrian linkages throughout the station area, and the construction of a new intermodal station facility west of the current location. The new station may include a waiting area, ticket offices, passenger amenities, and accessibility improvements.

§ *Paoli Transportation Center* (TIP #6910) is a Chester County project with funding of \$1 million in Fiscal Year 2004, \$500,000 in Fiscal Year 2006, and \$11 million to be granted in later fiscal years. This funding will be used to finance the traffic and circulation elements of the Paoli Transportation Center relocation plan, including channelization, intersection relocation, and pedestrian accessibility.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: While there is little land categorized as “vacant”, there is a significant amount of surface parking surrounding the station and throughout the commercial corridor that could be reconfigured to allow for the development of more transit-supportive uses.

Brownfields or Superfund site: The Paoli Rail Yard Superfund site is in the process of remediation, and will not be completed until 2004 at the earliest. The site includes the Rail Yard property itself (28 acres), as well as surrounding residential areas and the watershed north of the property (400 acres). The site is contaminated with PCBs and direct contact with the soil poses a health threat to the general public. The Rail Yard property was fenced off in 1986 and in 1989 a soil excavation mitigated the risk from direct contact. The state has also banned fishing in Valley Creek, which was contaminated. In August 2002, it was anticipated that cleanup of residential properties would be completed by the end of that year. Cleanup of the rail yard has been delayed by difficulties with the contractor engaged to oversee cleanup. Once cleanup is

complete, there are plans for construction of a transportation center and private sector development on the site (described above).

There are three completed Brownfield sites in the vicinity of Paoli Station, the Garvey and James Residence at 28 Jacqueline Dr, Pep Boys 22 at 152 Lancaster Pike, and the Medders Residence at 39 Chetwynd Rd.

Market Characterization/Development Pressures: In Tredyffrin Township, 19 residential building permits were granted in 2000, followed by 25 in 2001 and 18 in 2002. All the permits granted in the Township during these three calendar years were for single-unit structures. In Willistown Township, 30 residential building permits were issued in 2000, followed by 17 in 2001 and 150 in 2002. As with Tredyffrin Township, all the permits granted in Willistown during these three calendar years were for single-unit structures.

Environmental Restrictions: No waterways observed on site visit; landscape is fairly flat though there are some small hills.

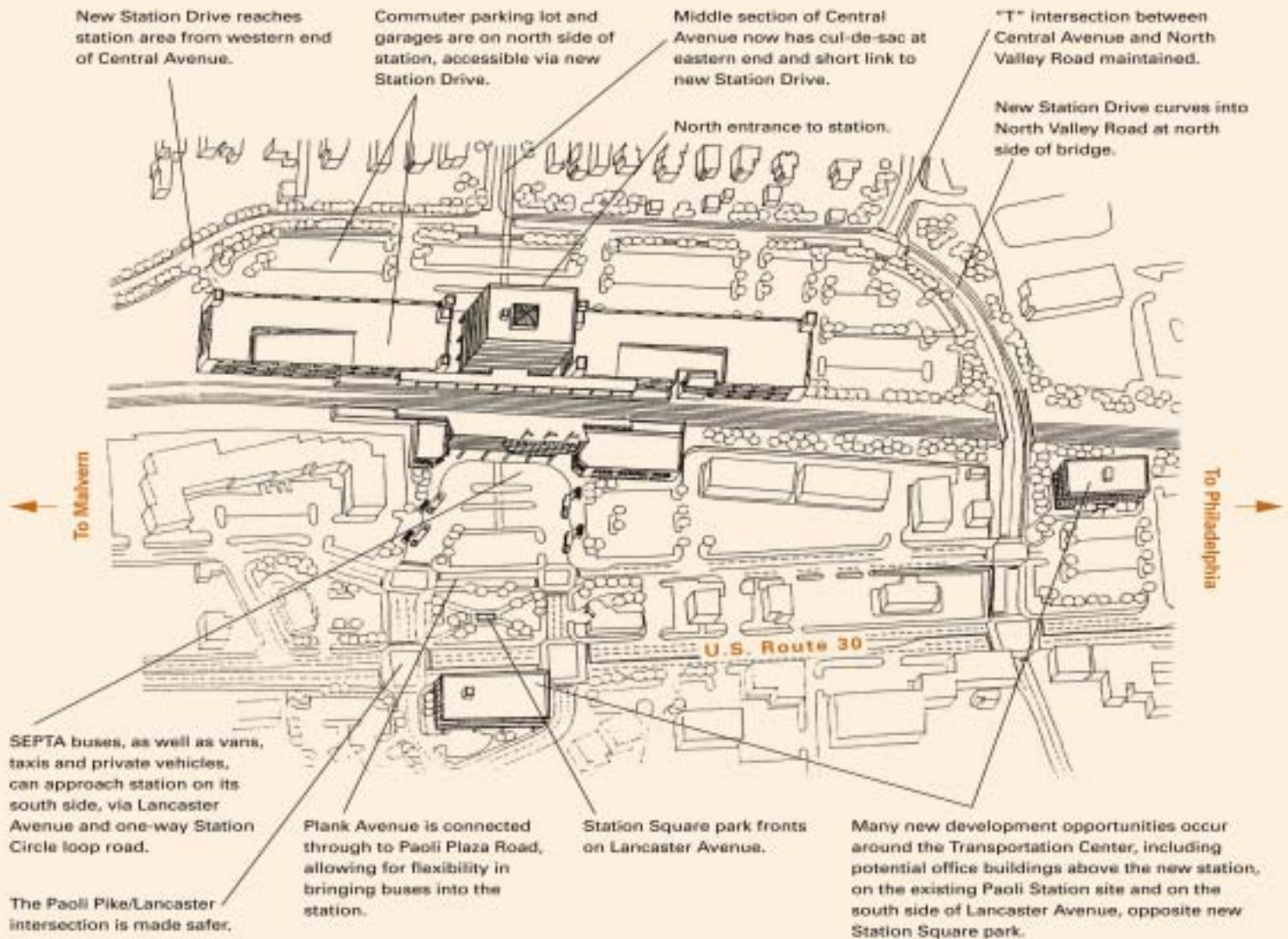
**Other Information:**

Site Design: Some homes and older commercial buildings have unique architectural detailing, lighting is generally auto-oriented, undesirables (dumpsters/loading docks) are located along rear alleys, and many homes are set back on large lots.

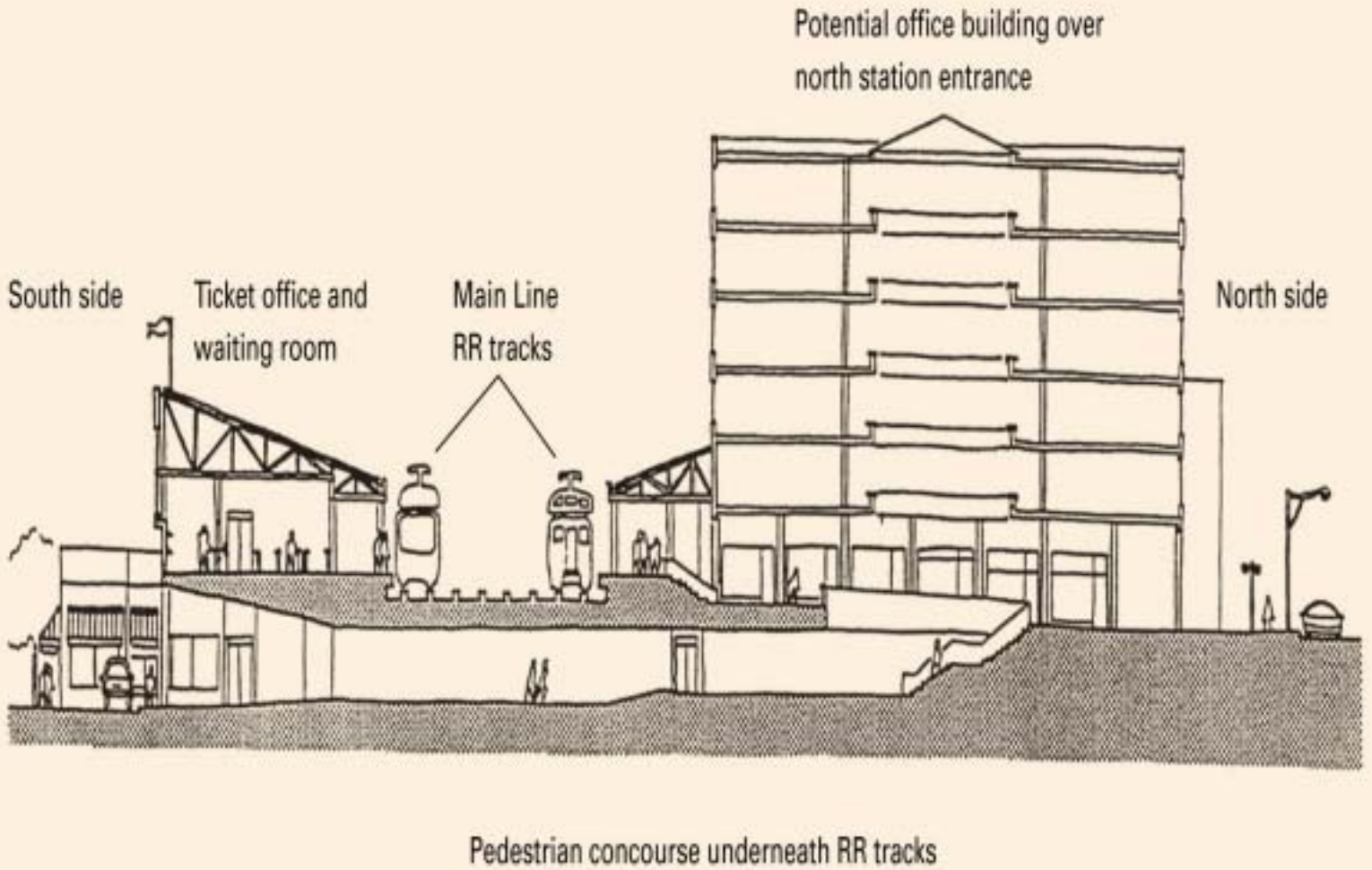
**Municipal Contact:**

Mimi Gleason  
Assistant Township Manager, Tredyffrin Township  
610-408-3602

## Proposed Paoli Station Plan



*Proposed Paoli Station*





# Phoenixville

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**Address:** Across the French Creek Valley from downtown Phoenixville; between Main Street to the east and the Gay Street Bridge to the west

**Transit System/Line:** SEPTA's proposed Schuylkill Valley Metro (SVM)

**Municipality:** Phoenixville Borough, Pennsylvania

**Station Type:** High-level platform with shelters



*From left to right, the renovated Foundry Building, Phoenixville coffee shop, and views of commercial activity on Bridge Street.*



# TOD Inventory

## Map 10.1: Station Area Aerial Photo



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# Phoenixville

Schuylkill Valley Metro

Chester Co., Pennsylvania





# TOD Inventory

## Map 10.2: Station Area Land Use

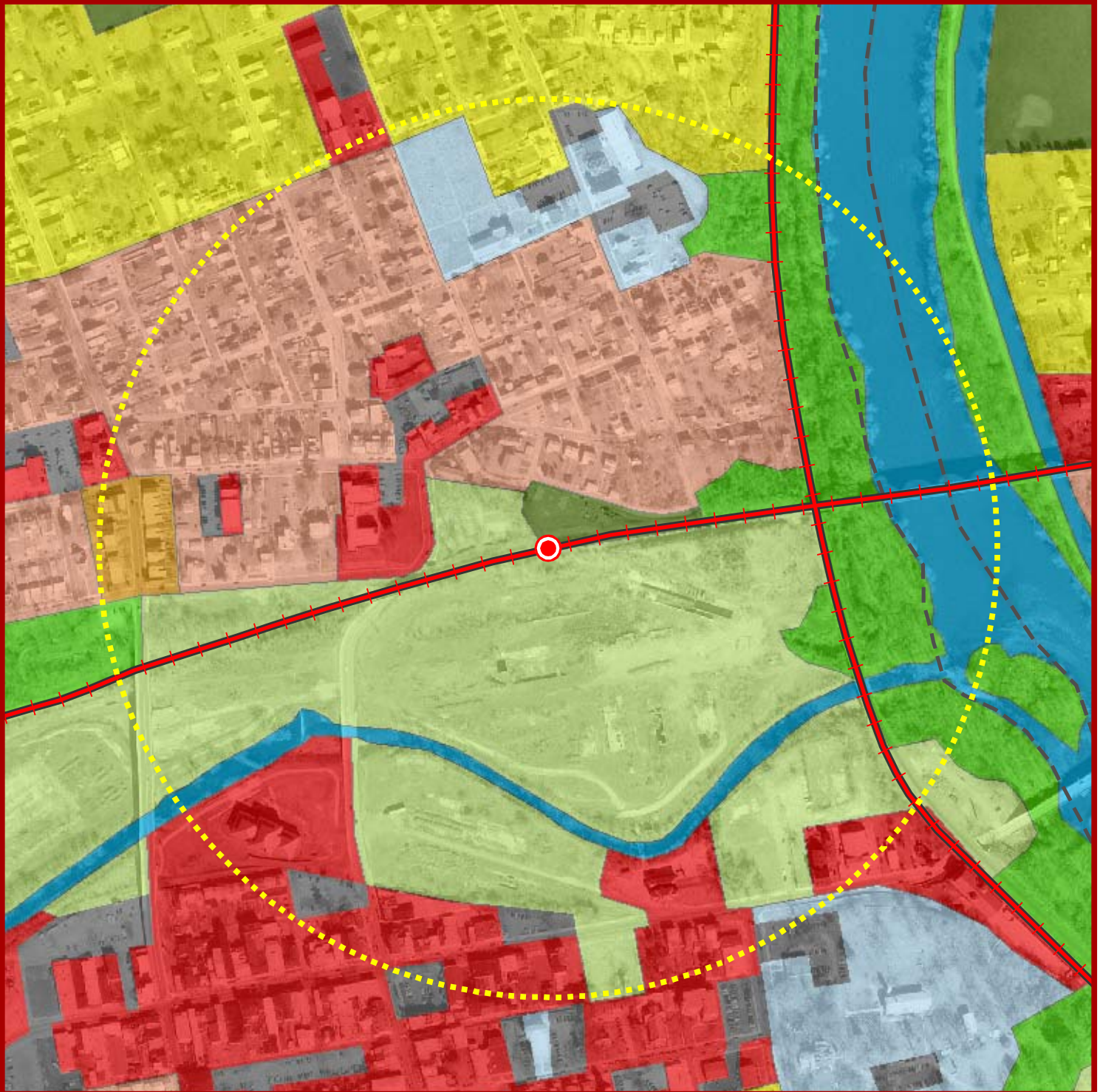


Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# Phoenixville

## Schuylkill Valley Metro

Chester Co., Pennsylvania



- |                                      |                          |                    |        |                         |
|--------------------------------------|--------------------------|--------------------|--------|-------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                 |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Rail Lines              |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary      |

**Level of Service (# of trains/day):** Proposed service headways of 15 minutes during peak hours and 30 minutes during off-peak hours.

**Current Ridership:** Forecasted ridership is 1,260 boardings per day in the year 2020.

**Connecting Routes:** SEPTA bus routes included in station proposal.

**Parking:** The parking demand of 293 spaces will be met through the construction of a new parking/commercial structure. The station will be integrated into the proposed French Creek development project.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Site is situated between Main Street, Gay Street and Vanderslice Street. The construction of a new access road between Main and Gay Streets (below Vanderslice) has also been proposed as part of the station plan. A new access road, French Creek Parkway, will be constructed to provide access from Main Street to the rest of the French Creek redevelopment area.

**Street Network:** The station area is divided by French Creek, which is traversed by two bridges. The street network to the south is more of a grid, with longer blocks running east-west and shorter blocks running north-south. Blocks are relatively short and frequent. To the north, the street pattern conforms less with the grid. Access from the creek (where the station will be) to the top of the hill is limited to Vanderslice Street and Main Street. Streets in this area are relatively narrow, including Bridge Street, the main commercial corridor. Although it is fairly easy to determine the major streets, it can be difficult to differentiate between residential streets and alleys.

**Bike Paths:** Proposed greenway may include bike paths. Additionally, the Schuylkill River Trail may be extended west of Valley Forge Park to Phoenixville.

**Trails:** Yes, the proposal includes a pedestrian path. An existing paved path runs along French Creek near the Foundry Building that is currently being renovated on North Main Street.

**Sidewalks:** Yes, in proposal. There are sidewalks on most existing streets south of French Creek, although they tend to be narrow in residential areas. There are fewer sidewalks in the neighborhoods north of the proposed station. The Main Street Bridge across French Creek only has a sidewalk on the west side. In downtown Phoenixville, near Bridge Street, pedestrian crossings are well demarcated. On-street parking and street trees in this area provide buffers between motorists and pedestrians. In residential areas, the presence of such buffers is inconsistent.

**Bus Routes:** Yes, in proposal.

Signage: Not available, proposed station.

Wheelchair Accessible: Yes, in proposal.

**Station Patron Amenities:**

Bike Storage or Racks: Not available, proposed station.

Waiting Room: Not available, proposed station.

Ticket Office: Not available, proposed station.

Ticket Machines: Not available, proposed station.

Existing Uses: Not available, proposed station.

Restrooms: Not available, proposed station.

**Land Uses in Station Area:** The plan for the Phoenixville station reflects on-going efforts, both public and private, to redevelop the former 123-acre Phoenix Steel facility (shaded on the map as “vacant”) and adjacent areas along French Creek, to the south of the station. The proposed transit station would contain retail and office space as well as a parking garage.

The area to the north of the proposed station area is predominantly residential. Closer to the rail line, along French Creek and the Schuylkill River, densities tend to be higher, with development consisting of rowhouses, twins, and modest single-family homes. As one moves away from the rail line, the density of development declines as the number of single-family dwellings increases. There are only a few commercial and institutional uses in this area.

South of the proposed station and French Creek is the center of Phoenixville. Bridge Street functions as the borough’s “Main Street,” and has a number of low-rent retail uses, including antique shops, discount stores, cafes and a movie theater. South of Bridge Street and outside the station area, the neighborhood is primarily residential, consisting of older homes together with some street-level retail, scattered surface lots, and a few churches and other institutional uses along Church Street. Housing appears more modest close to Bridge Street and west of Gay Street. The area west of Gay Street also includes some light-industrial and auto-oriented uses, including auto-body shops. Mixed-use development is primarily located in the southwest quadrant of the station area, between Bridge and Church Streets.

**Station Building Conditions:** The original Phoenixville station is a beautiful and substantial red stone building. Around 1980, passenger traffic ceased on the formerly four-track Reading line (two tracks remain). The station has been renovated and currently houses Robert Ryan Catering. The SVM station, which is proposed for the site north of the French Creek Valley, include a transit plaza with a platform surrounded by

new office, retail, and parking facilities. See *SVM Corridor Station Area Planning and Implementation Study* for renderings.

**Building Conditions of General Station Area:** The proposed station site is a long, narrow parcel of land with a significant grade change. Most buildings in the station area are in good, although not great, condition.

**Current Zoning:** The station is located in the French Creek East (FCE) zoning district. Nearby to the south is Phoenixville's downtown commercial (D-COMM) zone. South of the commercial zone is a large Neighborhood Conservation Residential-2 District (NCR-2). To the north of the station area is a large Neighborhood Conservation Residential-1 District (NCR-1). The Zoning Ordinance was amended through recent planning efforts to support TOD and allow mixed-use development. The station site developer, Phoenix Property Group (PPG) worked with the borough on the zoning changes.

**Current Comprehensive or Master Plan Characterization of Station Area:** Phoenixville's Comprehensive Plan was recently updated to better support efforts to bring TOD to the borough.

**Special Studies or Districts:**

*Schuylkill Valley Metro Corridor Station Area Planning and Implementation Study Station Areas Technical Report* (April 2003) by Wallace, Roberts, and Todd, LLC, and DVRPC, envisions the new Phoenixville station as a mixed-use activity center. Prior to the completion of this study, an original master plan for the station area was prepared for the developer. The plan includes 24,900 square feet of retail space (room for 18 stores), 88,500 square feet of office space, and parking facilities for 474 cars. The SVM study treats that plan "as a given," and focuses on its specific parcel and station design components. It also appears to advocate scaling back retail to include just a few ground-floor shops at the base of an office building, and restricting parking to a single-use, multi-level facility. According to the study, these two structures would be linked by an access gallery/transit plaza adjacent to the rail platform.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

- **Schuylkill Valley Metro** (TIP #S074) is a SEPTA project with funding of \$5 million in Fiscal Year 2003, and \$10 million in Fiscal Year 2004. The proposed Schuylkill Valley Metro Line Corridor is approximately 62 miles long, stretching from Philadelphia to Reading. The Board of Directors of SEPTA and BARTA have selected MetroRail as the Locally Preferred Alternative for the Schuylkill Valley Metro Project. MetroRail is an innovative approach that combines the speed, capacity and safety of commuter rail, with the operating efficiency, rider convenience and economy of light rail. MetroRail will use high-level platforms at all stations, as well as subway type quarter point doors, making boarding easier and faster for everyone. Every station will be wheelchair accessible. The total

estimated cost of the MetroRail project will be developed during the engineering phase.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: Yes. There is significant vacant or underutilized land along French Creek, namely the 123-acre Phoenix Steel facility, though much of it sits in a floodplain.

Brownfields or Superfund site: The Phoenix Steel site is also a Brownfield. The Phoenix Property Group (PPG) was awarded \$6 million from the federal government to develop the French Creek Center on this site. The project was one of 25 nationwide that was awarded a Brownfields Economic Development Initiative (BEDI) grant from the Department of Housing and Urban Development (HUD). The money will be used for environmental remediation and is accompanied by a Section 108 loan. Organizations that apply for the BEDI funds are required to apply for the low-interest loan as well, but are eligible for different grant amounts. PPG will add a \$4 million loan to their grant. Of the 25 organizations that were awarded BEDI grants nationwide, PPG was one of six that received the full amount of \$2 million.

The Pennsylvania Department of Environmental Protection lists the French Creek Center site and the Marcantonio Residence at 13 East High Street as completed Brownfield sites.

Market Characterization/Development Pressures: In Phoenixville Borough, 10 residential building permits were granted in 2000, followed by 15 in 2001 and 5 in 2002. All the permits issued in Phoenixville during these three calendar years were for single-unit structures.

Environmental Restrictions: The steel site is situated in the French Creek floodplain. The station area also includes steep slopes and is close to the Schuylkill River.

**Other Information:**

Site Design: Throughout the station area, buildings tend to sit close to the street. The blocks south of French Creek include several older, architecturally detailed structures. Bridge Street is lined with trees and pedestrian-scale lighting, although the lighting it is not consistent in style or placement.

**Municipal Contact:**

William J. Sheridan  
Borough Manager, Phoenixville Borough  
610-933-8801



# Thorndale

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**Address:** Route 30 (Lincoln Highway) and South Bailey Road

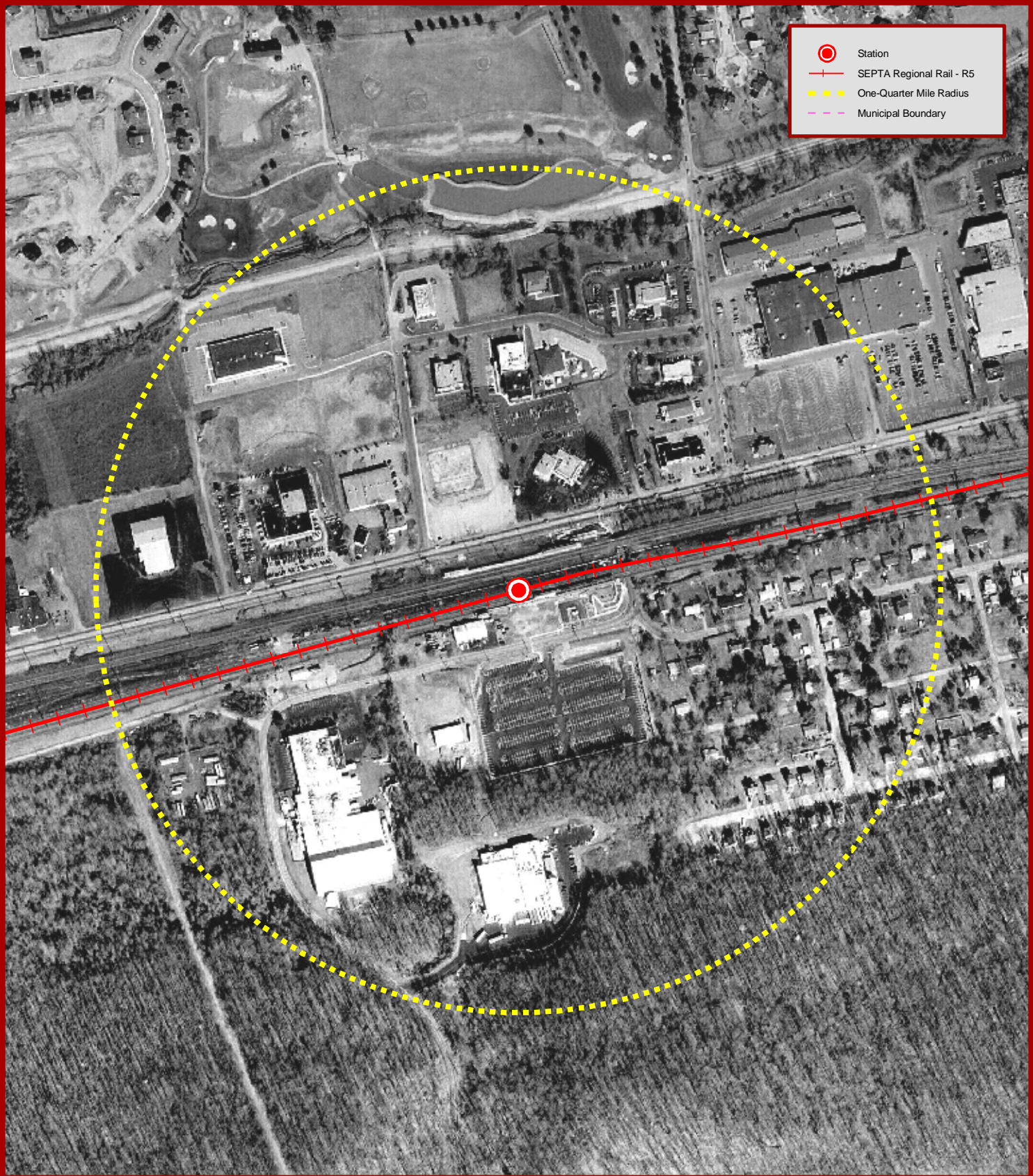
**Transit System/Line:** SEPTA's Regional Rail R5 Thorndale, SEPTA's proposed Cross County Metro





**Municipality:** Caln Township, Pennsylvania

**Station Type:** Two platforms



*From left to right, Thorndale inbound platform, station parking lot, commercial uses along Route 30, and new residential development north of the station.*



-  Station
-  SEPTA Regional Rail - R5
-  One-Quarter Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 11.1: Station Area Aerial Photo

# Thorndale

R5 Thorndale/Paoli

Chester Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*





# TOD Inventory

## Map 11.2: Station Area Land Use

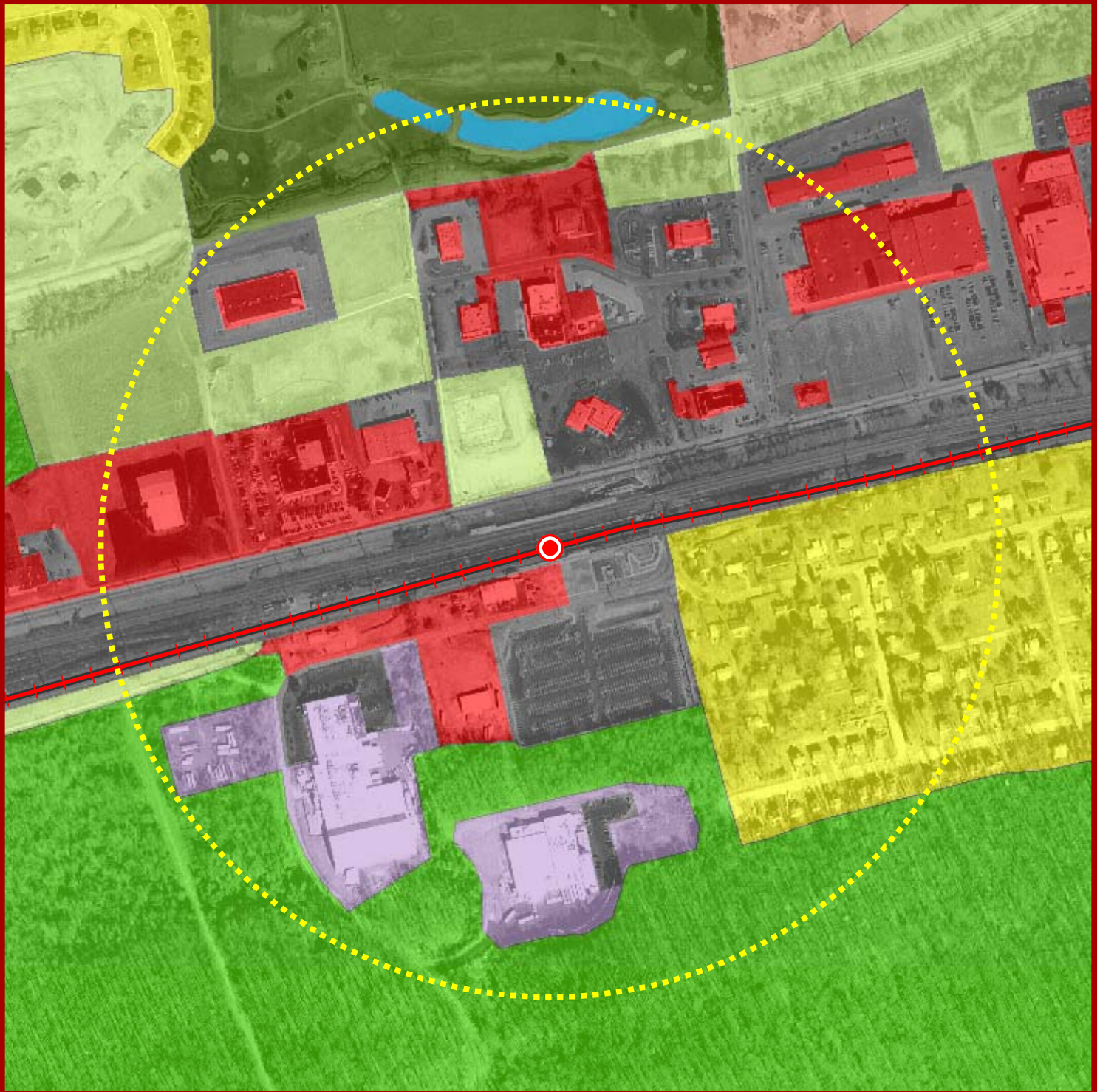


Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# Thorndale

## R5 Thorndale/Paoli

Chester Co., Pennsylvania



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R5 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** During the week, 17 trains run inbound to Philadelphia and 20 run outbound. Trains running in each direction stop in Thorndale approximately once per hour with service increased to twice per hour during peak commuting times. On weekends, ten trains run in each direction per day and stop once every one to two hours.

**Current Ridership:** 241 boardings per day.

**Connecting Routes:** Krapf Transit Route A.

**Parking:** 250 daily fee spaces and 206 daily permit spaces for a total of 456 spaces, all SEPTA-owned. The average weekday utilization rate is 54 percent. Thorndale station is listed by SEPTA as one of the 10 transit stations most likely to have parking availability.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Route 30 runs parallel to the rail line near the Thorndale station, and serves as the major access road for passengers arriving by private automobile. Bailey Road and James Buchanan Drive are two local streets that connect nearby residential areas with the station.

**Street Network:** The street network around the Thorndale station is very suburban in character and Route 30 is the major arterial. In residential areas, streets are narrow but few have sidewalks. Blocks tend to be long with dead-ends and cul-de-sacs, though the residential streets to the southeast of the station are on a more traditional grid. It is very difficult to access the station by foot.

**Bike Paths:** No.

**Trails:** No.

**Sidewalks:** No.

**Bus Routes:** Yes, Krapf Transit Route A.

**Signage:** Good signage along Route 30 directing drivers to the station.

**Wheelchair Accessible:** Yes.

**Station Patron Amenities:**

**Bike Storage or Racks:** Yes.

**Waiting Room:** No, though shelters are provided on both platforms.

Ticket Office: No.

Ticket Machines: No.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** The station area includes a significant amount of wooded land to the south, and vacant land with potential infill or reuse opportunities along Route 30 to the north. Near the station, Route 30 runs along the rail line and is lined with auto-oriented commercial development, primarily buildings set behind parking lots. To the south of the station are several commercial and light industrial properties. A neighborhood of modest, single-family detached homes that date from the early- to mid-twentieth century is located to the southeast of the station. To the north, across Route 30, is some office and additional strip commercial development surrounded by a large amount of surface parking. Beyond that is a golf course and several blocks of newer suburban development – some of which appears to have been constructed in the last few years. To the west of North Bailey Road, densities increase as one moves farther north and away from the station, with development shifting from single-family detached homes to townhouses to apartments. The area east of North Bailey Road is dominated by single-family detached dwellings.

**Station Building Conditions:** The station is new and in very good condition.

**Building Conditions of General Station Area:** Good. There appears to be some vacant land south of the station (a very limited road network makes it difficult to enter). Most dwellings are well-maintained and, given the significant amount of new residential construction located north of Route 30, developers seem to be investing in the area.

**Current Zoning:** Although the station and much of its station area lie within the Thorndale Business District (C-1), a significant amount of the nearby land is zoned for low-density residential development, which is not necessarily transit supportive.

R-1 Rural Residential District. This district provides for limited density residential development to preserve the natural features of the land and to maintain open space. Permitted uses include single-family detached homes, recreation uses (parks, golf courses, playgrounds, country clubs), municipal uses, home offices, B&Bs, agriculture, daycare facilities, group homes, adult care/retirement homes and forestry. The minimum lot area in this zoning district is 60,000 square feet (except for agricultural uses), and the maximum building height is 35 feet.

R-1A Rural Residential District. Tracts must occupy a minimum of 150 acres, be held in single and separate ownership, and be developed in accordance with a single plan. Permitted uses include single-family attached and detached housing, recreation uses (parks, golf courses, playgrounds,

country clubs), municipal uses, home offices and forestry. The minimum lot size for a single-family detached dwelling in this district is 8,000 square feet; 1,820 square feet for an attached dwelling. The maximum density for any dwelling type, or combination of dwelling types, is 1.75 units per acre. Maximum building height is 35 feet.

- C-1 Thorndale Business District. Permitted uses include retail shops (gross floor area must be less than 30,000 square feet), financial institutions, offices, personal services, daycare centers, restaurants, parks/recreation areas, bed and breakfasts, health clinics, movie theaters, hotels, residential uses (including those that allow for live/work development), funeral homes, transit stations, schools, and public/municipal buildings and services. Minimum lot area: one acre for nonresidential development; and 10,000 square feet per dwelling unit for residential development. Maximum building height is 45 feet.

**Current Comprehensive or Master Plan Characterization of Station Area:**

A draft of Caln Township's *Comprehensive Plan Update* was released in late 2003. Hawk Valley Associates is the consultant on the study. The draft recommends updating the township's zoning ordinance to include a Thorndale Village zoning district. The district, which would include part of the station area along Route 30, would permit a mix of commercial, institutional, municipal and residential uses and help to establish a defined town center. The plan also suggests that Caln Township market the convenience of the new Thorndale station in order to increase ridership on the R5 line. A coordinated promotional effort between the township, DVRPC and the Chester County Planning Commission would be one way to achieve this goal. According to the study, only three percent of Caln Township's working population commutes to their jobs by public transportation.

Thorndale is listed as a "Suburban Center" in *Landscapes, the Chester County Comprehensive Plan Policy Element* (1996).

**Special Studies or Districts:** None.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

- *Cross County Metro – Trenton to Thorndale Inter-Suburban Passenger Line* (TIP #S031) is a SEPTA project with funding of \$2.476 million in Fiscal Year 2003. The Cross County Metro will provide transit service from the vicinity of Trenton, Mercer County to Thorndale, Chester County, traversing Bucks and Montgomery Counties. This line is intended to fill a key missing link in the provision of public transportation service in southeastern Pennsylvania by providing for inter- and intra-suburban trips to shopping, industrial/office and residential concentrations. At the same time, the Cross County Metro will facilitate intermodal connections to SEPTA's existing services; potential park and

ride lots located along the Pennsylvania Turnpike and US Route 202; and feeder bus service between the proposed stations and nearby development concentrations.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: Yes, the area north of the station includes a significant amount of vacant and underutilized surface parking. To the south is a large expanse of wooded land.

Brownfields or Superfund site: No.

Market Characterization/Development Pressures: North of Route 30 is a new residential area comprised of detached homes, townhouses, and apartments for middle-income households. In Caln Township, 28 residential building permits were granted in 2000, followed by 26 in 2001 and 27 in 2002. All the permits granted in the Township during these three calendar years were for single-unit structures.

Environmental Restrictions: No significant creeks/waterways observed on site visit. The station is situated in a valley that stretches east-west along Lincoln Highway.

**Other Information:**

Site Design: The station area is not very architecturally distinctive, commercial development is auto-oriented, homes are generally set back from the street, and lighting is scaled for automobiles.

**Municipal Contact:**

Gregory Prowant  
Township Manager, Caln Township  
610-384-0600



## **Section III: Stations in Delaware County**

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**Baldwin Tower**

**Chester Transportation Center**

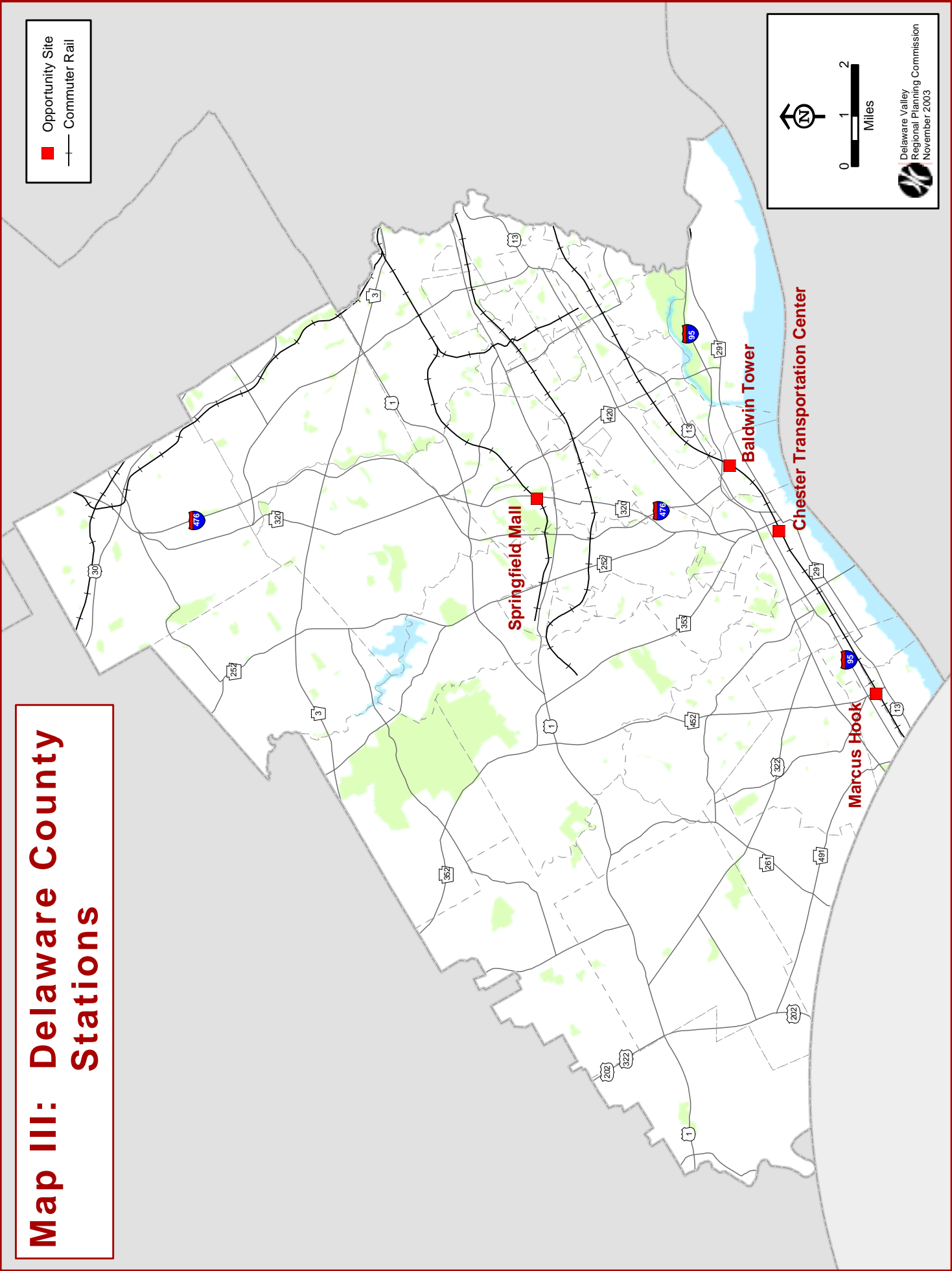
**Marcus Hook**

**Springfield Mall**

# Map III: Delaware County Stations

■ Opportunity Site  
— Commuter Rail

North arrow and scale bar (0 to 2 Miles).  
Delaware Valley Regional Planning Commission  
November 2003





# Baldwin Tower

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**Address:** Proposed station on the site of the Baldwin Tower Office Park, between the Eddystone and Crum Lynne stations.

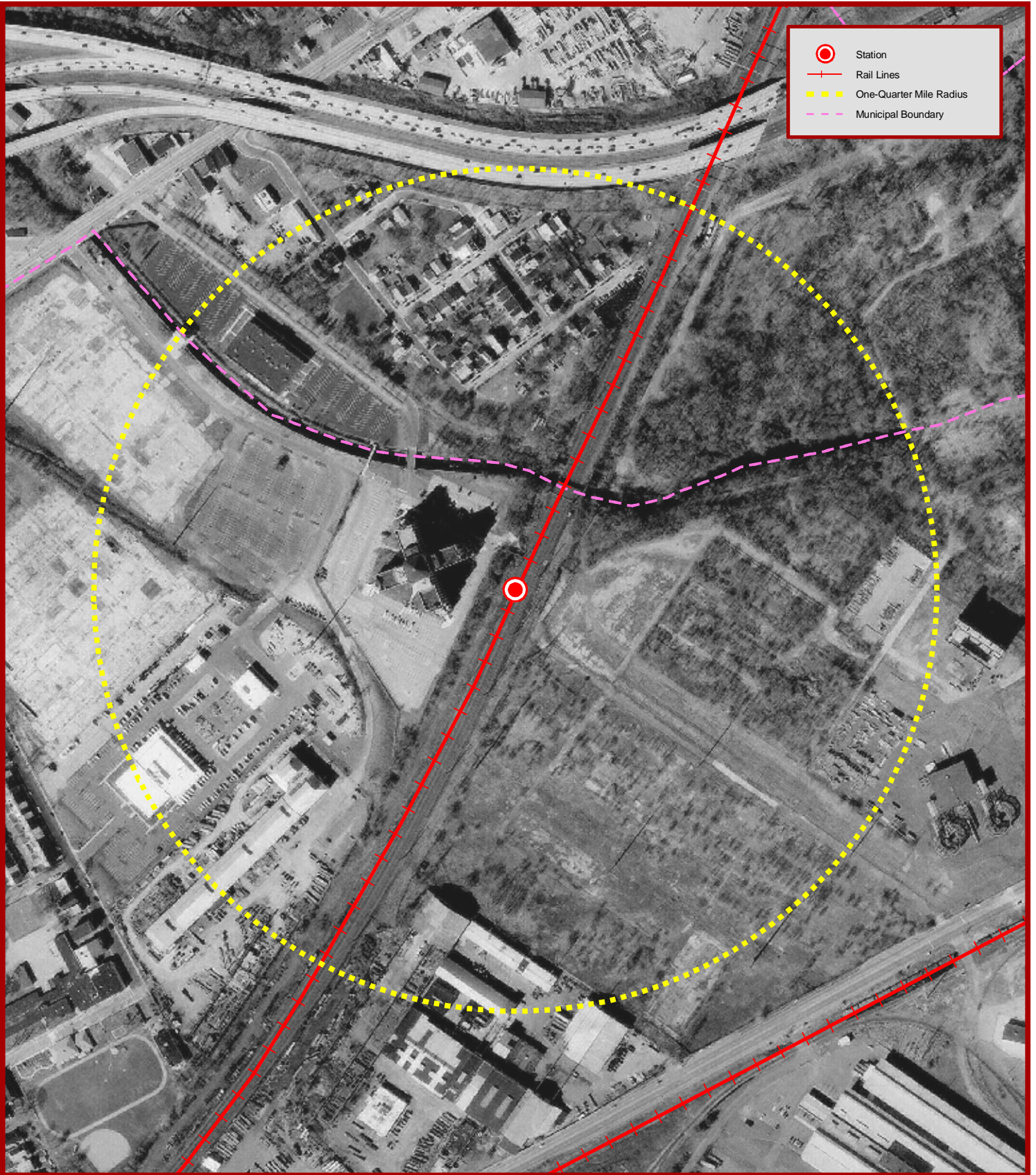
**Transit System/Line:** SEPTA's Regional Rail R2 Wilmington/Newark

**Municipality:** Eddystone Borough, Pennsylvania

**Station Type:** Proposed reinstatement of service and the rehabilitation of closed Baldwin station



*From left to right, images of Baldwin Office Park before and after redevelopment (photos courtesy of Preferred Real Estate, Inc.), Baldwin Tower, and barrier walls separating Baldwin Office Park from Crum Creek and the rail line.*



	Station
	Rail Lines
	One-Quarter Mile Radius
	Municipal Boundary

# TOD Inventory

Map 12.1: Station Area Aerial Photo



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# Baldwin Tower

R2 Wilmington/Newark

Delaware Co., Pennsylvania



# TOD Inventory

## Map 12.2: Station Area Land Use

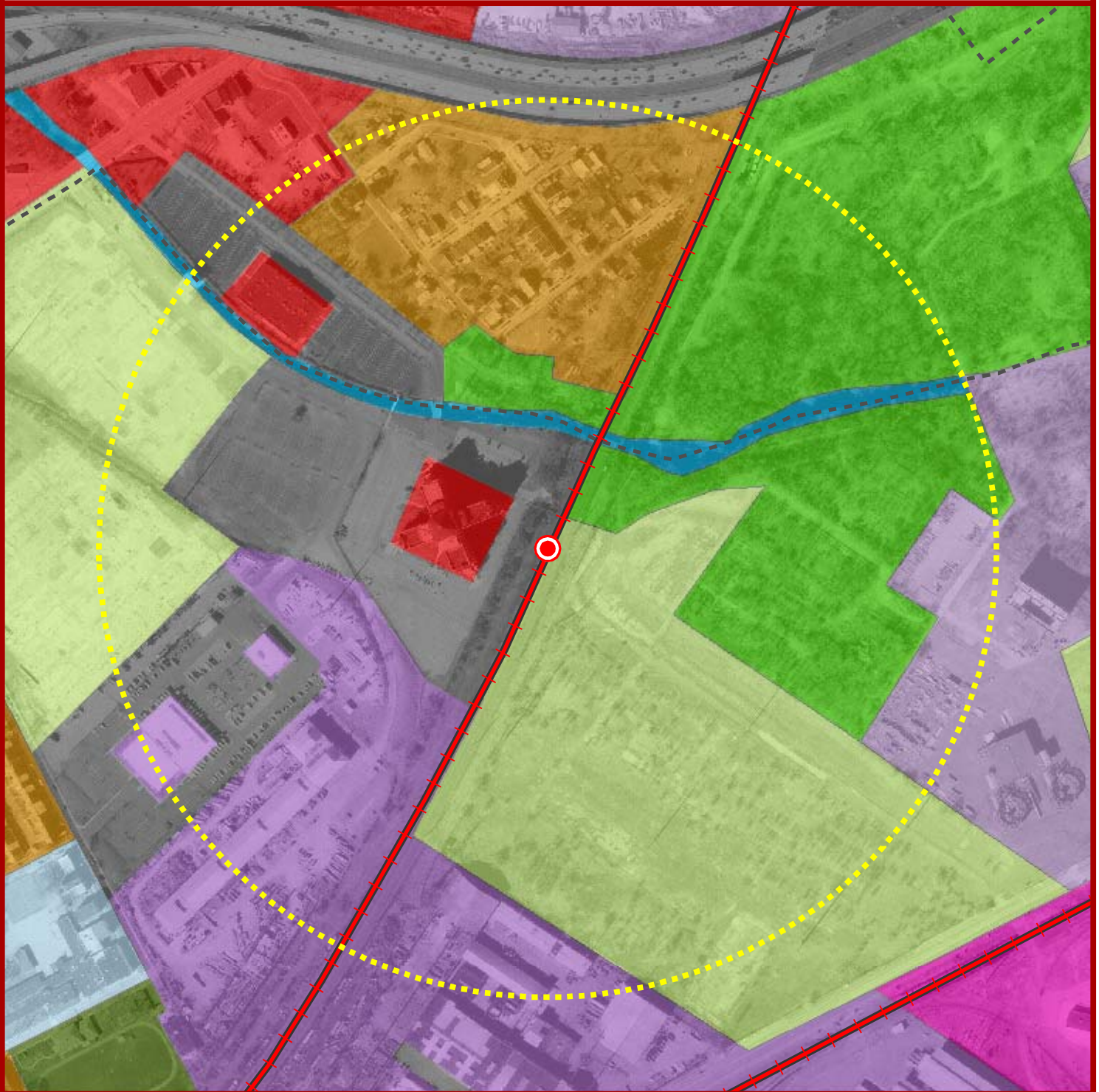


Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# Baldwin Tower

R2 Wilmington/Newark

Delaware Co., Pennsylvania



- |                                      |                          |                    |        |                         |
|--------------------------------------|--------------------------|--------------------|--------|-------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                 |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Rail Lines              |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary      |

**Level of Service (# of trains/day):** No official estimate. An interlocking track system allows trains to switch tracks immediately north of the Baldwin site. A station at Baldwin Tower could theoretically be used as the final station for express trains and as the first station for local trains bound for Philadelphia.

**Current Ridership:** No proposed ridership projections.

**Connecting Routes:** SEPTA bus routes 37 and 114; Philadelphia International Airport is located four miles north on I-95.

**Parking:** Approximately 650 parking spaces are available in the surface lots surrounding the Baldwin Tower complex.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Major roads serving the station area include Route 13 to the north of the rail line, and Route 291 to the south.

**Street Network:** The street pattern is inconsistent and varies by neighborhood. The rail line and I-95 serve as significant barriers to street connectivity and force many roads to dead-end or loop around. The Boeing property and the shopping mall also tend to interrupt street patterns. Most residential streets are narrow and the street hierarchy is well-defined.

**Bike Paths:** The proposed East Coast Greenway runs along Route 291 in the station area.

**Trails:** No.

**Sidewalks:** Sidewalks are located on most residential and commercial streets, although they are not always wide. On some streets, tree lawns provide a barrier between pedestrians and vehicles. Pedestrian crossings are limited and not always well demarcated.

**Bus Routes:** Yes, SEPTA routes 37 and 114.

**Signage:** Proposed Station, no data available.

**Wheelchair Accessible:** Proposed Station, no data available.

**Station Patron Amenities:**

**Bike Storage or Racks:** Proposed Station, no data available.

**Waiting Room:** Proposed Station, no data available.

Ticket Office: Proposed Station, no data available.

Ticket Machines: Proposed Station, no data available.

Existing Uses: Proposed Station, no data available.

Restrooms: Proposed Station, no data available.

**Land Uses in Station Area:** The proposed station site was formerly the location of Baldwin Locomotive, which was once among the largest companies in the Delaware Valley region. Preferred Real Estate Investments has since redeveloped this historic site into Baldwin Tower, an eight-story, 170,000 square foot office complex located on a 15.7-acre site to the immediate west of the station. Surface parking lots surround the building.

To the north of the office park and just south of I-95 is a small residential neighborhood of modest twins and single-family detached homes on small lots. A small park is also located in this area. The northwestern section of the station area is largely defined by Eddystone Crossing, a 30-acre retail and dining complex, which includes Wal-Mart, McDonald's, Festival Foods and Donato's. This shopping center is categorized as "vacant land" on the land use map as the aerial photograph was taken in the year 2000, and the center was built after the photograph was taken. South of Eddystone Crossing is a PECO service center.

To the east of Baldwin Tower and across the rail line is a large Boeing plant, the Liberty Electric generating station, and some vacant land. To the west, and just outside the station area, is a residential community comprised of modest twins, apartments and single-family detached homes on small lots. Housing in this area is interspersed with schools, restaurants, pubs, shops, parks, and municipal buildings. Most blocks are relatively mixed-use in character. Route 13 runs along the northern edge of the station area. The road functions as a major thoroughfare and is primarily lined with auto-oriented uses.

**Station Building Conditions:** Proposed station, not applicable.

**Building Conditions of General Station Area:** Properties are generally well maintained, although the station area includes big-box retail, industrial properties, office parks and other uses that are not particularly conducive to transit-oriented development. There is little to no evidence of abandonment in residential areas, though the housing stock is older and often in fair to poor condition.

**Current Zoning:** There are three residential zoning districts in Eddystone, which permit lot size minimums ranging from 1,350 square feet to 6,000 square feet. These small lot size minimums are consistent with what already exists in the borough and allow for the construction of affordable housing units. A full range of housing types is permitted in Eddystone, including high-rise towers and planned unit development. The borough also

has performance standards on floor area ratios, and bulk. The station is located in or near a Combined Residential/Office (CRO) district surrounded by a Heavy Industrial (HI) zone.

**CRO** Allows a mix of residential, commercial, and professional uses in the same development complex. In the station area, the CRO zoning classification is used to “help preserve the historically significant Baldwin Tower as a dynamic residential-commercial-professional urban complex.”

**HI** Permits an extensive list of heavy industrial uses. Eddystone’s industrial districts are concentrated in the southern and eastern portions of the Borough, where rail, ship, air and truck access are available, and the noise and impacts from the Philadelphia International Airport make properties unsuitable for residential use.

**Current Comprehensive or Master Plan Characterization of Station Area:**

*Eddystone Comprehensive Plan* (1983) does not call for a significant increase in residential development as most of the land in the Borough is developed. However, the Plan does recommend that residential uses be allowed in commercial districts, and suggests that the presence of apartments above stores may help to prevent the abandonment of commercial and office districts between the hours of 5:00 p.m. and 8:00 a.m. In 1983, 50 percent of Eddystone’s total land area was dedicated to industrial uses.

**Special Studies or Districts:** *Eddystone Borough Revitalization Study* (June 1990) by the Delaware Valley Regional Planning Commission discusses the proposal for a new station. The station would most likely have to be rehabilitated by a private developer.

Pending Transit Agency or DOT Improvements (including service changes): According to SEPTA, the station is on hold due to a Pennsylvania Utility Commission freight train clearance issue related to the station’s design and ADA compliance. The new station will be built or reconstructed after station design and parking lot lease issues are resolved.

**Development or Redevelopment Potential:**

**Vacant Land Present in Station Area:** There is a large amount of vacant land east of the station area and large surface parking lots to the west.

**Brownfields or Superfund Site:** Most industrial properties in the station area appear to be occupied. One completed Brownfield site in the area has already been redeveloped as Eddystone Crossing Shopping Center. The area also includes two Brownfield sites that are currently undergoing remediation: Boeing Helicopters at Route 291 and Stewart Avenue, and the Re-Steel Supply Company at the Eddystone Industrial Park off Route 291.

Market Characterization/Development Pressures: No residential building permits have been issued in Eddystone Borough in the last three calendar years (2000-2002).

The Chester Downs Racetrack, at the Eddystone/Chester boundary, was approved for construction in the spring of 2003.

Environmental Restrictions: Crum Creek runs through the station area.

**Other Information:**

Site Design: In residential areas, buildings sit close to the street. Lighting throughout the station area is auto-oriented. Landscaping is generally limited to plantings beds in parking lots.

**Municipal Contact:**

Charles Rowles  
Mayor, Eddystone Borough  
610-874-1100





# Chester Transportation Center

---

**Address:** Avenue of the States and 6<sup>th</sup> Street

**Transit System/Line:** SEPTA's Regional Rail R2 Wilmington/Newark, bus lines.




**Municipality:** Chester, Pennsylvania

**Station Type:** Multi-modal Transportation Center. Station building with two elevated, exterior platforms connected by an underpass. Platforms have shelters and covered seating.



*From left to right, elevated platform and station hall at the Chester Transportation Center, commercial uses at the intersection of Avenue of the States and 6<sup>th</sup> Street, and an underutilized building near the rail line.*



-  Station
-  SEPTA Regional Rail - R2
-  One-Eighth Mile Radius
-  Municipal Boundary

## TOD Inventory

Map 13.1: Station Area Aerial Photo

## Chester

R2 Wilmington/Newark

Delaware Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*



# TOD Inventory

## Map 13.2: Station Area Land Use

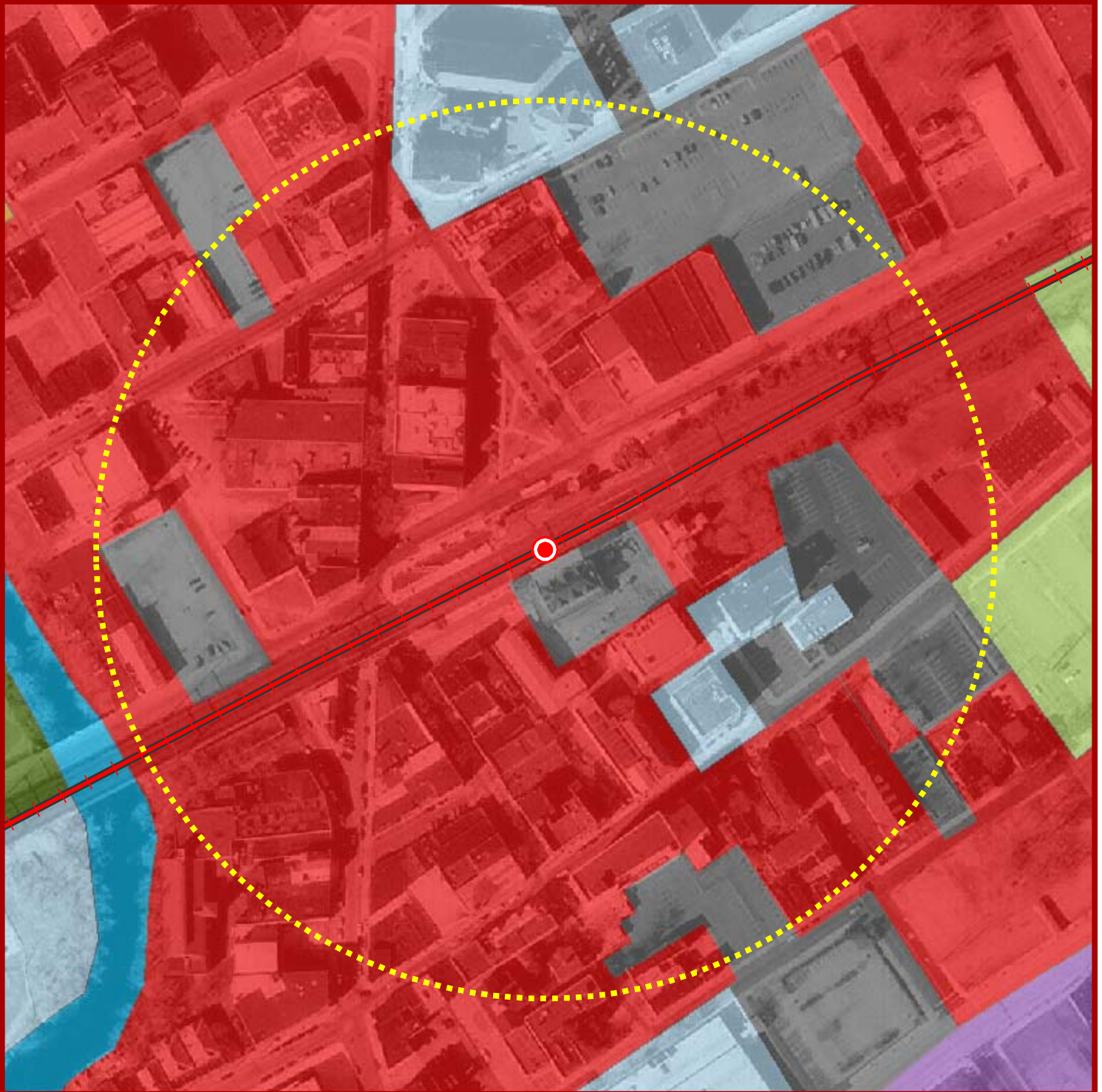


Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# Chester

R2 Wilmington/Newark

Delaware Co., Pennsylvania



Residential - Single-Family Detached	Mnfg - Heavy Industrial	Community Services	Mining	Station
Residential - Multi-Family	Utility	Military	Wooded	SEPTA Regional Rail - R2
Residential - Row Home	Transportation / Parking	Recreation	Vacant	One-Eighth Mile Radius
Mnfg - Light Industrial	Commercial	Agriculture	Water	Municipal Boundary

**Level of Service (# of trains/day):** On weekdays, one train per hour in each direction with increased service (about once per half-hour) during peak commuting hours. A total of 26 trains in each direction per weekday. On weekends, one train per hour in each direction for a total of 18 trains in each direction on Saturdays, and 16 trains in each direction on Sundays.

**Current Ridership:** R2: 276 boardings per day. Buses: 2,061 boardings per day.

**Connecting Routes:** SEPTA bus routes 37 (connects to Broad Street Line), 109 (connects to Market-Frankford Line), 113 (connects to Market-Frankford Line), 114, 116, 117, 118 and 119.

**Parking:** There is no dedicated parking, though street parking and surface lots are located nearby.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Edgemont Avenue, Crosby Street, Avenue of the States, Sproul Street, Second Street, Third Street, Fourth Street, Fifth Street, Sixth Street, and Ninth Street comprise the surrounding streets in the station area. Numbered streets run east-west, while named streets run north-south.

**Street Network:** Blocks are generally short and frequent except in industrial areas. Streets are narrow and there is a relatively well-defined street hierarchy.

**Bike Paths:** The proposed East Coast Greenway runs through downtown Chester and along the Delaware River waterfront.

**Trails:** No.

**Sidewalks:** Yes, on most streets, but often in poor condition. Some blocks have grass buffers between sidewalks and the street but they are often overgrown. Pedestrian crossings are well demarcated near the station (some are paved with large bricks); elsewhere their quality is mixed.

**Bus Routes:** Yes, SEPTA routes 37, 109, 113, 114, 116, 117, 118 and 119.

**Signage:** Great signage inside the station. Street signage directing passengers to the station is limited.

**Wheelchair Accessible:** Yes.

**Station Patron Amenities:**

**Bike Storage or Racks:** No.

Waiting Room: Yes.

Ticket Office: Yes, open weekdays from 8:00 a.m. to 4:30 p.m. (closed 12:00 to 12:30 p.m. for lunch).

Ticket Machines: No.

Existing Uses: Meeting and community rooms located in main station building.

Restrooms: Yes.

**Land Uses in Station Area:** The Chester Transportation Center is located in the Chester central business district, which is loosely defined as the area bounded by Ninth Street, Madison Street, the Delaware River, and Chester Creek. The area is made up of commercial and institutional uses, along with surface parking lots.

Since the eighth mile radius does not cover a large amount of land, most of the land use map is commercial. To the north is the city's police station and several state office buildings, as well as a number of vacant and underutilized properties. The primary traffic corridor is 9<sup>th</sup> Street, which runs east-west and is lined on both sides by a mix of uses. Further north, just outside the station area, is a historic residential neighborhood with blighted housing stock. Other uses include vacant and underutilized commercial properties, social service activities and institutional uses.

To the south, uses include the new City Hall, a post office, the Delaware County Historical Society, several offices, and the Chester Colonial Courthouse, the oldest public building in continuous use in the United States. Collectively, the buildings have an architectural integrity that is unique within the city and reinforces the downtown as a distinct urban center.

Farther south, just outside the station area, is a loudspeaker company, a major industrial site for paper manufacturing, the State Correctional Facility, a historical burial ground, and scattered rowhouses. A large, underutilized industrial property is also located in this area and may qualify for classification as a Brownfield site (see below).

**Station Building Conditions:** Excellent. The station was recently renovated, is in great condition, and has retained much of its historic character.

**Building Conditions of General Station Area:** In general, the station area has a distinct architectural and historical character. Although many of the buildings are in various states of disrepair, the special qualities of a traditional downtown area are evident. A strong storefront character exists along the major corridors as well as in the area immediately surrounding the Transit Center.

**Current Zoning:** Not available.

**Current Comprehensive or Master Plan Characterization of Station Area:**

Chester's *Comprehensive Plan and Economic Development Strategy* (Spring 1994) recommended that the new "Government Office District" and other development activity be linked with improvements to the Chester Transportation Center. Chester has a large transit-dependent population; therefore access to transit is essential for many of the city's residents.

**Special Studies or Districts:**

*Downtown Triangle Improvement Strategy* (pending), a 2002 DVRPC TCDI project, is intended to develop an Action Plan that provides local officials with strategies for improving the northern portion of Chester's downtown. The Action Plan will reflect an assessment of the issues and problems (low visual quality, deteriorating buildings, vacant lots and poor street and sidewalk conditions) that discourage new private sector investment in the City of Chester's Central Business District, while facilitating the continuation of recent physical improvements (a new Transportation Center, refurbished City Hall and Avenue of the States streetscape improvements) that can serve as anchors and catalysts for positive change.

**Pending Transit Agency or DOT Improvements (including service changes):** None.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: Small vacant parcels and buildings are scattered throughout station area, providing opportunities for revitalization.

Brownfields or Superfund site: There is a large, abandoned industrial complex located on the waterfront and south of the State Correctional Facility that may be eligible for reclassification as a Brownfield. This property has been recently approved for a harness racing track. Additionally, the property owner is considering developing a hotel, marina and theater on the site. According to the Pennsylvania Department of Environmental Protection, there is one remediated Brownfield in the station area, which is located at the intersection of Ninth and Madison Streets.

Market Characterization/Development Pressures: In the City of Chester, 122 residential building permits were granted in 2000, followed by 54 in 2001 and one in 2002. All the permits issued in Chester during these three calendar years were for single-unit structures.

The old Chester Power station, vacant for twenty years, will soon house 400,000 square feet of Class A office space. The 1918 Neoclassical building is undergoing a \$55 million conversion into offices. The onetime power plant (PECO stopped generating at the Chester Station in 1982) is the centerpiece of a \$300 million redevelopment being done by a private developer along a half-mile of riverfront. The project is called the Wharf at Rivertown, and is located southwest of the Commodore Barry Bridge, which connects I-95 and I-295. The developer is Preferred Real Estate Investments, Inc. of Conshohocken, Pennsylvania. The power plant redevelopment is the anchor of a new neighborhood on Chester's waterfront, which will also feature a mix of residential, retail

and recreational opportunities. The Wharf is expected to be joined by additional office buildings, a live-entertainment venue, a collegiate sailing center, two marinas, restaurants, and retail jobs among other potential attractions. Rivertown would also include 500 to 600 housing units on about 40 acres fronting Route 291. The project is expected to bring 2,000 jobs to Chester, with potential to create up to 5,000 jobs over the next several years. For a city with a population of 36,854, these jobs represent a significant boost to the local economy.

PECO sold the power plant with 60 acres for \$1 with the provision that the new owner tackle interior environmental clean up. Remediation will entail removing materials from the building, which will cost an estimated \$10 million. Smokestacks will be removed, and a glass penthouse floor will be added. The building will total about 380,000 square feet over 6 floors. The lead tenant in the power plant will be Synogy Inc. of Conshohocken, the country's largest provider of software to manage corporate incentive compensation plans. The company will employ 700 persons, which represents the largest influx of jobs into the city since World War II. Synogy will receive tax relief for ten years under the Keystone Opportunity Zone program, which seeks to stimulate job creation in declining areas. The company will occupy 178,000 square feet, including a fitness center, meeting rooms, and a corporate apartment in one of two coal towers.

Once the power plant renovation is completed, Preferred intends to build a 500,000 square foot office building on the property, along with two marinas and several restaurants. Also planned is a riverwalk from the Commodore Barry Bridge to Highland Avenue. The project is slated for completion by the end of 2003. The project will benefit from road improvements, including a joint effort between PennDOT and Chester's Economic Development Authority to connect I-95 to Route 291 via access ramps from Route 322, estimated to cost \$24.5 million.

**Environmental Restrictions:** The Delaware River flows along the southern edge of the station area.

**Other Information:**

Site Design: With the exception of the industrial properties along the Delaware River waterfront, buildings are situated close to the street. The immediate station area has new pedestrian-scale lighting, though the lighting elsewhere is auto-oriented. Blank walls, vacant and/or overgrown lots, abandoned properties, and exposed, undesirable features such as dumpsters and loading docks are found throughout the station area. Some buildings have unique architectural detailing but most are in poor condition.

**Municipal Contact:**

Bill Payne  
Planning Department, City of Chester  
610-447-7707





# Marcus Hook

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**Address:** 12<sup>th</sup> Street and Washington Avenue

**Transit System/Line:** SEPTA's Regional Rail R2 Wilmington/Newark

**Municipality:** Marcus Hook Borough, Pennsylvania

**Station Type:** Two platforms. South platform has covered benches and a trailer that functions as a station building. The platform on the north side has a bench but no shelters.



*From left to right, Marcus Hook station, view to the southwest from the station platform, residential development south of the rail line, and surface parking facilities and heavy industrial uses north of the rail line.*



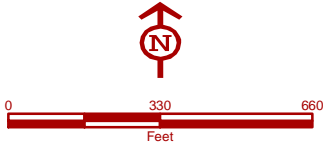
	Station
	Rail Lines
	One-Quarter Mile Radius
	Municipal Boundary

**TOD Inventory**  
**Map 14.1: Station Area Aerial Photo**

**Marcus Hook**  
**R2 Wilmington/Newark**

Delaware Co., Pennsylvania

 Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000



# TOD Inventory

## Map 14.2: Station Area Land Use

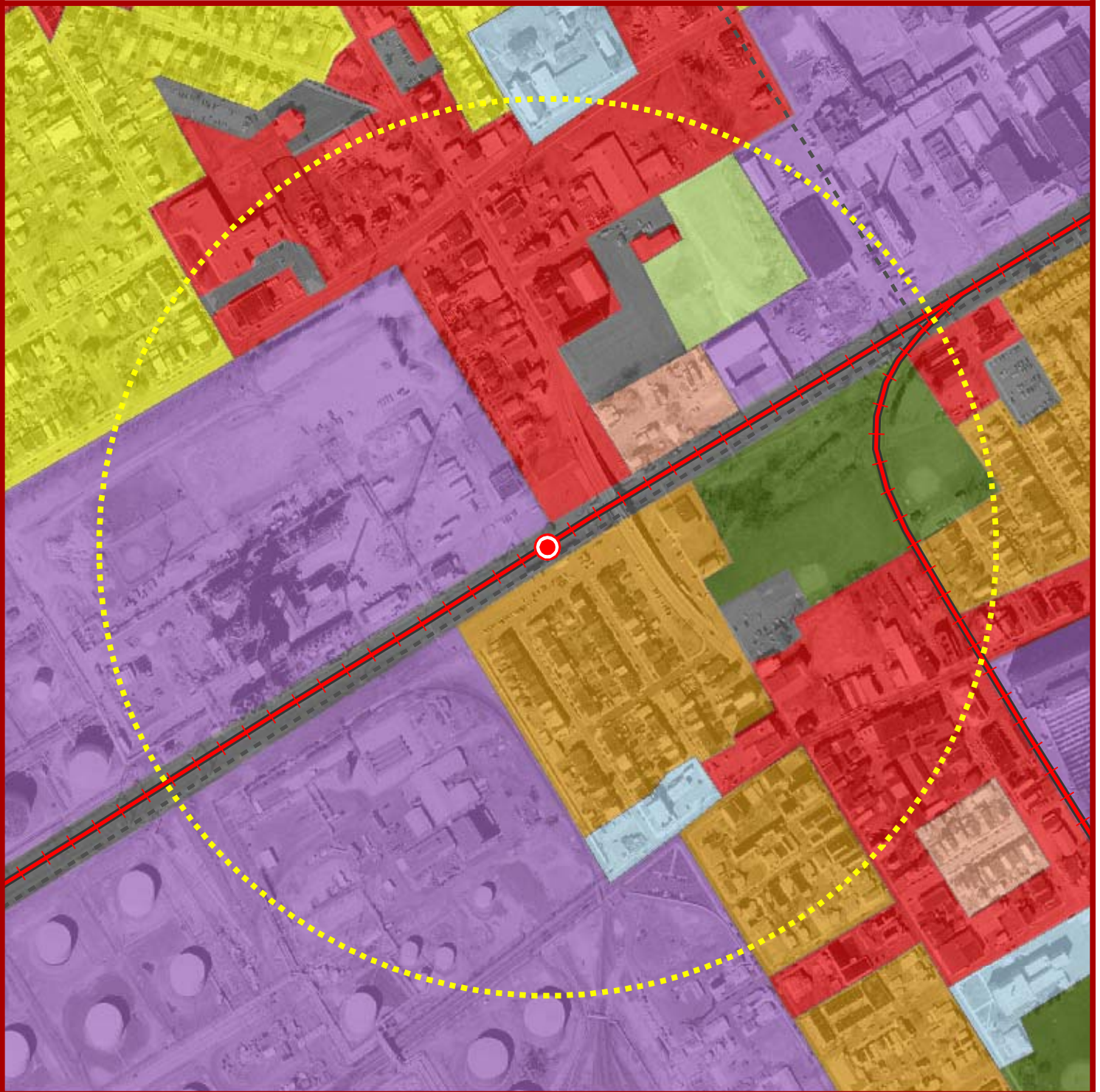


Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# Marcus Hook

R2 Wilmington/Newark

Delaware Co., Pennsylvania



- |                                      |                          |                    |        |                         |
|--------------------------------------|--------------------------|--------------------|--------|-------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                 |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Rail Lines              |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary      |

**Level of Service (# of trains/day):** On weekdays, 26 trains run in each direction. Trains stop at the station hourly; twice per hour during peak commuting hours. On weekends, service is hourly. 18 trains run in each direction on Saturdays, 16 on Sundays.

**Current Ridership:** 384 boardings per day.

**Connecting Routes:** SEPTA bus routes 113 and 114.

**Parking:** 147 daily fee spaces and 58 daily permit spaces for a total of 205 spaces managed by SEPTA on property leased from Amtrak.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Market Street (PA Route 452) is the major road serving the immediate station area. Green and Washington Streets link the station with an adjacent residential area. 10<sup>th</sup> Street runs parallel to the rail line.

**Street Network:** Market Street runs perpendicular to the rail line and intersects with both Ridge Road to the north and 10<sup>th</sup> Street to the south. The network of more minor streets is comprised of a few short roads that terminate when they reach the rail line or one of the area's many industrial sites. North of the rail line, there are few streets south of Ridge Road, and those that do exist tend to be long. North of Ridge Road, the street pattern is made up of small grids (only a few blocks). Blocks tend to be long. South of the rail line, the streets either dead end at the rail line or loop around. East of Market Street, the blocks are long; west of Market Street, the blocks are shorter.

**Bike Paths:** The proposed route of the East Coast Greenway runs through the station area along 10<sup>th</sup> Street (US Route 13).

**Trails:** No.

**Sidewalks:** On most streets, but fairly narrow. There are some tree lawns that buffer pedestrians from motorists. There are few crosswalks in the station area.

**Bus Routes:** Yes; SEPTA routes 113 and 114.

**Signage:** Inadequate; the station sign from Chichester Avenue is difficult to see.

**Wheelchair Accessible:** No.

**Station Patron Amenities:**

**Bike Storage or Racks:** No.

**Waiting Room:** Yes.

Ticket Office: Yes, open weekdays.

Ticket Machines: No.

Existing Uses: No.

Restrooms: Yes, one.

**Land Uses in Station Area:** The land uses around the station are a mix of residential and industrial, with some commercial and institutional uses along the major roads. To the north, in Lower Chichester Township, between the rail line and Ridge Road is a large industrial plant. North of Ridge Road, the uses are primarily residential, with modest single-family detached houses and twins. There are two schools, Linwood Elementary School and Holy Savior School, as well as a post office.

South of the rail line is Marcus Hook Borough, a historic industrial town settled in 1640 by Swedes. West of Market Street is a small residential area consisting of modest twins and rowhouses on small lots. South of 10<sup>th</sup> Street is another small residential area, roughly two to three blocks wide, with a mix of single-family detached, twins, and apartments. Marcus Hook Elementary School, Mary M. Campbell Library, and the Immaculate Conception of Lourdes Church are also in this area, as well as a few auto-body shops, garages, and surface parking. To the west are significant industrial uses, including the large Sunoco refinery, begun in 1902 and currently employing 700 people, processing crude oil into fuels and petrochemicals. To the east is the former American Viscose Company factory building, a three story brick and stone structure built in 1910 as a rayon (textile) manufacturing facility. The factory is a significant redevelopment opportunity. Opposite the factory is Viscose Village, a historic “model village” built by the company with 66 Tudor Revival style dwellings between Yates Avenue and Walnut Street. Also south of the rail line is the Marcus Hook Business and Commerce Center, a remediated Superfund site. This property also has significant potential for redevelopment.

Downtown Marcus Hook contains the following uses: a Sovereign Bank branch, hardware store, two pizza parlors, a small market, a news/tobacco shop, an autobody shop, a pharmacy, a laundromat, a beauty store, thrift store, catering business, carpeting and flooring store, travel agent, three bars/taverns, a photography store, graphics store, a packaging supply store, an accountant, a medical practice, and a community center and senior citizen's center.

**Station Building Conditions:** Marcus Hook is an older station. The trailer used for a station building is unattractive, though its interior is well-maintained. The stairs to the pedestrian overpass (a sidewalk along Market Street) are rusted.

**Building Conditions of General Station Area:** The housing units surrounding the station are in relatively good condition, though several of the industrial buildings have fallen into disrepair.

**Current Zoning:** To the north of the station, across the rail line, part of the station area lies in Lower Chichester Township. Within Marcus Hook Borough, much of the station area is zoned residential (R-2), commercial (C-1), and heavy industrial (I-3). As distance from the station increases, so does the preponderance of heavy industrial zoning. Given the borough's large amount of industrial zoning, Marcus Hook may want to consider revising the zoning in the station area, or creating an overlay, if they decide to pursue TOD in this area. In Marcus Hook, the zoning is as follows:

- R-2 Residential-2 District. Permits single-family dwellings, two-family attached or semi-detached dwellings, and multi-family dwellings such as rowhouses, town houses, multiplexes and garden apartments. Conditional uses include institutional uses (hospitals, schools, community centers), parks/playgrounds, public utility sites, mobile home parks and some home occupations. Minimum lot area is 3,000 square feet, minimum lot width and frontage is 25 feet, and maximum building height is 35 feet.
  
- C-1 Central Retail District. Permitted uses include retail, restaurants, theaters, tennis courts, skating rinks, bowling alleys, personal service shops, financial institutions, some professional offices, community centers, and residential uses permitted in R-2 districts. Conditional uses include hospitals, gas stations, public utility stations, hotels/motels, rooming houses, labs, funeral homes, and parking lots. Minimum lot area is 5,000 square feet, minimum lot width and frontage is 25 feet, and maximum building height is 35 feet.
  
- I-3 Heavy Industrial District. Permits a wide range of industrial uses and manufacturing activities, including petroleum refining and above ground storage. No minimum lot area or width. Minimum lot frontage is 60 feet and maximum building height is 60 feet.

**Current Comprehensive or Master Plan Characterization of Station Area:** Not available.

**Special Studies or Districts:**

*Transit Oriented Development Plan*, a 2002 DVRPC TCDI project, assessed the feasibility of creating a new mixed-use TOD on a 6.8 acre site owned by the Borough of Marcus Hook and Amtrak adjacent to the SEPTA rail line. Marcus Hook's new Comprehensive Plan supports this plan and suggests relocating the station building to the proposed development site. (Consultants have since determined that the station should remain at its current location.) The new TOD could include high-density residential units and a variety of retail and service establishments. The study

recommends creating a new residential neighborhood between the station and Viscose Village. A network of walkways would connect the new structures to the train station and the existing central business district. The final report provides base mapping, assesses the feasibility of a TOD development, develops a conceptual land use plan with scenarios, provides cost estimates and includes a series of illustrative renderings.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

\$ PA 452, *Market Street Bridge* (TIP # 7850) is a Delaware County project with funding of \$886,000 in Fiscal Year 2003, \$465,000 in Fiscal Year 2004, and \$7.7 million after Fiscal Year 2006 to replace the existing Market Street Bridge in Marcus Hook. A portion of the funding will also be used to install period lighting along Market Street and to make the access ways between the bridge and the Marcus Hook station ADA compliant. The existing bridge, which serves as an overpass above the Amtrak and R2 rail line, was constructed in 1925.

**Development or Redevelopment Potential:**

**Vacant Land Present in Station Area:** There is some vacant industrial land west of the station that could be redeveloped, along with the historic American Viscose factory to the southeast of the station.

**Brownfields or Superfund site:** The East 10<sup>th</sup> Street Superfund site lies within a quarter mile southeast of the station and occupies 36 acres. From 1910 to 1977, the property was used to produce rayon and later cellophane. Environmental assessments of the property have been undertaken numerous times since 1979. In 1986, it was acquired by the Marcus Hook Business and Commerce Center, which divided it into 23 lots and sold or leased many of the buildings. Cleanup of hazardous substances was undertaken under Pennsylvania's Land Recycling Act, and the site has been made safe. The redevelopment of this site into the Marcus Hook Business and Commerce Center is a major victory for Marcus Hook Borough.

**Market Characterization/Development Pressures:** In Marcus Hook Borough, three residential building permits were issued in 2000, and all three were for single-unit structures. No permits were issued in 2001, and 2002 saw the granting of just one permit for a single-unit dwelling.

According to the 2002 DVPRC TCDI *Transit-Oriented Development Plan*, there is market demand for 200 new dwellings (both for sale and lease), 7,000 square feet of retail, and 50,000 square feet of office (in the Viscose factory building). New housing would also generate customers for businesses along 10<sup>th</sup> Street. This demand analysis is for the 6.8 acre TOD site identified in the study, south of the rail line and bounded by Market Street to the west, McClenachan Terrace to the east, the rail line to the north and 10<sup>th</sup> Street to the south.

Marcus Hook's advantages include its location midway between the major employment

centers of Center City Philadelphia and downtown Wilmington, Delaware, as well as easy access to Philadelphia International Airport. The borough also has an attractive waterfront park and the historic Viscose Village.

The challenges to TOD in the borough include its heavily industrial character and the absence of desirable retailers, such as cafes, bookstores, and grocery stores, though this is also an opportunity for retailers to take advantage of the untapped sales potential and build off of existing retail downtown.

Environmental Restrictions: None known.

**Other Information:**

Site Design: Most buildings sit close to the street. Pedestrian-scale lighting is needed.

**Municipal Contact:**

Bruce Dorbian  
Borough Manager, Marcus Hook Borough  
610-485-1341



# Springfield Mall

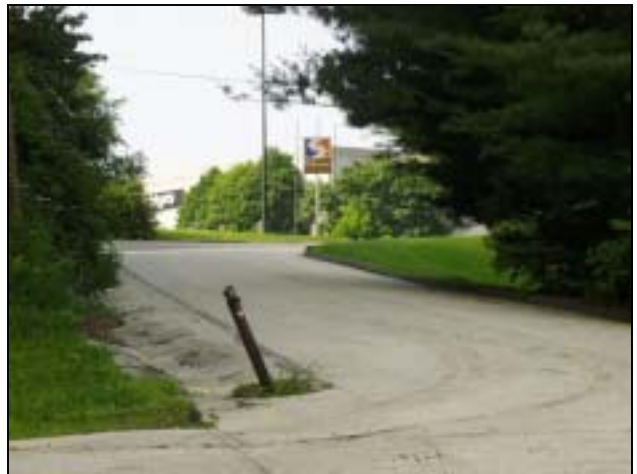
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**Address:** Behind Springfield Mall, near Sproul Road (Route 320) and Baltimore Pike

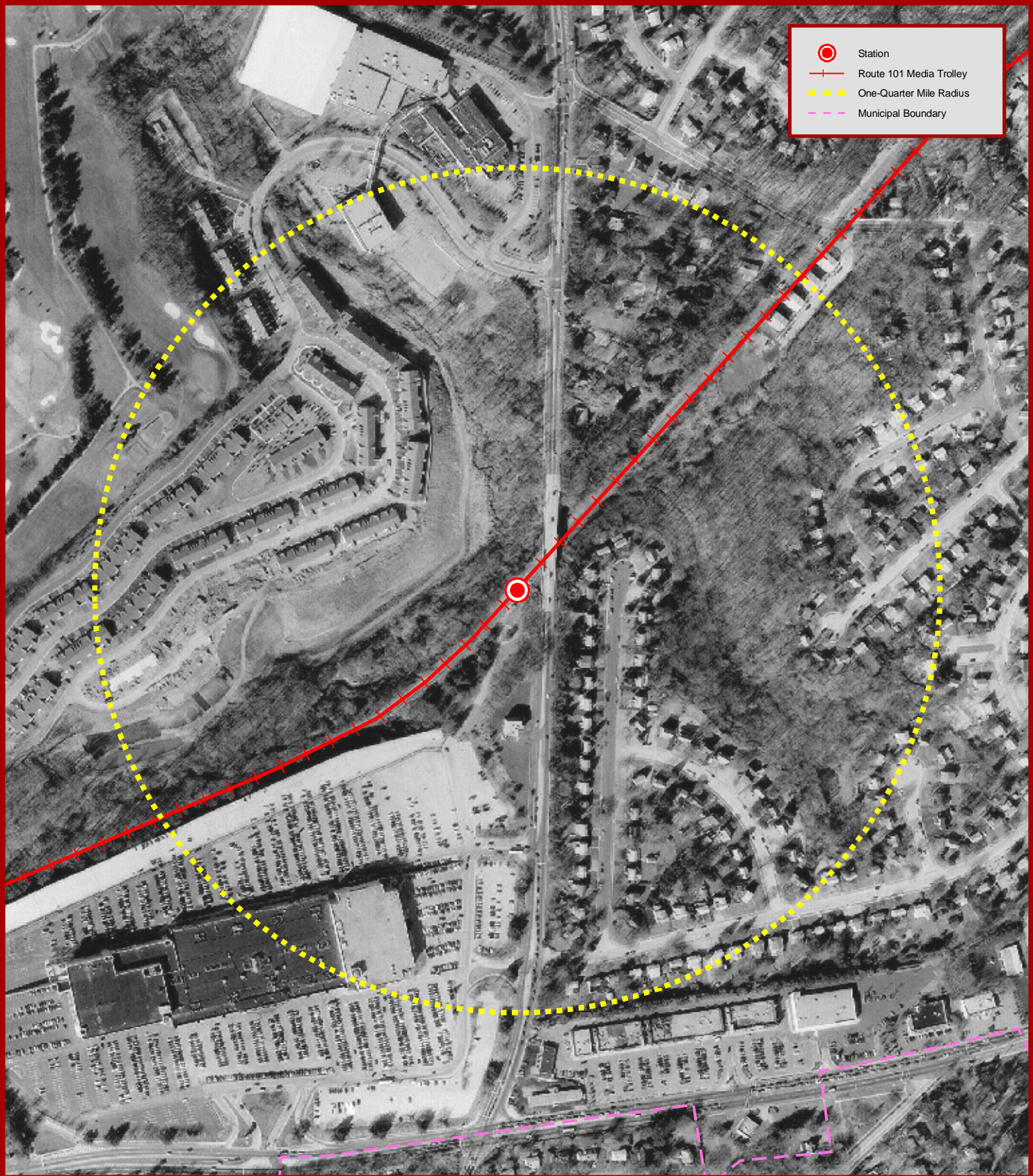
**Transit System/Line:** SEPTA's Route 101 Light Rail (trolley)





**Municipality:** Springfield Township, Pennsylvania

**Station Type:** Single platform



*From left to right, station platform, passenger drop-off area, Springfield Mall, and the access road linking the station and the Springfield Mall parking lot.*



-  Station
-  Route 101 Media Trolley
-  One-Quarter Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 15.1: Station Area Aerial Photo

# Springfield Mall

Route 101 Media Trolley

Delaware Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000



# TOD Inventory

## Map 15.2: Station Area Land Use

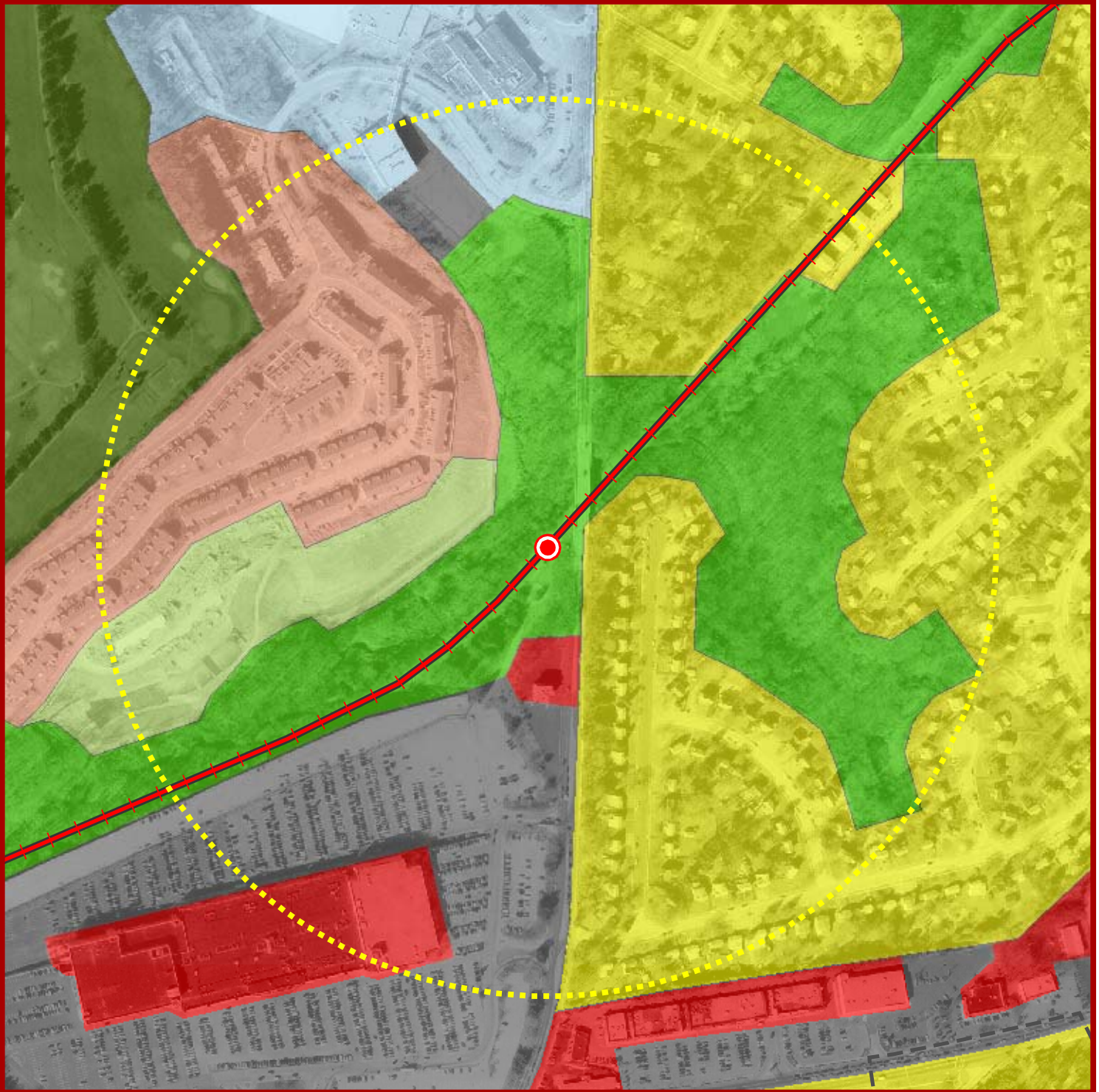
# Springfield Mall

## Route 101 Media Trolley



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

Delaware Co., Pennsylvania



- |                                      |                          |                    |        |                         |
|--------------------------------------|--------------------------|--------------------|--------|-------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                 |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Route 101 Media Trolley |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary      |

**Level of Service (# of trains/day):** On weekdays, 53 trolleys run in each direction. Trolleys stop every 20 minutes until 8:00 p.m. From 8:00 p.m. until 11:00 p.m., trolleys stop once every 30 minutes. After 11:00 p.m., service is reduced to once per hour. On weekends, trains running in both directions stop about once every half hour, for a total of 35 trains per day in each direction.

**Current Ridership:** Route 101: 81 boardings per day; Buses: 396 boardings per day.

**Connecting Routes:** SEPTA bus routes 109,110, 111 and 122.

**Parking:** No dedicated parking; however, the station is located at the rear of the Springfield Mall parking lot, which is a free surface lot covering several acres.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Sproul Road and Baltimore Pike are the primary roads serving the station area.

Street Network: The street network is limited. The entire southwestern quadrant of the station area is the Springfield Mall and its parking lot. There are two main roads, Sproul Road and Baltimore Pike, which intersect about a quarter mile south of the station. There are two other roads off Sproul Road within the station area: Country Club Drive and Sheffield Drive. These roads connect residential areas where the blocks are relatively long and streets are fairly wide. The station is not wheelchair accessible, and pedestrian crossings are not well demarcated.

Bike Paths: No.

Trails: No.

Sidewalks: There are few sidewalks. However, where sidewalks do exist, they tend to have buffers between pedestrians and vehicles. Better pedestrian connections from the station to the residential development north of the station are needed.

Bus Routes: Yes, SEPTA routes 109,110, 111 and 122.

Signage: Inadequate. There is a small sign for traffic heading southbound on Sproul Road, but no signs northbound or on Baltimore Pike. The station itself is in a ravine behind the mall, which can make it difficult to find.

Wheelchair Accessible: No.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: No.

Ticket Office: No.

Ticket Machines: No.

Existing Uses: No, though the mall is nearby.

Restrooms: No.

**Land Uses in Station Area:** To the southwest of the station is Springfield Mall and its surface parking lots. To the northwest, off Country Club Drive, is the Springfield Hospital complex and a relatively new residential development (Villas at Golf View). The dwelling units in this area are attached and appear to be condominiums. East of Sproul Road is a residential community consisting of single-family detached dwellings on lots that appear to be about a quarter acre in size. Homes are well-maintained, middle-class, and date from the mid-twentieth century. Most are brick and two stories. South of this residential area are a gas station and the Olde Sproul Shopping Village, both of which are located on the northwest corner of Sproul Road and Baltimore Pike. The Shopping Village is a strip retail development with surface parking fronting Baltimore Pike. Residential properties in the station area are buffered from commercial uses by stretches of wooded land.

**Station Building Conditions:** The station site is not well maintained – the sidewalks are crumbling, and the driveway is torn up. The platform includes a small covered seating area.

**Building Conditions of General Station Area:** Most of the development in the station area is fairly well maintained. Springfield is a suburban, middle-class community.

**Current Zoning:** Not available.

**Current Comprehensive or Master Plan Characterization of Station Area:**

The most recent version of Springfield Township's comprehensive plan was completed in 1983, at which time only five percent of the township's developable land lay vacant. Land use recommendations outlined in the plan include the use of clustering and/or lot averaging to preserve natural features, strengthening the central shopping district along Saxer Avenue, promoting cleaner, more efficient commercial uses along Baltimore Pike, and continuing to restrict industrial uses to the Media-West Chester railroad right-of-way.

In 1983, before the completion of the King of Prussia Mall, Springfield ranked third in retail sales among all municipalities in the five Pennsylvania counties in the greater Philadelphia region. Only Philadelphia and Lower Merion Township had greater revenues. Springfield Mall generated a substantial portion of these dollars.

At the time of the plan's release, Springfield commuters tended to work in four primary areas: Upper Darby/Clifton Heights, Ridley Township/Eddystone, Montgomery County (primarily Valley Forge, Norristown and Ft. Washington), and the City of Philadelphia. Very few of the township's commuters traveled to work on public transportation.

**Special Studies or Districts:** None.

**Pending Transit Agency or DOT Improvements (including service changes):**  
None.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: The mall site may eventually provide an opportunity for redevelopment, though at present the shopping center appears relatively healthy. Development on the mall parking lots adjacent to the station may be possible. Some vacant land north of the station separates the mall from the housing off Country Club Drive, but a ravine runs through this land and may inhibit development.

Brownfields or Superfund site: No.

Market Characterization/Development Pressures: In Springfield Township, one residential building permit was granted in 2000, followed by two in 2001 and none in 2002. All the permits issued in the Township during these calendar years were for single-unit structures, resulting in 101 new single-family homes.

Environmental Restrictions: The station is located in a ravine that extends northeast/southwest between Springfield Mall and the condominium community that lies just north of it.

**Other Information:**

Site Design: Most development is suburban style – auto-oriented with large setbacks and plenty of surface parking. Lighting is scaled for vehicles, rather than pedestrians, and few structures are architecturally detailed. The general area is well maintained and dumpsters, loading docks and other undesirable features are kept out of view.

**Municipal Contact:**

Michael LeFevre  
Township Manager, Springfield Township  
610-544-1300

## **Section IV: Stations in Montgomery County**

**Ambler**

**Ardmore**

**Conshohocken**

**Fort Washington**

**Glenside**

**King Manor**

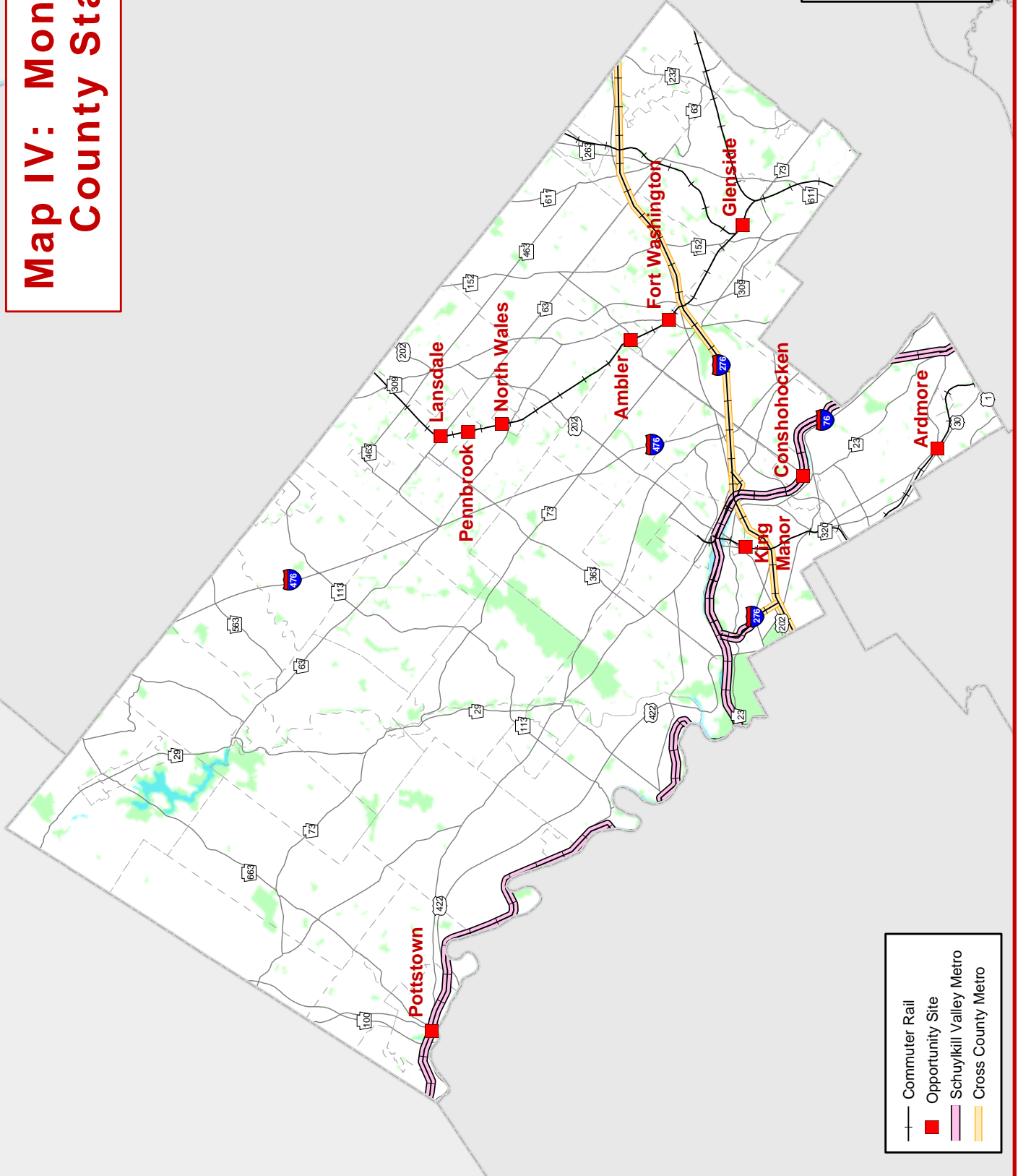
**Lansdale**

**North Wales**

**Pennbrook**

**Pottstown**

# Map IV: Montgomery County Stations



- Commuter Rail
- Opportunity Site
- Schuylkill Valley Metro
- Cross County Metro

0 2.5 5 Miles

Delaware Valley Regional Planning Commission  
November 2003



# Ambler

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**Address:** Butler Avenue and Main Street

**Transit System/Line:** SEPTA's Regional Rail Line R5 Doylestown

**Municipality:** Ambler Borough, Pennsylvania

**Station Type:** Building with platform. The current inbound platform and station building are located across Butler Avenue from the original station buildings, which now house a restaurant (Trax Café) and shop (The Train Shop at Choo Choo's).



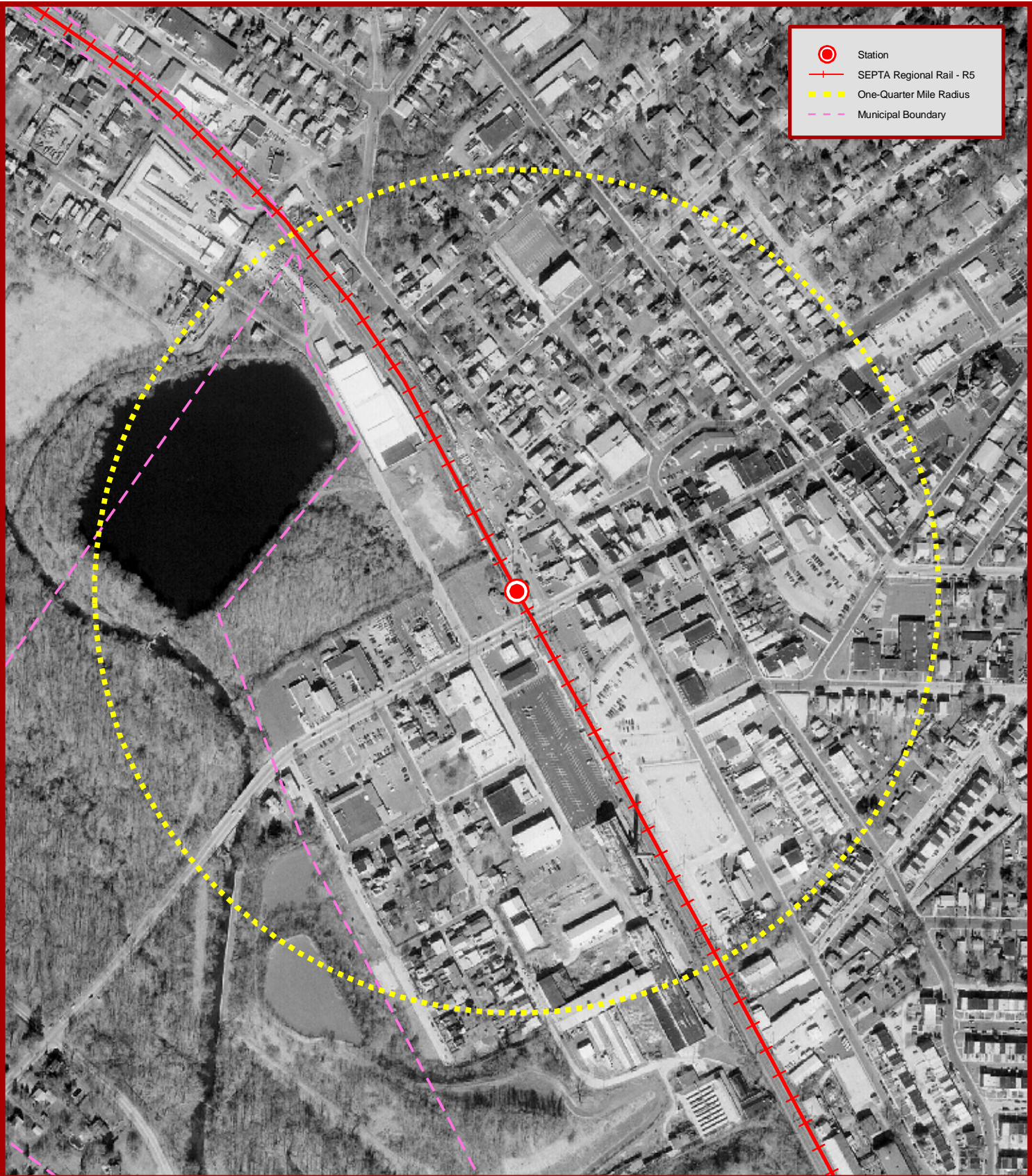
*Ambler train station*







*Trax Café in original station building*



*Auto-oriented development along Butler Avenue south of the rail line*



-  Station
-  SEPTA Regional Rail - R5
-  One-Quarter Mile Radius
-  Municipal Boundary

**TOD Inventory**  
**Map 16.1: Station Area Aerial Photo**

**Ambler**  
**R5 Doylestown**

Montgomery Co., Pennsylvania



Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000

# TOD Inventory

## Map 16.2: Station Area Land Use

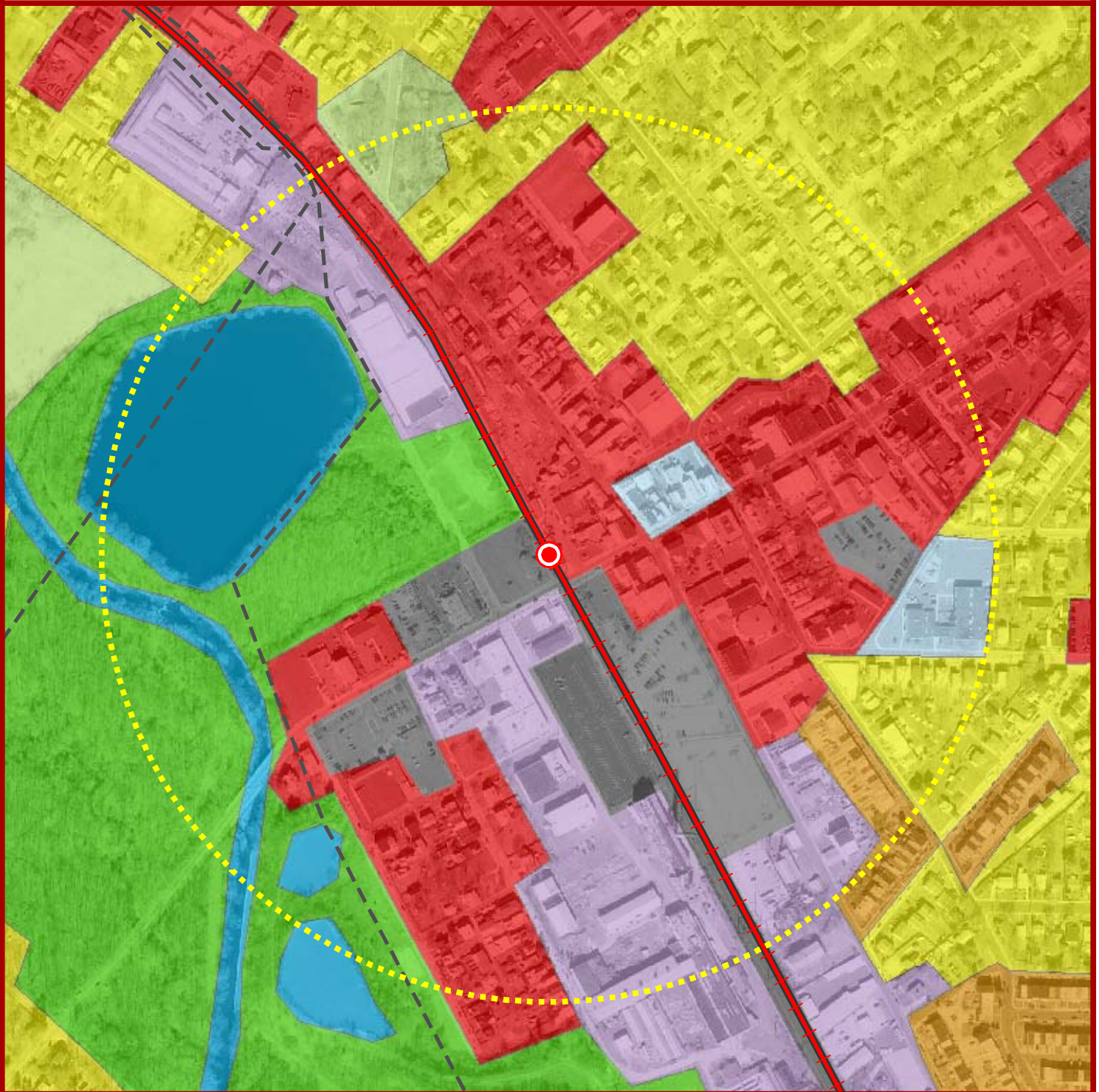
# Ambler

## R5 Doylestown

Montgomery Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R5 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** On weekdays, 38 trains run inbound to Philadelphia and 37 run outbound, about one train in each direction every 30 minutes. Weekend service is approximately hourly with 17 to 19 trains running in each direction per day.

**Current Ridership:** 806 boardings per day.

**Connecting Routes:** SEPTA bus routes 94 (connects to R7 and R8) and 98.

**Parking:** 496 daily fee spaces and 92 permit fee spaces for a total of 588 spaces that are owned, leased and operated by SEPTA. On average, the weekday utilization rate is 85 percent. Ambler station is listed by SEPTA as one of the 10 transit stations most likely to have parking availability.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Butler Avenue is the primary access road and runs northeast/southwest through the station area. Main Street, which runs northwest/southeast along the rail line, also serves station traffic.

**Street Network:** Ambler's street network is a modified grid with some diagonal streets that can create confusion for drivers and pedestrians unfamiliar with the area. Some blocks are long; others are relatively short. The area west of the rail line is dominated by the Four Mills Nature Reserve and includes only a few residential streets that dead-end or loop around the park.

**Bike Paths:** The Montgomery County Bike Mobility Plan designates Butler Avenue and Bethlehem Pike as Ambler's primary bike routes, and Spring Garden Street, Tennis Avenue, Highland Avenue and Bannockburn Avenue as the borough's secondary routes.

**Trails:** None apparent; some nature trails may run through the Four Mills Nature Reserve.

**Sidewalks:** Located on most streets, though often narrow and limited to one side. Many streets have on-street parking or tree lawns that separate pedestrians and vehicles. In general, the number and quality of crosswalks are inadequate; however, pedestrian crossings on Butler Avenue and over the railroad tracks have recently been improved.

**Bus Routes:** Yes, SEPTA routes 94 and 98.

**Signage:** Limited to a couple road signs directing passengers to the station.

Wheelchair Accessible: Yes, ADA compliant.

**Station Patron Amenities:**

Bike Storage or Racks: Yes, one rack.

Waiting Room: Yes, open in conjunction with the ticket office.

Ticket Office: Yes, open weekdays from 5:20 a.m. until 11:40 a.m.

Ticket Machines: No.

Existing Uses: Trax Café and The Train Shop at Choo Choo's are located in the original station buildings.

Restrooms: Yes, open in conjunction with the ticket office.

**Land Uses in Station Area:** Butler Avenue is the main commercial corridor in the station area traveling east-west. To the east of the rail line, Butler Avenue has a traditional Main Street character with attached commercial buildings coming up to the sidewalk. To the west, the commercial buildings are more auto-oriented, and include a McDonald's and a gas station. Land uses along the rail line corridor are mainly light industrial (including some vacant and poorly maintained properties). An age-restricted apartment building and a few rowhouses are also located in this area. To the east are residential areas consisting of a mix of single-family detached dwellings, twins, rowhouses, and apartments. West of rail line, residential areas are comprised of modest single-family homes on small lots and some twins. Further west, beyond Four Mills Nature Reserve and outside the study area, single-family homes on large lots are the predominant land use. East Butler Avenue shows some evidence of commercial vacancy, but an effort has clearly been made to improve the appearance of the road through streetscape improvements.

There is very little vacant land in the area. A significant amount of surface parking is located along West Butler Avenue, and a SEPTA parking lot is situated east of the station. On-street parking is permitted throughout Ambler's residential areas and along East Butler Avenue.

**Station Building Conditions:** Generally good. Station appears well maintained.

**Building Conditions of General Station Area:** The residential neighborhoods show signs of deferred maintenance, although efforts have been made to improve the appearance of the commercial district along Butler Avenue. Ambler has completed a certified Redevelopment Plan and has partnered with the Montgomery County Redevelopment Authority in an effort to revitalize the borough's rail corridor. Ambler also has a Main Street program ([www.amblermainstreet.org](http://www.amblermainstreet.org)).

**Current Zoning:** The station falls within the boundaries of a Redevelopment Overlay District that extends along the rail line. The Butler Avenue corridor is largely zoned downtown commercial (DC), with some office (O) and institutional (IN) areas scattered along it. About a block or two beyond Butler Avenue, blocks are zoned residential (mostly R-2 and R-3, which allow single-family detached units, twins and duplexes). An industrial area (I) is located along the tracks to the south of the station area. Open space zoning (OS) is scattered throughout the residential areas, but no individual park appears larger than a couple square blocks.

**Current Comprehensive or Master Plan Characterization of Station Area:** Ambler's 1968 Comprehensive Plan (verified as accurate in January 1975) is the most recent version available at Montgomery County Planning Commission.

**Special Studies or Districts:**

*Redevelopment Area Plan for Ambler Rail Corridor*, April 2003 (Gilmore and Associates) and *Ambler Borough Community Redevelopment Plan ("Ambler Vision Plan")*, September 2000 (Carter van Dyke, Urban Partners, Brown + Keener, Carroll Engineers) focus on Ambler's strengths as a walkable community with distinctive buildings and streetscapes, and recognize the role of the borough's Main Street program in enhancing the community since the 1980's. New construction and plans for future office development are helping to reclaim vacant industrial sites. Likewise, reuse of storefronts and infill development are taking place, and Acme is interested in building an anchor store in Ambler. Still, many of the major industries that were once located in Ambler have since left the borough, and commercial enterprises continue to face strong competition from regional shopping centers. Stores are generally specialized small businesses and there is no space to accommodate large, national retailers on Butler Avenue.

The recommendations included in the studies include the creation of two major economic anchors in the transit area, a rail corridor office anchor and a rail station anchor. Also presented in the studies is a five-point transit strategy to enhance Ambler's train station, increase motorist awareness of local businesses, increase pedestrian safety and access, improve traffic flow along Butler Avenue, and encourage the development of bike and walking trails. The implementation of three new zoning districts is also discussed, including a Downtown Commercial District, a Freestanding Commercial District, and an Office District. The Ambler Borough Council and the Montgomery County Planning Commission recently adopted the *Redevelopment Area Plan*.

As part of its ongoing improvements to the Butler Avenue streetscape, the borough recently applied for and received Montgomery County Revitalization Program funding, including funds for streetlights and directional signage for parking.

**Pending Transit Agency or DOT Improvements (including service changes):**  
None.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: The station area includes very little vacant land, although opportunities exist for infill development on surface parking lots and the reuse of former industrial properties along the rail corridor.

Brownfields or Superfund Site: The Ambler Asbestos Piles is reclaimed Superfund site. The site consists of 25 acres bordering Locust Street and the Wissahickon Creek, both within the station area. Asbestos-containing waste was dumped at the site from the early 1900s until 1974. Cleanup and remediation was completed in 1993, and the site was deleted from the National Priorities List (NPL) in 1996. Annual field inspections continue to ensure that the site is not a threat to human health or the environment.

Market Characterization/Development Pressures: Redevelopment possibilities exist around the train station and there is interest among developers in revitalizing Ambler's Main Street; however, the Borough Council has been hesitant to allow the construction of new housing given the large amount of housing that already exists along the rail corridor. No residential building permits were issued in Ambler in 2000, one was granted in 2001, and seven were approved in 2002. All eight permits issued in Ambler over this three-year period were for single unit structures.

Environmental Restrictions: Wissahickon Creek runs through Four Mills Nature Reserve.

**Other Information:**

Site Design: Much of the development in the station area predates World War II. Buildings sit close to the street and some structures are architecturally detailed. There is pedestrian-scale lighting along Butler Avenue that extends west from York Street.

**Municipal Contact:**

Chuck Baily  
Code Enforcement Officer, Ambler Borough  
215-646-1000





# Ardmore

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**Address:** Anderson and Station Avenues

**Transit System/Line:** SEPTA's Regional Rail Line R5 Thorndale, Amtrak Keystone and Pennsylvanian service (only stop in Montgomery County)

**Municipality:** Lower Merion Township, Pennsylvania

**Station Type:** Building with exterior platforms



*Ardmore train station*



*Commercial uses along Lancaster Avenue*



*Suburban Square shopping center*



	Station
	SEPTA Regional Rail - R5
	One-Quarter Mile Radius
	Municipal Boundary

**TOD Inventory**  
 Map 17.1: Station Area Aerial Photo

**Ardmore**  
 R5 Thorndale

Montgomery Co., Pennsylvania



Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000



# TOD Inventory

## Map 17.2: Station Area Land Use

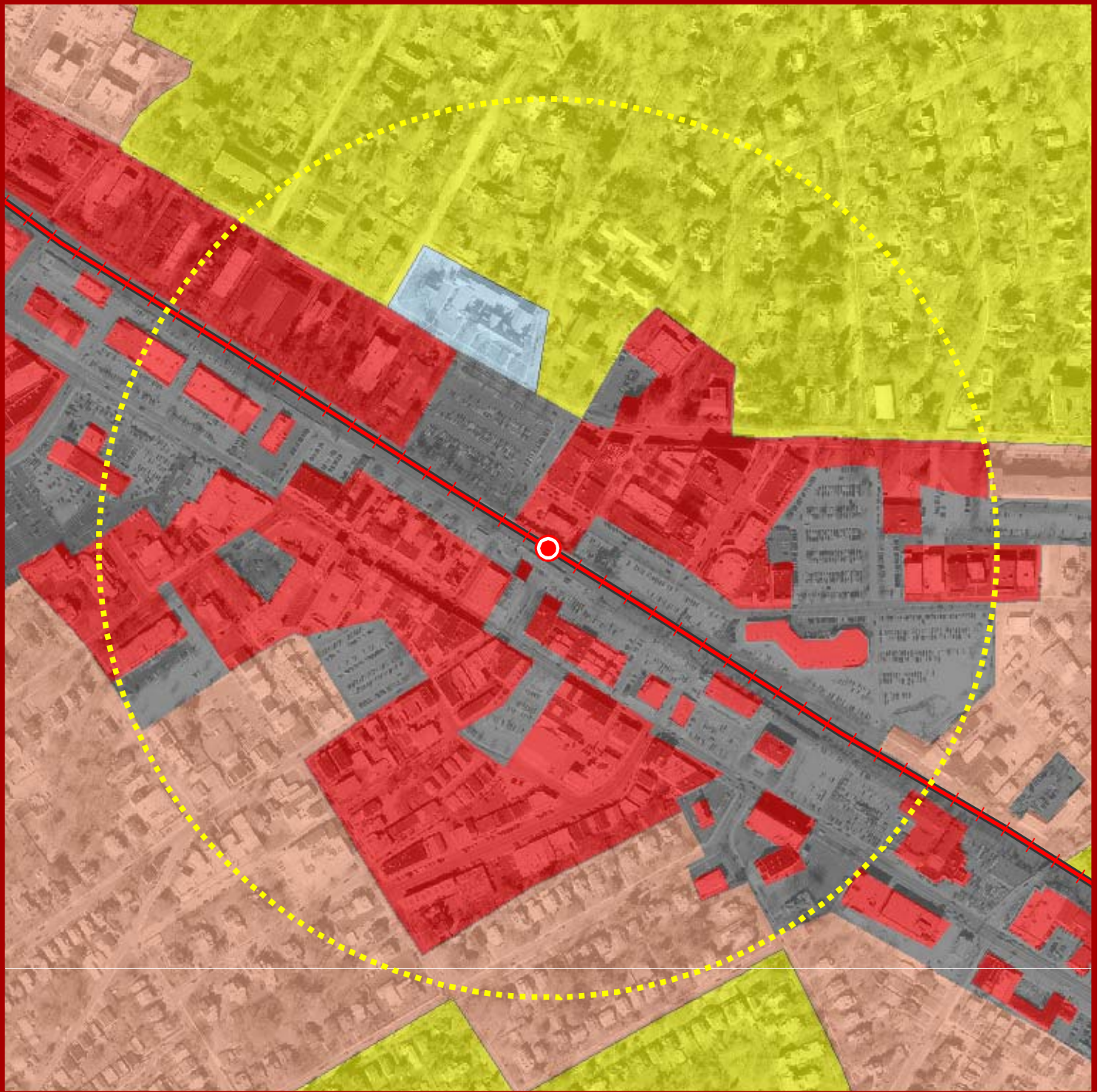
# Ardmore

## R5 Thorndale

Montgomery Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R5 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** SEPTA Regional Rail: Weekday service includes 34 trains running inbound toward Philadelphia and 38 running outbound, about two trains per hour with increased service provided during peak commuting times. On weekends, trains run twice per hour on Saturdays (about 27 trains in each direction) and once per hour on Sundays (17 trains in each direction). Amtrak Keystone: On weekdays, nine or ten trains run in each direction, about one train every one to two hours. On weekends, the station is serviced by four or five trains in each direction, about one train every two to four hours. Amtrak Pennsylvanian: One eastbound train (towards Philadelphia and New York) per day on both weekdays and weekends. Westbound trains do not stop.

**Current Ridership:** R5: 866 boardings per day. Amtrak: Approximately 50 boardings per day (based on annual data for Fiscal Year 2002).

**Connecting Routes:** SEPTA bus routes 44, 103, 105 and 106; Amtrak's Keystone Line.

**Parking:** 109 permit fee spaces owned, leased and operated by SEPTA. An additional 106 municipal and/or privately owned fee spaces are also available, for a total of 215 spaces. Within the Township, Ardmore has 522 public metered parking spaces. Residential parking permits are distributed for areas near the central business district.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Route 30 (Lancaster Avenue) and Montgomery Avenue are the main roads serving the station area and are linked to the station by Anderson Avenue, which runs perpendicular to Lancaster Avenue. Anderson Avenue is often congested. Lancaster Avenue runs northwest-southeast to the south of the station, and Montgomery Avenue runs east-west to the north of the station.

**Street Network:** To the south of Montgomery Avenue, the street network is a modified grid with narrow streets, well-demarcated pedestrian crossings, and a defined street hierarchy. Blocks in this area are somewhat long. North of Montgomery Avenue, streets tend to be more curvilinear with few intersections.

**Bike Paths:** No.

**Trails:** No.

**Sidewalks:** Most streets in the immediate station area have wide sidewalks, including Suburban Square and the neighborhood to the south of Lancaster Avenue. The neighborhood north of Montgomery Avenue does not have sidewalks.

**Bus Routes:** Yes, SEPTA routes 44, 103, 105 and 106.

Signage: Inadequate, as there is no sign on Lancaster Avenue identifying the location of the train station.

Wheelchair Accessible: No.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: Yes.

Ticket Office: Yes, open weekdays.

Ticket Machines: Yes, Amtrak Quik-Trak machines.

Existing Uses: Citizens Bank (ATM only), Ardmore Coffee and News.

Restrooms: Yes, men's and women's restrooms.

**Land Uses in Station Area:** Ardmore is a century-old Main Line community for affluent and middle-income households with more modest homes located closer to Lancaster and Montgomery Avenues. North of the rail line are single-family homes, most of which were developed by the end of World War II. In the 1980's, the south side of the rail line saw decline and increased commercial vacancies along Lancaster Avenue. Ardmore's residential communities have always remained strong.

To the north of the station, between the rail line and Montgomery Avenue, is Suburban Square, one of the first shopping centers in the country. Suburban Square contains a variety of national chain stores located around attractive outdoor corridors and scattered surface parking lots. North of Suburban Square and along Montgomery Avenue, the street network evolves into long, curvilinear residential roads with no sidewalks. This area is filled with large, high-end homes on large lots, a church, and the YMCA.

To the south of the rail line is Lancaster Avenue, Ardmore's traditional "Main Street." Lancaster Avenue is lined with older commercial buildings with some vacancies, but seems relatively healthy overall. Most businesses along Lancaster Avenue appear to be independently and/or locally owned. Philadelphia Sports Club is one of the few chain businesses located along the corridor. Commercial district design guidelines for Ardmore were instituted in 1991 and the main central business district on Lancaster Avenue stretches from Argyle Avenue to Ardmore Avenue. Still, Lancaster Avenue continues to accommodate some auto-oriented uses, including a McDonald's near the western edge of the station area. Parking facilities include municipal lots behind buildings, as well as on-street spaces. South of Lancaster Avenue, streets follow a grid pattern and are lined with a mix of uses. Housing in this area is a mix of apartments and single-family attached dwellings, and non-residential uses are generally concentrated on streets running north-south from Lancaster Avenue. Building densities decrease somewhat as distance from Lancaster Avenue increases.

**Station Building Conditions:** Ardmore station was built in 1957, and though not aesthetically or historically significant, the station is well maintained. The waiting area on the outbound platform has been closed for some time.

**Building Conditions of General Station Area:** Good. Suburban Square is busy and in good condition. Lancaster Avenue has some vacant storefronts but, in general, structures and streets in the station area appear to be clean and well maintained.

**Current Zoning:** The station is located between the Ardmore Special Development District and a Commercial C-2 zone. Surrounding residential development becomes lower density as distance from the station increases.

**ASDD** Ardmore Special Development District. Created to provide a wide range of amenities for residents and to promote the economic stability of the Township. Permits a variety of commercial, office, and retail uses. This zoning district is divided into two areas: ASDD-1 and ASDD-2. ASDD-1 designates the center of the Ardmore business district and places special emphasis on ground-level retail. Offices and educational uses are restricted to upper floors. ASDD-2 serves as a buffer between nonresidential development and surrounding residential communities.

**C2** Permits a wide range of dwelling types (same as R6A, see below), apartment hotels/boarding houses, hotels, laboratories, restaurants, retail, theaters, used car lot, offices, studios and broadcasting stations, personal service shops, banks, cemeteries, clubs/lodges, printers, education and religious uses, bakeries, bowling alleys, animal hospitals, laundry facilities, some light manufacturing, and storage facilities. Commercial buildings utilized for dwelling purposes must have minimum lot area of 1,500 square feet per family. Maximum building height is 65 feet. For commercial buildings not utilized for dwelling purposes, no more than 70 percent of lot area may be occupied by buildings. The maximum allowable height for these buildings is also 65 feet.

**CL** Permits office buildings, medical clinics, financial institutions, restaurants, and small printing/copy centers.

**R1** Permits single-family detached dwellings, and public schools. Minimum lot area is 30,000 square feet, with 90-feet of street frontage. Maximum building height is 35 feet and three stories.

**R2** Permits single-family detached dwellings, and public schools. Minimum lot area is 18,000 square feet, with 80-feet of street frontage. Maximum building height is 35 feet and three stories for dwellings, and 65 feet for other structures.

- R3 Permits single-family detached dwellings and public schools. Minimum lot area is 10,000 square feet with 70-feet of street frontage. Maximum building height is 35 feet and three stories for dwellings, and 65 feet for other structures.
- R4 Permits single-family detached dwellings and public schools. Minimum lot area is 6,000 square feet, with a 60-foot street frontage. Maximum building height is 35 feet and three stories for dwellings, and 65 feet for other structures.
- R6A Permits single-family detached dwellings, single-family semi-detached dwellings, two-family detached units, townhouses, two-family semi-detached dwellings, apartments, subsidized housing for the elderly, sanatoriums, nursing/convalescent homes, and housing for the elderly. Home occupations that comply with specific restrictions are permitted in apartment buildings. Minimum lot sizes are 5,000 square feet for single-family detached; 3,000 square feet for single-family semi-detached; 3,000 square feet per family for two-family detached and townhouses; and 5,000 square feet for all other permitted dwelling types.

**Current Comprehensive or Master Plan Characterization of Station Area:** The most recent master plan was unavailable, however a recent revitalization plan, *Ardmore Revitalization Plan* (September 2001) was completed by Lincoln Property Company as part of Montgomery County's Community Revitalization Program. The program aims to strengthen and stabilize older communities. The revitalization plan recommends improving the following: access to the train station, public parking, bus shelters, bike facilities, traffic calming, and pedestrian safety. The plan also addresses the expansion of streetscape programs and the Ardmore 2000 façade program (which offers low-interest loans for façade improvements). The plan advocates converting the upper floors of Lancaster Avenue commercial buildings into affordable housing units. It also calls for improving the appearance, function, and safety of the train station. Expanding workforce development, job training, and business assistance is also recommended.

**Special Studies or Districts:** Ardmore 2000, a business district authority, was created in 1993 and employs a full-time economic development specialist. A conceptual train station design completed for the organization calls for creating a landmark station (possibly surrounded by a park or gathering space) and improving transit service. However, funding, competing interests, and community concerns about traffic and other issues make realization of the project difficult. In the summer of 2002, Ardmore 2000 recommended train station improvements including cleaning, repairing and improving lighting in the Anderson Avenue underpass as well as other pedestrian underpasses and stairways.

In 1994, ZHA, a parking consultant, completed a feasibility study for Lower Merion Township and SEPTA concerning the construction of a parking garage adjacent to the station. Today there is an oversupply of short-term spaces and a shortage of long-term

spaces. The study projected that by the year 2010, 361 additional long-term spaces would be needed and the surplus of short-term spaces would shrink to 62. The study states that a garage would have only minimal impact on traffic and would negatively affect only one intersection, Rittenhouse Place and Lancaster Avenue. A June 2001 Township Parking Study also referenced ongoing studies related to commercial zoning, business district signage, multi-modal transportation, and the creation of a Vernon V. Young Park Master Plan.

*Lower Merion - Ardmore Transit Center Project* is a 2002 DVRPC TCDI project and a final report was completed by the Hillier Group and adopted by the Lower Merion Commissioners in fall 2003. The aims of the project were to develop a long-term parking strategy for the Ardmore commercial district, create an attractive, pedestrian-oriented transit station area, and unify the Lancaster Avenue business district and the Suburban Square Shopping Center into a cohesive commercial core. The planning process included community workshops to generate ideas and evaluate designs. The Hillier report outlines several development alternatives for the area that seek to achieve the following goals: 1) enhance the area's sense of place by defining the boundaries of the town center; 2) create a focus for the town center by constructing a new, imageable transit station and plaza; 3) strengthen linkages across the rail line; 4) generate additional pedestrian activity by developing mixed-use structures on underutilized parcels; and 5) provide sufficient parking to meet current and future demands.

**Pending Transit Agency or DOT Improvements (including service changes):** None.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There is limited vacant land but an abundance of surface parking.

Brownfields or Superfund Site: No.

Market Characterization/Development Pressures: Possibilities exist for more intense development on some of the Suburban Square and township parking lots in the area, but there may be strong neighborhood resistance. Sixty-two residential building permits were issued in Lower Merion Township in 2000, followed by 36 in 2001, and 37 in 2002. Of the permits granted during this three-year period, all but 14 were for single-unit structures.

A 1997 plan for the combined Ardmore/Wynnewood Commercial District noted that the district contains 358 retail and support service businesses, comprising 1,114,200 square feet. The area also has 335 office businesses covering 1 million square feet. Approximately 59,500 square feet (5.3 percent) of retail or office space was estimated to be vacant at the time of publication.

Environmental Restrictions: No significant waterways were observed on site visit, though a few small creeks may run through the well-established residential



neighborhoods north of the station. The landscape is more varied and sloping in the northern part of the station area.

**Other Information:**

Site Design: To the south of the rail line and along Lancaster Avenue, homes and businesses sit close to the street, are older, built at higher densities, and have some unique architectural detailing. This area is very walkable. To the north of the station and Suburban Square, beautiful old homes are set back on large lots. Street lighting throughout the station area is auto-oriented.

**Municipal Contact:**

Robert Duncan

Director of Building, Planning and Community Development, Lower Merion Township  
610-645-6164



# Conshohocken

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**Address:** Harry and Washington Streets

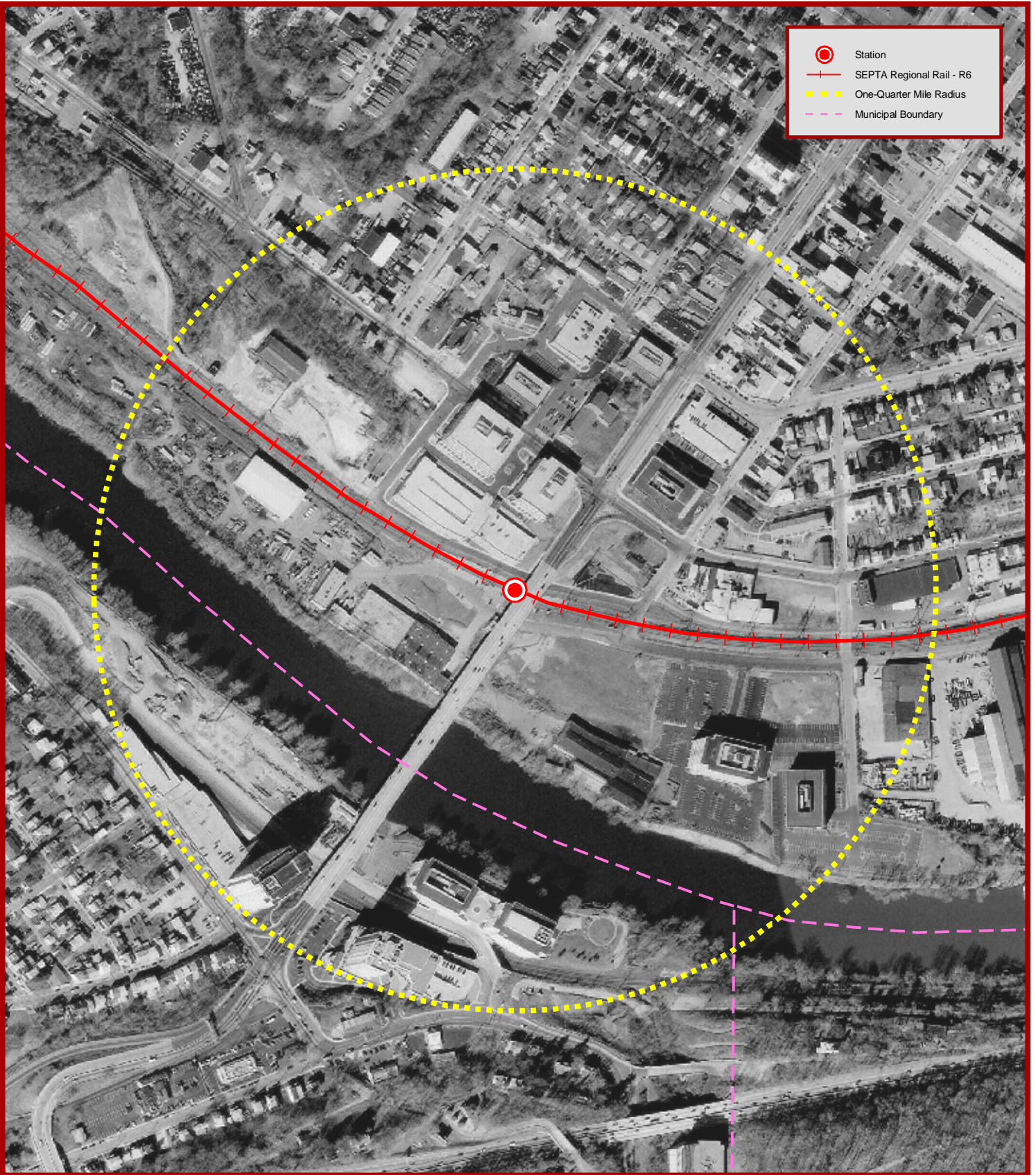
**Transit System/Line:** SEPTA's Regional Rail Line R6, and Schuylkill Valley Metro (proposed)





**Municipality:** Borough of Conshohocken, Pennsylvania

**Station Type:** Two platforms



*From left to right, Conshohocken train platform, passenger shelter and surface parking, new office and commercial development along the Schuylkill River, and industrial properties adjacent to the rail line.*



-  Station
-  SEPTA Regional Rail - R6
-  One-Quarter Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 18.1: Station Area Aerial Photo

# Conshohocken

R6 Norristown

Montgomery Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# TOD Inventory

## Map 18.2: Station Area Land Use

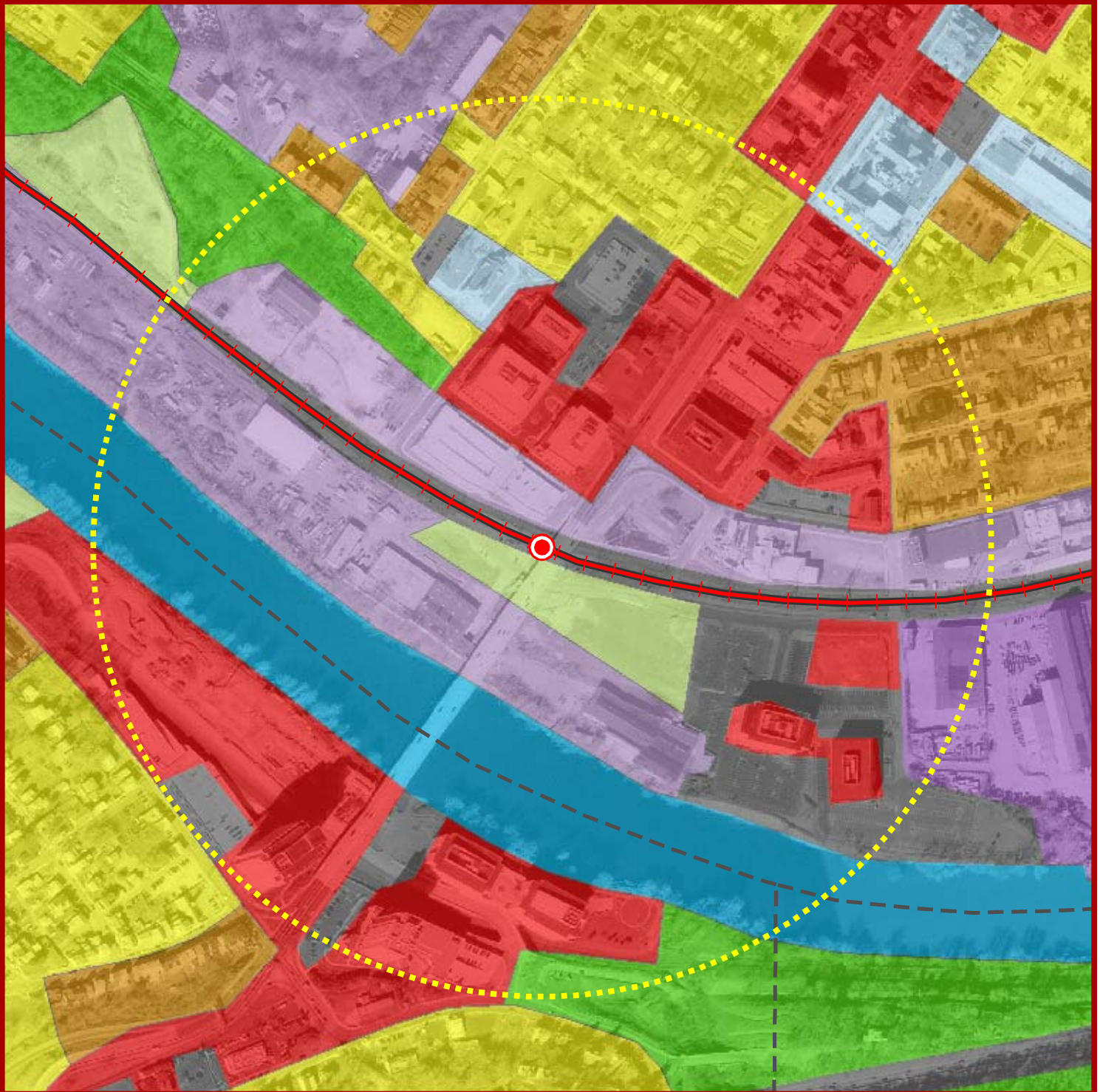
# Conshohocken

R6 Norristown

Montgomery Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R6 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** R6: On weekdays, 25 trains run in each direction and stop at the station about once per hour with service increased to twice per hour during peak commuting times. On weekends, 18 trains run in each direction and stop at the station once per hour. Schuylkill Valley Metro: Proposed service headways are 15 minutes during peak service hours and 30 minutes during off-peak times.

**Current Ridership:** 516 boardings per day.

**Connecting Routes:** SEPTA bus routes 95 (connects to routes 124 and 125) and 97 (connects to route 27).

**Parking:** 95 free spaces owned, leased, and operated by SEPTA.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Fayette, Elm, Washington, Harry, and Forrest Streets are the main streets in the station area. Front Street and Conshohocken State Road on the opposite side of the Schuylkill River may also accommodate traffic generated by the station and coming from the south.

Street Network: North of the station, the street network consists of two grids that intersect at Spring Mill Avenue and Harry Street. South of the station is the Schuylkill River. Fayette Street is the only road in the station area that crosses the river. Conshohocken station is under the Fayette Street Bridge. The grid that makes up the majority of the station area, including the roads northwest and southeast of Fayette Street, has relatively short blocks. A second grid, which is located southeast of Spring Mill Avenue, has long blocks running northeast-southwest and short blocks running northwest-southeast. Street widths are inconsistent throughout much of the station area. Along West 4<sup>th</sup> Avenue and West 3<sup>rd</sup> Avenue, streets are wide enough to have angled parking.

Bike Paths: The paved Schuylkill River Trail runs along the river through Conshohocken. Bikes are permitted on this trail.

Trails: Schuylkill River Trail; see above.

Sidewalks: On most streets; of varying width and quality. In the immediate station area, sidewalks are limited to the south side of Washington Street. Buffers between pedestrians and motorists are inconsistent; most areas allow on-street parking, but few have tree lawns between the sidewalk and the street. North of Washington Street, on the hill leading to Spring Mill Avenue, brick crosswalks delineate pedestrian crossings.

Bus Routes: Yes, SEPTA routes 95 and 97.

Signage: Inadequate. The signage directing passengers to the station is insufficient.

Wheelchair Accessible: No.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: No.

Ticket Office: No.

Ticket Machines: No.

Existing Uses: None at the platform. Adjacent to the SEPTA parking lot is a small gift shop, "The Outbound Station", selling coffee and snacks.

Restrooms: No.

**Land Uses in Station Area:** Along the Schuylkill River and south of Washington Street are a number of new office buildings built in the suburban office park style. Because some of these buildings were constructed after the aerial photograph was taken in the year 2000, not all of these structures appear on the land use map. West of the SEPTA parking lot, uses are light industrial. There is some vacant land east of Cherry Street.

North of Washington Street, uses are primarily residential. The bulk of the housing stock consists of modest rowhouses (including some Section-8 housing), with some twins and single-family detached units appearing farther up the hill. In general, this area has a limited amount of commercial development, although a few corner stores and some light industrial uses are located near the rail line.

The area west of Fayette Street is similar to that north of Washington Street, with residential densities decreasing as distance from the station and river increases. A new condominium development is under construction on Maple Street between Elm and West 1<sup>st</sup> Avenue. Fayette Street is Conshohocken's traditional "Main Street," and is lined with small shops, a diner, offices (including a modern building housing Verizon), and some apartments. Most of the commercial uses are concentrated at the southern end of the street. For the most part, buildings along Fayette Street are pedestrian-scale and come up to the lot line. There are also some newer buildings and structured parking facilities near the intersection of Fayette and New Elm Streets.

Surface parking lots in the area are limited, with most confined to properties near the rail line. Elsewhere, parking is accommodated on streets or in garages, which are concentrated along Washington Street and behind Fayette Street. The bulk of the area's auto-oriented development, including hotels and fast-food restaurants, are on the south side of the Schuylkill River.

**Station Building Conditions:** Conshohocken does not have a station building. The inbound platform has a small shelter and bench, while seating on the outbound platform consists of a bench under a roadway overpass.

**Building Conditions of General Station Area:** Building conditions are varied. The new office buildings are in excellent condition, while much of the housing stock shows some signs of deferred maintenance. There are a few abandoned homes, but not many.

**Current Zoning:** The station is located at the convergence of three Specially Planned Districts (SP). Borough Commercial BC and Borough Residential Two BR-2 districts make up much of the remainder of the station area. Zoning amendments are currently under consideration to permit higher density housing in the station area. The amendments were proposed by Preferred Real Estate Investments, Inc.

- SP-1 Specially Planned District One. Permitted uses include office buildings, hotels/motels, parking lots, recreational/open space uses, transit stations, parking garages, retail, municipal/community facilities, banks, restaurants (not drive-in/through), personal service shops, movie theaters, and fitness centers. The height of buildings may not exceed 200 feet. The average lot size within a subdivision must be at least three acres with no one lot covering less than an acre.
- SP-2 Specially Planned District Two. Permitted uses and building heights are the same as in SP-1. The average lot size within a subdivision must be at least two acres with no one lot covering less than an acre.
- SP-3 Specially Planned District Three. Permits any industrial use not specifically excluded or permitted only by conditional use (list of 30-plus items included in zoning ordinance). Also allows offices, hotels/motels, parking lots, recreational areas, transit stations, retail, municipal/community facilities, banks, restaurants, personal service shops, movie theaters, and fitness centers. Additionally, the planned development or redevelopment of a major business or heavy industrial area is permitted in this zone. The average lot size within a subdivision must be at least three acres with no one lot covering less than an acre. Building height bonuses permitted in this zoning district may bring the maximum height of a structure to 200 feet.
- BC Borough Commercial. Located along Fayette Avenue. Permitted uses include business and professional offices, banks, retail stores, personal services, repair shops, liquor stores, video stores, restaurants (not drive-in), municipal/government offices, art/dance studios, funeral homes, clubs and lodges, educational and religious uses, libraries, laundromats, apartments above businesses, and Bed and Breakfasts. Minimum lot size



is 2,000 square feet, minimum lot width is 25 feet, and maximum building height is 40 feet.

BR-1 Borough Residential One. Permits single-family detached dwellings and single-family semi-detached dwellings (twins). Conditional uses include schools, churches, municipal uses, daycare, clubs and lodges, and firehouses. For single-family detached dwellings, the minimum lot size is 4,000 square feet with a minimum lot width of 40 feet and maximum building height of 35 feet. For single-family semi-detached units, the minimum lot size is 2,800 square feet with minimum lot width of 25 feet and maximum building height of 35 feet. For non-residential uses, the minimum lot size is 10,000 square feet with a maximum width of 100 feet and maximum building height of 35 feet.

BR-2 Borough Residential Two. Allows same residential and conditional uses as BR-1, as well as single-family attached dwellings (townhouses) and two-family detached dwellings (duplexes). For single-family detached, the minimum lot size is 3,500 square feet, minimum lot width is 40 feet, and maximum building height is 35 feet. For single-family semi-detached, the minimum lot size is 2,500 square feet, minimum lot width is 25 feet, and maximum building height is 35 feet. For single-family attached, minimum lot size is 1,800 square feet, minimum width is 18 feet, and maximum building height is 35 feet. No more than eight single-family attached units are allowed per series. For two-family detached, minimum lot size is 5,000 square feet, minimum lot width is 50 feet, and maximum building height is 35 feet. For non-residential uses, the minimum lot size is 10,000 square feet with a maximum width of 100 feet and maximum building height of 35 feet.

**Current Comprehensive or Master Plan Characterization of Station Area:** The most recent comprehensive plan for Conshohocken dates from 1964. A more recent revitalization plan, *Conshohocken: A Community at the Crossroads* (adopted May 2002), by Kise, Straw, and Kolodner, recognizes that although the borough is only one square mile, over 2 million square feet of new office space has been constructed or proposed since the 1990's. Property values are increasing, and significant infill development is taking place.

The Montgomery County Planning Commission has named the area surrounding Conshohocken "Montgomery Crossroads." This area, which also includes King of Prussia, Norristown, and Plymouth Meeting, has become the economic engine of the County. Conshohocken has great rail and highway access, but traffic congestion in the Borough is increasing. With this influx of office space, the central business district has been reoriented to serve daytime office workers rather than local residents, resulting in an absence of local retail and a need to integrate the new riverfront development with the Borough's downtown.

The plan recommends a series of parking improvements, including: increasing the parking supply downtown, especially during lunch and evenings; creating a parking management plan; creating a parking development program for neighboring residential streets; and consulting with SEPTA about developing a new parking facility at the train station. In terms of station and service improvements, the plan recommends: installing new platforms at the SEPTA station; relocating the outbound station building; creating a new mixed-use development with multi-story office building, street-level retail, multiple parking decks and ADA compliant elevators; improving the grade crossing at Harry Street and the east side of the Fayette Street bridge to make the area safer for pedestrians crossing the rail line; creating a drop-off area in the parking lot under Matsonford Bridge; creating a shuttle service to downtown from the train station; and improving pedestrian connections to both downtown and office areas.

The plan suggests hosting a design charrette to generate ideas about the station area and outlines a series of recommendations for downtown Conshohocken, including: the creation of a marketing program; improving facades and streetscapes, including the area along the riverfront and downtown, up to 7<sup>th</sup> Avenue near Borough Hall; relocating businesses to better serve local needs; redesigning Fayette Street; and preparing community design standards. In terms of institutions, the plan recommends: expanding the role of the Conshohocken Economic Development corporation (CEDCO) and the Conshohocken Business Authority; creating a new Conshohocken community development corporation; and building a closer relationship with the Montgomery County Redevelopment Authority.

#### **Special Studies or Districts:**

*Downtown-Riverfront Linkages Project* (pending), a 2003 DVRPC TCDI project, will prepare a master plan identifying the location, conceptual design, detailed cost estimates and implementation recommendations for creating key pedestrian and bicycle connections throughout the Fayette Street business district and between the district and the developing waterfront area. The Borough also hopes to improve mobility, landscaping, streetscaping, and signage in these areas.

#### **Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

\$ *Schuylkill Valley Metro* (TIP # S074) is a SEPTA and BARTA project with funding of \$5 million in Fiscal Year 2003 and \$10 million in Fiscal Year 2004. The Schuylkill Valley Metro is a proposed light rail line that will run from Philadelphia to Reading, a 62-mile corridor. The Boards of Directors of SEPTA and BARTA have selected MetroRail as the Locally Preferred Alternative for the Schuylkill Valley Metro Project. MetroRail is an innovative approach that combines the speed, capacity, and safety of commuter rail, with the operating efficiency, rider convenience, and economy of light rail. MetroRail will use high-level platforms at all stations, as well as subway type quarter point doors, making boarding easier and faster for everyone. Every station will be wheelchair

accessible. The total estimated cost of the MetroRail project will be developed during the engineering phase.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There is some vacant land and a few underutilized sites along the riverfront, including parking lots and large storage areas for commercial and light industrial properties.

Brownfields or Superfund Site: The EPA lists one property in the station area in its CERCLIS database of hazardous waste sites, the Fulmar Brothers site at Elm and Station Avenues. This site is not on the National Priorities List (NPL).

There are a number of Brownfield sites along the Schuylkill River. According to the Pennsylvania Department of Environmental Protection, completed sites include Hale Productions at 433 and 525 Washington Street, the Proietto Property at 351 Elm Street, and Tower Bridge N6 at Washington and Ash Streets. Sites in progress include the 309 Washington Street site and the C&D Technology Industrial Facility at 401 Washington Street. There are also two Special Industrial Area sites, the Millenium Center for Internet Excellence at 225-279 Washington Street and the Pleasant Valley Business Center at 10 Oak Street.

Market Characterization/Development Pressures: O'Neill Properties of King of Prussia, Pennsylvania is in the process of developing "Millenium," a 26-acre waterfront complex on Washington Street in the eastern portion of Conshohocken. Millenium's six buildings will contain a mix of uses, including 1,758 luxury apartments, restaurants, retail shops (124,000 square feet), banks, a fitness center, and a child care facility. The site of the project is adjacent to the Conshohocken rail station. Office development has also been proposed along Elm Street, but, given the current market, an alternative plan might be accepted. O'Neill is currently working with the borough on zoning changes.

The Borough has historically resisted TOD and other forms of walkable development. As a result, much of the new development that surrounds the station is transit-adjacent, rather than transit-oriented. The potential for air rights development over the SEPTA rail line may have some effect on future construction proposals for the station area. In the Borough of Conshohocken, ten residential building permits were granted in 2000, followed by 47 in 2001 and 38 in 2002. All the permits issued in Conshohocken during these three calendar years were for single-unit structures.

Environmental Restrictions: Conshohocken is built on a steep hill that slopes downward toward the Schuylkill River. Many of the underutilized waterfront properties are difficult to access and the low-lying riverfront area may be at risk for flooding.

**Other Information:**

Site Design: Buildings sit close to the street and development throughout the station area is fairly high density. Street lighting is mostly auto-oriented. Few structures are architecturally detailed.

**Municipal Contact:**

John Heleniak

Borough Manager, Conshohocken Borough

610-828-1092, ext. 123

# Fort Washington

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**Address:** Station Avenue near Bethlehem Pike

**Transit System/Line:** SEPTA's Regional Rail Line R5 Doylestown; SEPTA's proposed Cross County Metro

**Municipality:** Station is in Whitemarsh Township, Pennsylvania. Fort Washington proper is in Upper Dublin Township

**Station Type:** Stone building built in 1903. Exterior platforms with covered seating.



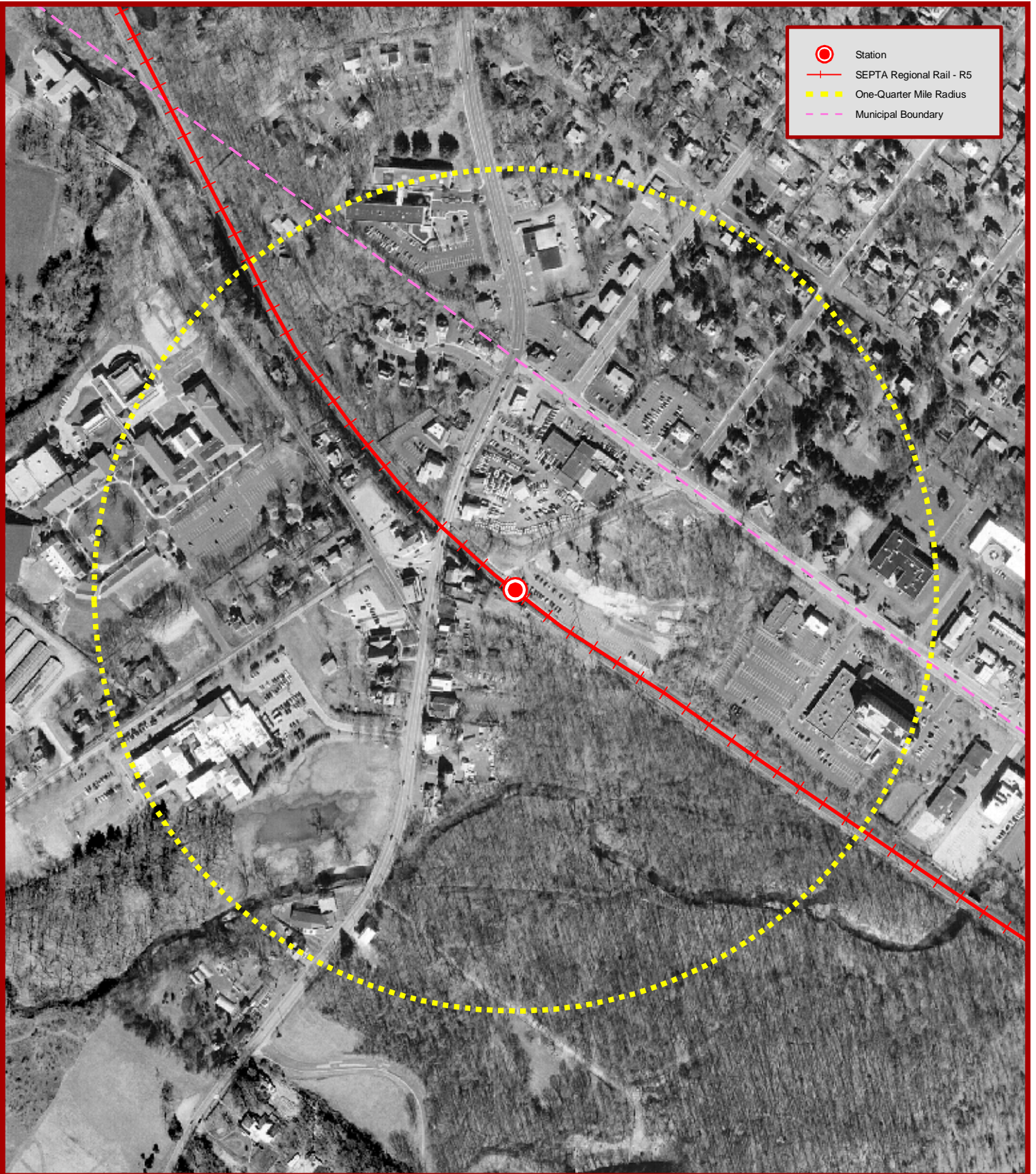
*Fort Washington train station*



*Passenger parking lot*



*Station platform and existing land use along the rail line*



## TOD Inventory

Map 19.1: Station Area Aerial Photo

## Fort Washington

R5 Doylestown

Montgomery Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000



# TOD Inventory

## Map 19.2: Station Area Land Use

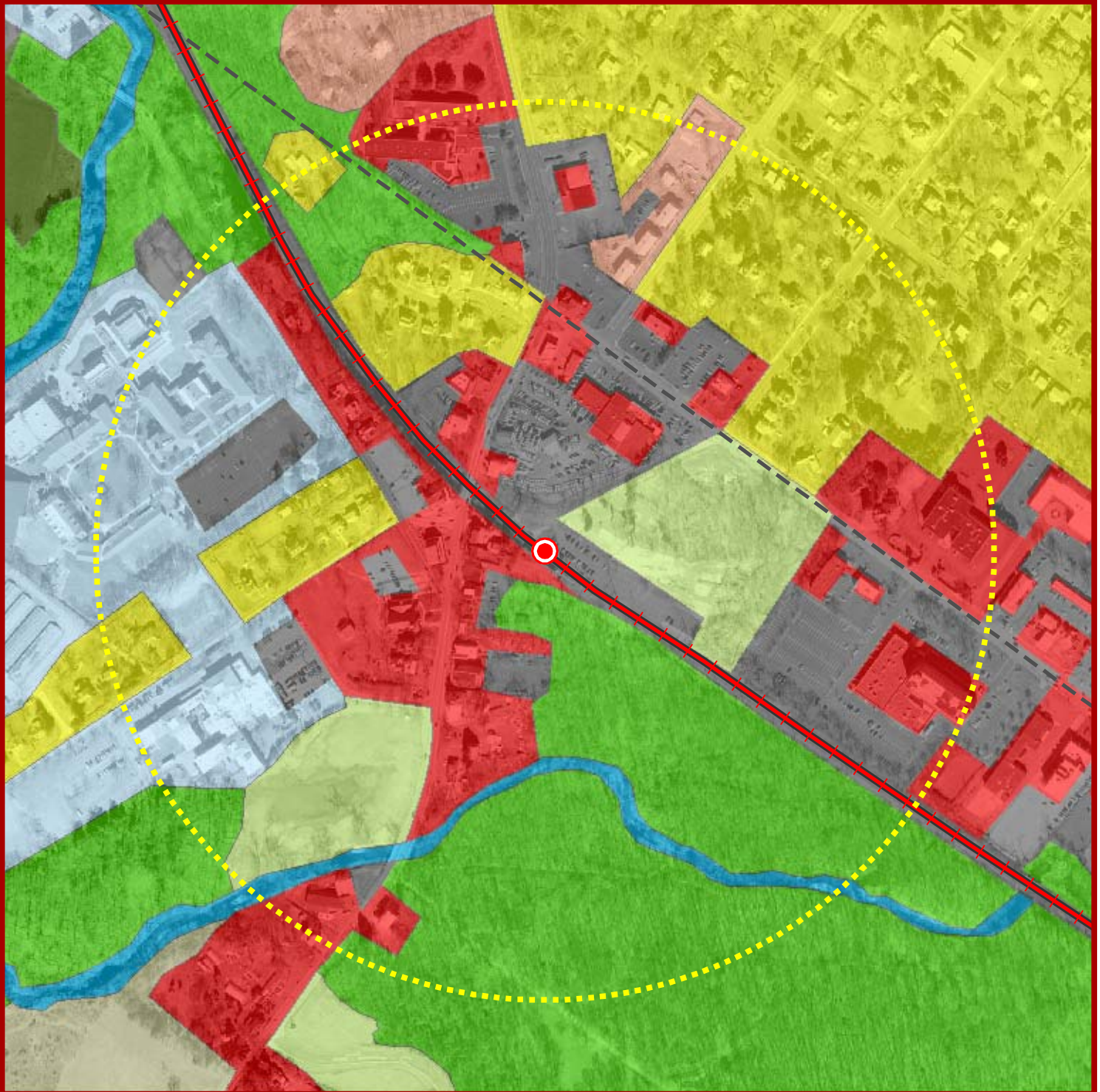
# Fort Washington

## R5 Doylestown



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

Montgomery Co., Pennsylvania



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R5 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** On weekdays, 37 trains run in each direction – about two trains per hour in each direction with additional trains running during peak commuting hours. Service is hourly after 8:00 p.m. On weekends, service is reduced to one train per hour in each direction.

**Current Ridership:** 806 boardings per day.

**Connecting Routes:** SEPTA bus routes 94 (connects to R7 and R8), 98 and 201.

**Parking:** 158 daily fee spaces, 58 permit fee spaces, and 44 free spaces for a total of 260 spaces owned, leased and operated by SEPTA. SEPTA hopes to begin construction of an expanded parking lot by June 1, 2003.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Lafayette Avenue, Bethlehem Pike, Pennsylvania Avenue, Morris Road, and Fort Washington Avenue all converge at the station area.

Street Network: To the northeast of the station, the street network is a grid pattern, but the blocks are long and many streets do not have sidewalks. No attempts at traffic calming are apparent. In this section, Bethlehem Pike and Pennsylvania Avenue are the major roads. There are few roads in the rest of the study area – Bethlehem Pike leads south, Lafayette Avenue runs southwest, and Morris Road leads northwest.

Bike Paths: Proposed.

Trails: Proposed. The Cross County Trail, which is currently in design stages, will traverse the station area by way of a pedestrian tunnel under the tracks.

Sidewalks: Inconsistent throughout station area, although the streets leading to the station have sidewalks. Pedestrian crossings are not well marked. Morris Road and Lafayette Avenue do not have sidewalks. However, the Whitmarsh Draft Comprehensive Plan calls for more sidewalks and better pedestrian linkages.

Bus Routes: Yes, SEPTA routes 94, 98 and 201.

Signage: Inadequate. The only sign, which is off Bethlehem Pike, has limited visibility.

Wheelchair Accessible: No.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: Yes.

Ticket Office: Yes, open weekdays from 5:25 a.m. to 11:40 a.m.



Ticket Machines: No.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** The station is surrounded by sensitive archaeological areas and is near to large expanses of public parkland. There is a residential area to the northeast, consisting of single-family detached homes that grow larger and more stately as one travels farther from the station. Bethlehem Pike is a mix of commercial, office, and residential uses, which area generally set back from the road. To the southwest, between Morris Road and Lafayette Avenue, is Germantown Academy. Also to the west is the Northwestern Institute of Psychiatry. Much of the land to the south and west of the station is open land or part of Fort Washington State Park.

**Station Building Conditions:** Good. The station is an older building with a gabled roof.

**Building Conditions of General Station Area:** Excellent, as homes and businesses are well maintained. The area has the look of a historic village.

**Current Zoning:** In Whitemarsh Township, the station is located between a commercial retail area (zoned CR-L and CR-H) and a residential district (zoned AAA, A, and B). A high-rise apartment district is also located nearby. While the apartment and retail areas have potential to be fairly transit supportive, the large minimum lot sizes in the single-family detached residential zones (particularly AAA and A) may hinder the ability of this area to sustain TOD.

AAA Residential District. Permits single-family detached homes, agricultural uses, and public utility facilities. Minimum lot size is once acre. Maximum building height is 35 feet and the width of a lot at its setback line must be at least 175 feet. Planned cluster development is also permitted in this zone. The maximum density for cluster development in AAA districts is 0.9 dwelling units per acre of the tract, and 40 percent of the tract area must remain open space. The minimum lot size is 20,000 square feet but the average lot size must be at least 22,000 square feet.

A Residential District. Permits single-family detached homes, agricultural uses and public utility facilities. Minimum lot size is 15,000 square feet. Maximum building height is 35 feet and the minimum width of a lot at its setback line must be at least 90 feet.

B Residential District. Permits single-family detached homes, agricultural uses and public utility facilities. Minimum lot size is 10,000 square feet.

Maximum building height is 35 feet and the minimum width of a lot at its setback line must be at least 80 feet.

- APT-HR Apartment House District – High Rise. Permitted uses include multiple-family, semidetached and attached dwellings, playgrounds/parks/open space, and off-street parking. Allowed accessory uses are limited to those that “satisfy principally the needs of the occupants”: restaurant; hair dresser; barbershop; newsstand; dry cleaning; pick-up station; retail sales of food; flowers; clothing; sale or repair of watches and jewelry; drugs; optical goods and household supplies; professional office; and studio for physician, dentist, musician, artist, teacher, lawyer, architect or other professional person. The total maximum area for such uses may not exceed 5 percent of the total floor area of the building or buildings, excluding basements and garages. No exterior displays or advertising are permitted for accessory uses. Not less than 15 acres shall be provided for every area to be used as an APT-HR district, and buildings may occupy no more than ten percent of the area of each of these districts. Dwelling unit densities are restricted to ten units per acre and no building may exceed 120 feet in height or 12 habitable stories. At least two off-street automobile parking spaces are required for each dwelling unit.
- CR-H Commercial Retail District – High. Permitted uses include retail, personal services, banking, and municipal/public buildings. Special/conditional uses include restaurants, institutional uses, clubs/lodges, commuter rail stations, and boarding/rooming houses. The minimum area that may be classified as a CR Commercial Retail District is five acres. The maximum height of any building erected or used in this District is 35 feet, except that the height of any building may be increased to a maximum of 65 feet, provided that for every foot of height increase in excess of 35 feet there shall be added to each yard requirement one corresponding foot of width or depth. Parking facilities must include spaces for every employee and every customer vehicle during peak hours, as well as a 20 percent reserve.
- CR-L Commercial Retail District – Low. In addition to the uses permitted in CR-H districts, CR-L zones allow funeral homes, laboratories, commuter rail stations and gas stations. The minimum area that may be classified as a CR Commercial Retail District shall be five acres. The maximum height of any building erected or used in this District shall be 35 feet, except that the height of any building may be increased to a maximum of 65 feet, provided that for every foot of height increase in excess of 35 feet, there shall be added to each yard requirement one corresponding foot of width or depth. One parking space shall be provided for every employee and one parking space for every customer vehicle during peak hour use plus an additional 20 percent reserve.

Nearby Upper Dublin Township is considering overlay zoning for the areas closest to the station in order to encourage the development of a more pedestrian- and transit-friendly "town center." The overlay would apply to lands north of Pennsylvania Avenue.

**Current Comprehensive or Master Plan Characterization of Station Area:** The most recent comprehensive plan available for Whitemarsh Township dates from 1965. This plan was verified and adopted again by the Township Board of Supervisors in June 1984. Upper Dublin has not adopted a comprehensive plan, but is considering preparing one.

**Special Studies or Districts:** Montgomery County Planning Commission has started an analysis of zoning around the station to encourage redevelopment with more of a village character.

**Pending Transit Agency or DOT Improvements (including service changes):** Projects included in the DVRPC Transportation Improvement Program (TIP) include:

§ *Cross County Metro – Trenton to Thorndale Inter-Suburban Passenger Line* (TIP #S031) is a SEPTA project with funding of \$2.476 million in Fiscal Year 2003. The Cross County Metro will provide transit service from the vicinity of Trenton, Mercer County to Thorndale, Chester County, traversing Bucks and Montgomery Counties. This line is intended to fill a key missing link in the provision of public transportation service in southeastern Pennsylvania by providing for inter- and intra-suburban trips to shopping, industrial/office and residential concentrations. At the same time, the Cross County Metro will facilitate intermodal connections to SEPTA's existing services; potential park and ride lots located along the Pennsylvania Turnpike and US Route 202; and feeder bus service between the proposed stations and nearby development concentrations.

Additionally, by spring 2005, SEPTA plans to improve the station's shelters, expand the bus loop area, and enlarge the parking facilities to 582 spaces.

**Development or Redevelopment Potential:**

**Vacant Land Present in Station Area:** A significant amount of open land is located north of Lafayette Avenue and west of Germantown Academy. However, much of this area is in the Wissahickon Creek floodplain and may not be developable (see below). There is vacant land just northeast of the station, and significant surface parking exists within the quarter-mile radius.

**Brownfields or Superfund site:** According to the Pennsylvania Department of Environmental Protection, there is one completed and one in-progress Brownfield site near the Fort Washington Station. The completed site, Station Square Parcel, is located at Summit and Pennsylvania Avenues and is less than a quarter mile from the station. The in-progress site, Manhattan Bagel, is located less than a half-mile from the station at 220 Commerce Drive.

Market Characterization/Development Pressures: In 2000, 22 residential building permits were issued in Whitemarsh Township. Eighteen were issued in 2001 and 91 in 2002. All permits issued over the three-year period were for single-unit dwellings. Interest has been expressed by Whitemarsh and Upper Dublin Townships, as well as private landowners, in revitalizing the station area.

Environmental Restrictions: The station is located in a sensitive archaeological area that includes parts of the Wissahickon Creek watershed and Fort Washington State Park. Additionally, some properties southeast of the station have experienced flooding in the past. According to the Montgomery County Planning Commission, the construction of a new bridge over the rail line may have improved this situation. Still, the most extensive stretch of open land in the station area, which is situated north of Lafayette Avenue in the Wissahickon Creek floodplain, requires flood-proofing and must be determined to have an elevation above the 100-year flood level in order to qualify for a special exception that would allow it to be developed.

**Other Information:**

Site Design: Fort Washington has retained much of its historic character. Many of the homes are architecturally detailed. Auto-oriented uses are concentrated along North Bethlehem Pike. Density in the station area decreases as one moves farther away from the rail line.

**Municipal Contact:**

Lawrence Gregan  
Township Manager, Whitemarsh Township  
610-825-3535

Paul Leonard  
Township Manager, Upper Dublin Township  
215-643-1600, ext. 3219

# Glenside

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**Address:** Easton Road and Glenside Ave

**Transit System/Line:** SEPTA's Regional Rail Line R1, R2 Warminster, R5 Doylestown





**Municipality:** Cheltenham and Abington Townships, Pennsylvania (the rail line runs along the municipal boundary between the two townships)

**Station Type:** Stone building constructed in 1873



*From left to right, Glenside station building, train platform, an underutilized commercial building adjacent to the station parking lot, and the intersection of Easton Road and Glenside Avenue.*



-  Station
-  SEPTA Regional Rail - R1/R2/R5
-  One-Quarter Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 20.1: Station Area Aerial Photo

# Glenside

R2 Warminster / R5 Doylestown / R1 Airport



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

Montgomery Co., Pennsylvania



# TOD Inventory

## Map 20.2: Station Area Land Use

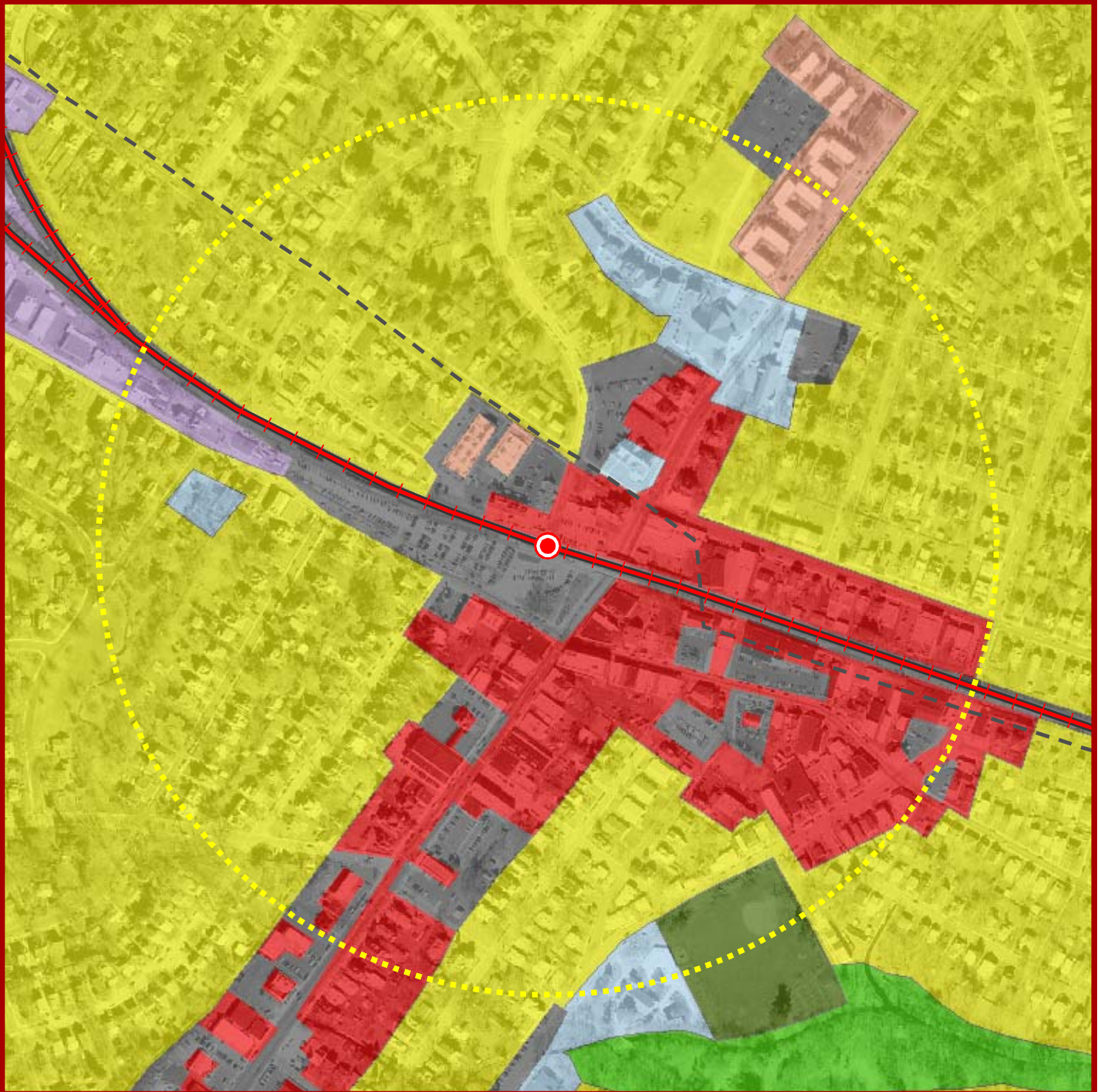


Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# Glenside

R2 Warminster / R5 Doylestown / R1 Airport

Montgomery Co., Pennsylvania



- |                                      |                          |                    |        |                                |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                        |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R1/R2/R5 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius        |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary             |

**Level of Service (# of trains/day):**

R1: On weekdays, approximately 32 trains head toward Center City (about two per hour), and 30 trains arrive from Center City (about two per hour). On weekends, service is reduced to 20 trains in each direction per day.

R2: On weekdays, 21 trains run in each direction – about one train per hour with service increased to two trains per hour during peak commuting hours. On weekends, train service is hourly with 17 trains running in each direction per day.

R5: On weekdays, 35 trains head toward Center City and 33 trains arrive from the city – about two trains per hour in each direction, with service decreased to one train per hour after 8:00 p.m. On weekends, train service is hourly with about 17 trains running in each direction per day.

**Current Ridership:** R1: 522 boardings per day; R2: 930 boardings per day; R5: 1,272 boardings per day; Total = 2,724 boardings per day.

**Connecting Routes:** SEPTA bus routes 22 and 77.

**Parking:** 167 daily fee spaces and 93 permit fee spaces for a total of 260 daily spaces that are owned, leased, and operated by SEPTA. There are also about 20 long-term on-street spaces along Glenside Avenue that are often used by SEPTA patrons.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Easton Road is a principal arterial running northeast-southwest, while Glenside Avenue, and Mount Carmel Avenue are local roads that run northwest-southeast and parallel the rail line. Church Road runs to the south.

**Street Network:** The street network around Glenside Station has narrow streets, good connectivity, and a defined street hierarchy, with Easton Road serving as the primary traffic corridor. The lengths of individual blocks vary and are sometimes fairly long. Few traffic calming measures have been implemented in this area. On-street parking is permitted around the station.

**Bike Paths:** No.

**Trails:** No.

**Sidewalks:** On most streets north of the station. South of the station, sidewalks are more inconsistent in the residential areas. On many streets, tree lawns and grass buffers separate pedestrians from cyclists and autos.

**Bus Routes:** Yes, SEPTA routes 22 and 77.



Signage: Limited.

Wheelchair Accessible: No.

**Station Patron Amenities:**

Bike Storage or Racks: Yes, one rack.

Waiting Room: Shelters on platforms.

Ticket Office: Yes, open weekdays from 5:15 a.m. to 10:00 a.m., and from 10:40 a.m. until 1:30 p.m.

Ticket Machines: No.

Existing Uses: Yes, coffee shop in original station building.

Restrooms: One, unisex.

**Land Uses in Station Area:** The station area contains a strong commercial core surrounded by residential land uses. In the northwestern quadrant of the station area, north of the station and west of Easton Road, the neighborhood consists of mainly single-family detached houses built after World War II. These houses are on fairly large lots. Streets are lined with sidewalks and on-street parking.

East of Easton Road and north of the rail line, rowhouses give way to single-family detached houses and some twins as one moves farther away from the station. The housing stock in this area is older and in very good condition. Roads are lined with sidewalks and on-street parking.

South of the rail line, homes are more modest and on smaller lots. The houses are a mix of single-family, twins, and rowhouses. Other than a fire station, there are very few non-residential uses in this area.

Easton Road is the main commercial corridor running north-south, with institutional uses, including St. Luke's Church and School and Glenside United Methodist Church, located north of the rail line. The residential buildings along the northern section of Easton Road are mostly apartments and single-family houses. The commercial buildings along Easton Road generally come up to the lot line. A few buildings in this area are currently vacant or underutilized. Common uses include banks, thrift shops and antique stores.

The area around the Glenside station has a variety of housing types, and there is a modest increase in density closer to the rail line. Street parking is allowed on all streets, with a combination of metered parking and residential parking permits. There are surface parking lots at the station and behind the Easton Road shops. There are a few auto-oriented uses, such as gas stations.

**Station Building Conditions:** The station building is well maintained and currently used as a coffee shop. Additionally, the Pennsylvania Historical and Museum Commission has determined the building eligible for listing on the National Register of Historic Places. According to the Montgomery County Planning Commission, the station's platforms are scheduled to be upgraded to high-level platforms.

**Building Conditions of General Station Area:** In general, the structures and neighborhoods north of the station are more affluent and in better physical condition. There is very little vacant land.

**Current Zoning:** The Glenside station area straddles Abington and Cheltenham Townships. The Cheltenham side of the station area is zoned M3 (Multiple Dwelling and Office District), G (Manufacturing and Industrial District), C3 (Commercial and Business District), and R8 (Residence District). Abington's zoning was unavailable.

**Current Comprehensive or Master Plan Characterization of Station Area:** Cheltenham Township is working on a new draft comprehensive plan. The township is considering adding TOD design guidelines to its subdivision ordinance, and incorporating new parking language into the zoning ordinance. The plan will encourage working with SEPTA on the adopt-a-station program. Additionally, the plan advocates registering the station area as a historic site in order to make Cheltenham eligible for preservation funds. The plan also includes implementation guidelines for enhancing Glenside's commercial area and upgrading its handicapped accessibility.

**Special Studies or Districts:**

*Cheltenham - Glenside Station Area Feasibility Study*, a 2002 DVRPC TCDI project, will develop strategic recommendations for revitalizing the Glenside commercial district, create an acceptable conceptual design of a proposed parking garage, and suggest reuse strategies and concepts for the historic Roberts Block. The planning process is incorporating public feedback from a series of meetings, including a workshop where stakeholders were given the opportunity to evaluate and comment on five parking structure alternatives. The consultant assigned to the project is the Hillier Group. A draft feasibility report was completed in summer 2003 with the release of the final plan expected in early 2004.

*Commercial District Enhancement Plan* (Fall 2000) by Carter van Dyke Associates recommends the creation of four new overlay zoning districts, one of which is the Glenside Main Street Commercial District. The goals for a new Main Street Commercial District Overlay include: encouraging first-floor commercial (retail/office) uses with upstairs residential and service (accountants, doctors, attorneys, etc.) uses; improving aesthetics and modernizing the sign ordinance (now adopted); revealing or improving original facades; and forming an Economic Development Task Force Design Committee (now formed) to oversee improvements. The township has also adopted a tax abatement ordinance to encourage businesses to locate within the commercial enhancement districts. This program allows a deteriorating commercial property to

qualify for an abatement of the increase in taxation on improvements for five years. The plan also mentions the township's intention to establish special services and neighborhood improvement districts. Additionally, it recommends the township formulate a property maintenance code for commercial properties. Also outlined in the plan is the new goal of creating an economic development corporation for the township. This non-profit organization would pursue outside funding for Cheltenham's commercial districts since the Commonwealth of Pennsylvania's Main Street funding gradually decreases as a township assumes the duties and responsibilities of the program.

*Cheltenham Township Community Revitalization Plan* (March 2002) by Carter van Dyke Associates, Urban Partners, Gannett Fleming, and Runyan and Associates recommends enhancing the central business district by attracting food anchors, restaurants, parking, and a more professional antique industry. Glenside has 200 businesses, 81 of which are retail. The area is comprised of a linear mixed-use retail and office district surrounded by residential neighborhoods built in the 1920's to 1940's. Easton Road is Glenside's primary retail corridor and Glenside Avenue is the main service corridor. In terms of transportation, the plan recommends improving the train station, creating a pedestrian corridor along Easton Road, increasing access to parking, and calming traffic by narrowing lane widths. The plan also recommends upgrading the storm water system. Glenside could also benefit from creating a greater mix of housing.

Cheltenham Township has also begun to award matching funds for façade enhancements. Design competitions, and marketing and promotional efforts have been developed in commercial districts. Signage has been a focus of these activities.

#### **Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

\$ *Track and Signal Improvements – Wayne Junction to Glenside* (TIP #S006) is a SEPTA project with funding of \$5 million in Fiscal Year 2003, \$7 million in Fiscal Year 2004, and \$14.47 million in Fiscal Year 2005, resulting in a total of \$26.47 million over three years. This project provides for the upgrade of 7.5 miles of track and signals on SEPTA's commuter rail line between Wayne Junction in the Germantown section of Philadelphia and Glenside in Montgomery County. Project elements include: the construction of new motor alternator substations for the generation of signal power; the upgrade of the signal system between Wayne Junction and Glenside; the rehabilitation and reconfiguration of four major interlockings (Newtown Junction, Tabor, Jenkintown, and Carmel); tie renewal; drainage improvements; and other civil work between all interlockings.

#### **Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There are a few vacant commercial buildings along Easton Road and along the eastern section of Glenside Avenue. Cheltenham has a Main Street Program and the township's Main Street Manager is currently working with commercial realtors and property owners to fill these vacancies.

Brownfields or Superfund site: The Pennsylvania Department of Environmental Protection lists two completed Brownfield sites and one in-progress site within the station area. One portion of the Glenside Foreign Motors site at 118 Glenside Avenue is completed, and another is in-progress. Remediation of the Glenside Shopping Center/Melody Dry Cleaners site at 267 Easton Road is also complete.

Market Characterization/Development Pressures: With the new draft comprehensive plan and the TCDI study, there is momentum for major enhancements to Glenside's station and downtown, including infill opportunities. According to the draft comprehensive plan, Glenside's downtown has to compete with many other commercial areas, and many small shops have survived the loss of anchor tenants by adopting new niches and trying to broaden or refine their appeal. Of the 81 retail businesses, 25 provide convenience goods, 18 are specialty shops, 16 are personal service (five dry cleaners, 11 salons) and 22 are "other" (hardware, paint, consignment, auto supply, garden). Sales trends over the last five years indicate that 40 percent of retailers reported increased sales, while 25 percent reported decreased sales, and restaurants reported declining volume. Businesses that continue to grow are retailers selling convenience goods, and service-oriented businesses geared toward local residents. The retail categories with opportunities for increased activity include larger restaurants, such as those with up to 15,000 square feet, and a chain discount pharmacy. Glenside retailers have expressed concern over the need for anchor tenants, such as a grocery store or solid restaurants, or a large office building. Some feel the infusion of thrift stores is jeopardizing Glenside's image. Many expressed a desire to emulate the streetscape of the Keswick district, near the Keswick Theatre. Retailers are also concerned about parking and construction along Easton Road and Glenside Avenue.

In 2000, just one residential building permit was issued in Cheltenham Township. Eight were issued in 2001 and eleven in 2002. All 20 permits issued over the three-year period were for single-unit dwellings.

Environmental Restrictions: Tookany Creek is piped under the Dunkin Donuts located at 230 South Easton Road, which makes flooding a concern in this portion of Cheltenham Township. The area north of station is fairly hilly and may contain steep slopes.

**Other Information:**

Site Design: In commercial areas, buildings generally sit close to the street, particularly along Easton Road. Lighting is scaled for automobiles. Single-family homes generally stand on modest lots, except for in the northwest quadrant, where yards and setbacks are larger.

**Municipal Contact:**

Bryan T. Havir, AICP  
Assistant Township Manager, Cheltenham Township  
215-887-6200

# King Manor

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**Address:** Dekalb Street and Crooked Lane

**Transit System/Line:** SEPTA's Route 100 Light Rail (trolley)

**Municipality:** Bridgeport Borough, Pennsylvania

**Station Type:** Two platforms, both with benches covered by simple shelters



*From left to right, King Manor trolley station, passenger shelter and stop request button on trolley platform, residential and commercial uses on Crooked Lane, and the intersection of Dekalb and Ford Streets east of the rail line.*



	Station
	Rail Lines
	One-Quarter Mile Radius
	Municipal Boundary

# TOD Inventory

Map 21.1: Station Area Aerial Photo

# King Manor

Route 100 Trolley

Montgomery Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*



# TOD Inventory

## Map 21.2: Station Area Land Use

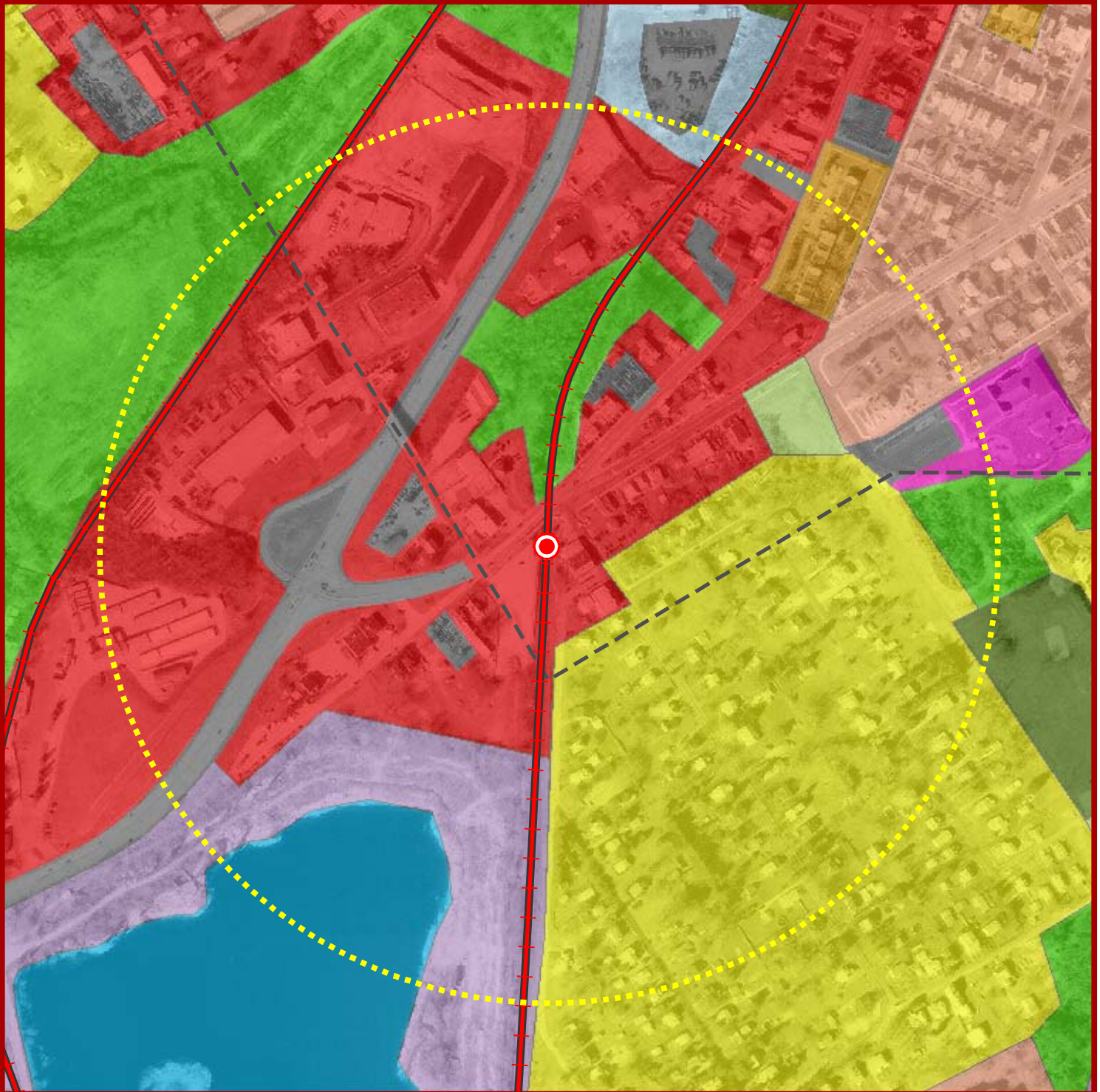


Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# King Manor

## Route 100 Trolley

Montgomery Co., Pennsylvania



Residential - Single-Family Detached	Mnfg - Heavy Industrial	Community Services	Mining	Station
Residential - Multi-Family	Utility	Military	Wooded	Rail Lines
Residential - Row Home	Transportation / Parking	Recreation	Vacant	One-Quarter Mile Radius
Mnfg - Light Industrial	Commercial	Agriculture	Water	Municipal Boundary

**Level of Service (# of trains/day):** On weekdays, the station is serviced by approximately 90 trains in each direction. Trains stop once every twenty minutes with several additional trains running during peak commuting hours. On Saturdays, 52 inbound and outbound trains stop at the station. On Sundays, about 40 trains run in each direction.

**Current Ridership:** 112 boardings per day.

**Connecting Routes:** SEPTA bus route 99, which connects Norristown to Pottstown by way of King of Prussia.

**Parking:** 80 free spaces in a SEPTA-owned surface parking lot.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Dekalb Street and Dekalb Pike are the two major roadways, while David Road, Bush Street, Ford Street, and Crooked Lane are some of the more minor roads in the station area.

Street Network: Blocks are long and infrequent south of Ford Street. North of Ford Street, the street network is a confusing grid of steeply sloped roads. Still, most roads are fairly narrow and the street hierarchy is well defined.

Bike Paths: No, but future plans include a Chester Valley Trail that would run from Exton Park to Bridgeport, near the King Manor station.

Trails: See above.

Sidewalks: Sidewalks are limited to the northeastern quadrant of the station area, and are often narrow and lack tree lawns. Pedestrian crossings are almost nonexistent throughout the station area.

Bus Routes: Yes, SEPTA route 99.

Signage: Insufficient.

Wheelchair Accessible: No.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: No, but there are covered shelters with benches on both platforms.

Ticket Office: No.



Ticket Machines: No.

Existing Uses: None at the station, though a pizza restaurant and a dry cleaner are located nearby on Crooked Lane.

Restrooms: No.

**Land Uses in Station Area:** The southern half of the station area is largely comprised of single-family detached houses on deep lots. Housing in this area is middle-class, well maintained, and dates from the early- to mid-twentieth century. This area lacks sidewalks and lighting is auto-oriented. A few small apartment buildings are located near Dekalb Street.

The area to the northeast of the station is largely residential. Older rowhouses and twins make up the bulk of this area's housing stock. Most blocks are lined with sidewalks, though tree lawns are intermittent. Housing densities increase farther from the station and closer to the center of Bridgeport.

At the eastern edge of the station area, between Ford Street and Memorial Park, 30 new condominiums/rowhouses are under construction. The new Bridgeport Elementary School is also located in this area. Other building stock is comprised of single-family detached homes and twins, most of which appear to be housing for middle-class families. Lot sizes in this area appear to be 10,000 square feet or smaller.

Dekalb Street, the area's primary commercial corridor, is lined with a car dealership, a mini-mart, an auto-body shop, a funeral home, a few residential-to-office conversions and the back ends of residential properties. A few additional commercial properties are also scattered along Ford Street.

West of the rail line are commercial properties oriented towards the highway. This area also includes a significant amount of wooded land.

Throughout the station area, residential and commercial uses are segregated, and the housing stock is primarily made up of single-family detached homes. There is little evidence of concentrating higher density uses around the station. Some street parking is available in the northeastern quadrant of the station area. Surface lots are generally small and attached to a commercial or office structure. Properties are well kept and there is little to no evidence of abandonment throughout the station area.

**Station Building Conditions:** Station is clean and well maintained.

**Building Conditions of General Station Area:** The station area is largely residential and most dwellings are fairly well maintained.

**Current Zoning:** The station straddles Upper Merion Township and Bridgeport Borough. In Upper Merion Township, the station area is comprised of commercial, industrial, office and recreational uses. The zoning districts are as follows:

- C-2            Restricted Commercial. Permits retail, business/professional offices, financial institutions, municipal buildings/uses, libraries, museums, transit stations, restaurants, personal service shops, theaters, bowling alleys, parking garages, clubs/lodges, motels, rooming houses, bakeries, laundry facilities, print shops, and garden centers/greenhouses. See below for information on minimum lot sizes. Maximum building height is 25 feet.
  
- RA             Recreational Area. Permits parks, woods, privately owned outside recreational facilities, and municipal uses.
  
- SM-1          Suburban Metropolitan. Permits restricted light manufacturing, as well as offices, labs, municipal uses, and hotels. Minimum lot area is one acre. Maximum building height is 50 feet, while maximum lot coverage is 50 percent.
  
- HI             Heavy Industrial. See below for information on minimum lot sizes. Maximum building height is 80 feet, while maximum lot coverage is 75 percent.

Minimum lot areas and widths with respect to sewage disposal:

1. In all sections of the township that are served by neither sanitary sewers nor the public water supply, lots shall have a minimum area of one acre and a minimum width at the building line of 150 feet.
  
2. In all sections of the township that are not served by sanitary sewers but do have access to the public water supply, lots shall have a minimum area of 10,000 square feet and a minimum width at the building line of 70 feet.

Bridgeport Borough's current zoning ordinance was adopted in 2000 to accommodate a wide variety of uses. Most of the station area is taken up by General Commercial (GC) zoning, with small pockets of R2 Medium Density Residential, R3 High Density Residential, and Neighborhood Commercial (NC) zoning. Outside the study area, Bridgeport Borough is considering re-zoning the area around the waterfront Continental Business Center in order to allow for mixed-use development. The creation of a Traditional Neighborhood District is also being considered to revitalize the waterfront area.

**Current Comprehensive or Master Plan Characterization of Station Area:** The most recent master plan for Bridgeport Borough is from July 1970, while Upper Merion's master plan dates from 1986. Bridgeport Borough did recently complete a community revitalization plan (see below).

**Special Studies or Districts:**

*Bridgeport Borough Community Revitalization Plan* (March 2003) by Gannett Fleming and Urban Partners, a 2002 DVRPC TCDI project, recommends a gateway plan for the King Manor station to improve traffic movement at the awkward intersections near the station. Proposals include street realignments, traffic controls, and landscaped buffers between parking and the street. In addition, the plan calls for enhancing access to the station, improving passenger shelters, expanding the parking lot by sixty spaces, and adding landscaping. Other recommendations for Bridgeport Borough include: revitalizing the town center along 4<sup>th</sup> Street; adding public parking near Borough Hall; instituting a retail development program; upgrading the Dekalb Street corridor; developing a housing strategy; and lobbying for a new bridge over the Schuylkill River at Coates Street.

**Pending Transit Agency or DOT Improvements (including service changes):** None.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: Vacant land is located in the southwest quadrant of the study area (between the parking and the quarry; shaded red-commercial on the land use map) and directly northeast of the station. There is also a fair amount of underutilized commercial land that could be more intensely developed.

Brownfields or Superfund site: The Pennsylvania Department of Environmental Protection lists two completed Brownfield sites and one in-progress site in the station area. Portions of the Dekalb Street site at 234 East Dekalb Street are in-progress, and other portions are completed. The Glasgow Bridgeport Factory site at 215 East Dekalb Street is also complete.

Market Characterization/Development Pressures: In Bridgeport Borough, 12 residential building permits were granted in 2000, followed by two in 2001 and ten in 2002. All the permits issued in Bridgeport during these three calendar years were for single-unit structures. In Upper Merion Township, 46 residential building permits were granted in 2000, followed by 39 in 2001 and 50 in 2002. As with Bridgeport, all the permits issued in Upper Merion Township during these three calendar years were for single-unit structures.

Environmental Restrictions: Station area includes steep slopes.

**Other Information:**

Site Design: Buildings in the station area are not architecturally detailed and street lighting is oriented toward automobiles. Street landscaping is almost nonexistent.

**Municipal Contact:**

Ronald Wagenmann  
Upper Merion Township  
610-265-8722

Edward McCandless  
Bridgeport Borough  
610-272-1811

# Lansdale

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**Address:** Main and Green Streets

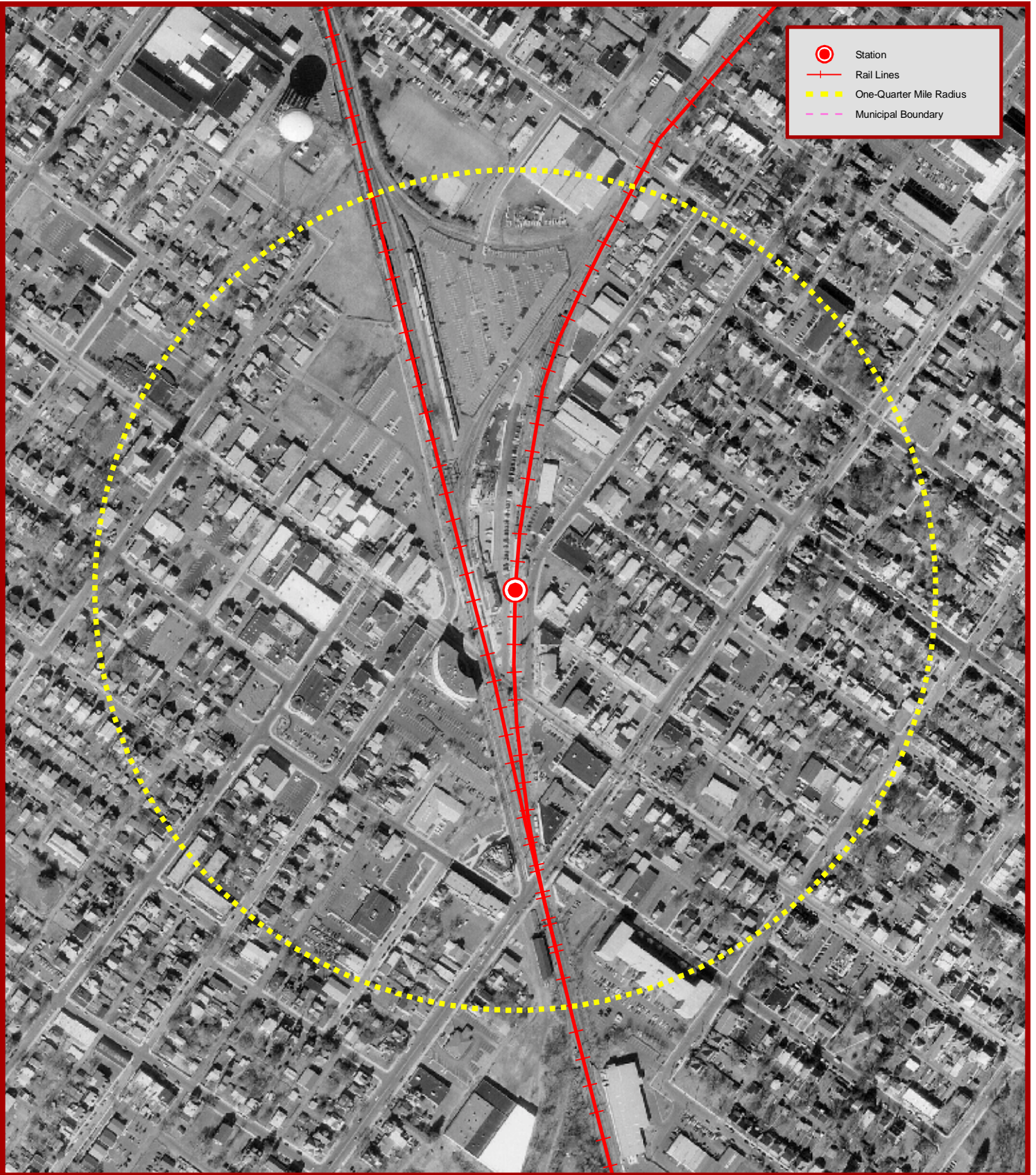
**Transit System/Line:** SEPTA's Regional Rail R5 Doylestown

**Municipality:** Lansdale Borough, Pennsylvania

**Station Type:** Brick building constructed in 1902



*From left to right, Lansdale station building, train platform, intersection of Main Street and the rail line, and commercial uses along Main Street.*



	Station
	Rail Lines
	One-Quarter Mile Radius
	Municipal Boundary

# TOD Inventory

Map 22.1: Station Area Aerial Photo

## Lansdale

R5 Doylestown

Montgomery Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# TOD Inventory

## Map 22.2: Station Area Land Use

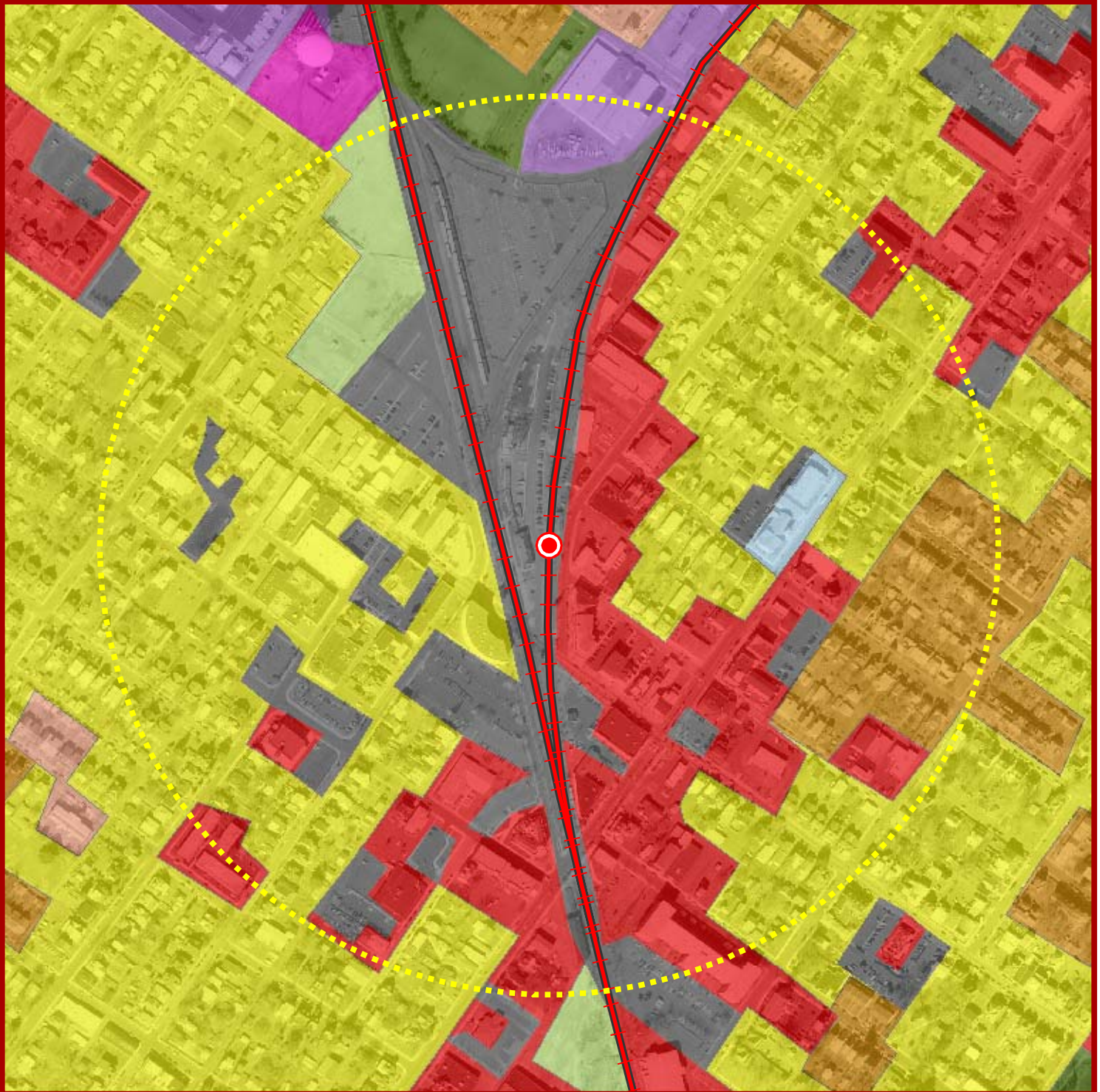
# Lansdale

## R5 Doylestown

Montgomery Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*



- |                                      |                          |                    |        |                         |
|--------------------------------------|--------------------------|--------------------|--------|-------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                 |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Rail Lines              |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary      |

**Level of Service (# of trains/day):** On weekdays, 38 trains run inbound to Philadelphia and 37 run outbound, about one train in each direction every 30 minutes. Weekend service is approximately hourly with 17 to 19 trains running in each direction per day.

**Current Ridership:** 863 boardings per day.

**Connecting Routes:** SEPTA bus route 96 to Norristown Transportation Center (connect to R6 or Route 100 light rail); Pennridge and Quakertown RUSH buses (Partnership TMA services).

**Parking:** 497 daily fee spaces, SEPTA owned, leased, and operated. The average weekday utilization rate for these spaces is 72 percent. Lansdale station is listed by SEPTA as one of the 10 transit stations most likely to have parking availability.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Main Street and Broad Street are the major roads in the station area.

Street Network: For the most part, Lansdale is on a grid pattern with relatively short, frequent blocks. However, the rail line cuts diagonally across this grid, with several different streets meeting at the station. This causes some confusion due to streets dead-ending at the rail line. There is a defined street hierarchy, with Main Street and North Broad Street serving as the area's major through-streets.

Bike Paths: No.

Trails: No.

Sidewalks: On most streets. Main Street has sidewalks with pedestrian-scale lighting and street trees. Pedestrian crossings could be improved. Main Street has buffers between pedestrians and vehicles (on-street parking and planting strips with trees).

Bus Routes: Yes; SEPTA route 96, Pennridge RUSH, and Quakertown RUSH.

Signage: Limited.

Wheelchair Accessible: Yes, ADA compliant.

**Station Patron Amenities:**

Bike Storage or Racks: Yes, one rack.

Waiting Room: Yes, in station hall.

Ticket Office: Yes, open weekdays from 5:10 a.m. to 5:20 p.m., and on Saturdays from 7:40 a.m. until 1:50 p.m.



Ticket Machines: No.

Existing Uses: No, though a coffee shop, pub, and a few other shops are directly across the street.

Restrooms: Yes, unisex.

\*This station also has digital message boards in the station hall.

**Land Uses in Station Area:** The station area has a diverse mix of residential, commercial, and light industrial land uses. Main Street and Broad Street are the two main commercial corridors, with more residential land uses on Broad Street, especially north of Main. The rest of the area is predominantly residential, with some institutional and commercial uses mixed in, such as schools, churches, banks, corner stores, and restaurants. The housing types are mixed, with a range of single-family detached, twins, rowhouses, and apartments. Density tends to be higher closer to the station.

Commercial uses increase along North Broad Street as one gets closer to Main Street. South Broad is also fairly commercial, and includes some government/municipal and auto-oriented uses. Main Street is scaled to pedestrians and has the look of a traditional downtown shopping street. Near the station, some of the older single-family homes along Main Street have been converted to offices. An attempt has also been made to improve the appearance of Main Street through the addition of pedestrian-scale lighting, flower boxes, and street trees. Cars are accommodated in this area through on-street parking and municipal surface lots that are tucked between or behind buildings.

**Station Building Conditions:** The station building, an old stone and brick structure with a red tile roof, is attractive and well-maintained. The Lansdale train station has undergone renovations, and the railroad plaza has been redesigned.

**Building Conditions of General Station Area:** There are some commercial vacancies along Main Street, but the buildings are generally in good condition and well maintained. Lansdale has a façade improvement program, and once had a full-time “Main Street Manager”.

**Current Zoning:** Lansdale recently revised its zoning map, and the station is now located in the B-2 Business District. South of the station area is a Commercial zone and to the north is a Professional Office B zone. There are some nearby Industrial zones along the rail line. Beyond the downtown business and commercial area, blocks are zoned Class C Residential and then, farther out, Class B Residential.

Residential B      Permits municipal uses, single-family detached and semidetached homes, two-family duplexes, and apartments. Conditional uses include convalescent homes, religious uses, community/

recreational centers, and group homes. The maximum height permitted in this zoning district is 35 feet and three stories. Minimum lot area requirements for residential uses are as follows: 6,000 square feet for single-family detached dwellings; 5,000 square feet per unit for single-family semi-detached homes; and 7,500 square feet per building for two-family duplexes. The minimum lot area requirement for apartments is 10,000 square feet per building or 2,500 square feet per unit, whichever is greater.

- Residential C** Allows the same uses as Residence B, as well as single-family attached dwellings. Permitted conditional uses also include private schools and institutional headquarters for non-profit organizations. Buildings may not exceed 40 feet in height. Minimum lot area requirements include 6,000 square feet for single-family detached dwellings, 4,000 square feet for single-family semi-detached units, 6,000 square feet for two-family duplexes, and 3,750 square feet per unit for single-family attached homes. The minimum lot area requirement for apartments is 8,000 square feet per building or 2,000 square feet per unit. The minimum lot area for non-residential structures is 15,000 square feet.
- Commercial** Allows same uses as Residential C zone as well as apartments above businesses. Also permits offices, banks, restaurants, personal service, retail, laundry, theater, hospitals, offices, and radio/TV stations. Structures may not exceed 40 feet in height, and must be setback 20 feet from the street. Properties located in this zoning district must provide a specified amount of off-street parking.
- Business** Allows the same uses as the Commercial district, plus hotels, department stores, transit services/stations, and “drive-in” businesses. Special exceptions may be granted for gas stations, storage garages, animal hospitals, new/used car sales, parking lots, wholesale storage, sale of building supplies and outdoor amusement areas. Minimum setback is four feet from the street, while the minimum lot area is 8,000 square feet, and maximum building height is 60 feet.
- B-2 Business** Permits business and professional offices, hotels and motels, parking, educational facilities, arts and cultural centers, and most municipal and utility uses. Sidewalks are required along all existing and proposed streets. One goal of this zoning district is to create a pedestrian-friendly environment by enhancing walkability and consolidating driveways, parking facilities and curb cuts. Buildings may not exceed 65 feet in height, and structures taller than 30 feet must fulfill setback requirements.

Industrial Permits only industrial uses, including the manufacture, compounding, processing, packing and treating of a variety of products and previously prepared materials. Minimum lot area is 40,000 square feet, and buildings may cover no more than 50 percent of the total lot area. Structures may not exceed 40 feet in height.

**Current Comprehensive or Master Plan Characterization of Station Area:** The *Lansdale Revitalization Plan* (October 2001) by Wallace, Roberts, and Todd, is the most recent plan for the area. The plan studied the train station area, a 7.9-acre area including Main Street and the water tower, as this is the symbolic center of Lansdale, at the northwest intersection of Main and Broad Streets. This area contains some vacant land with industrial zoning designation to the north, along with Main Street, zoned for Business, to the west and south. According to the plan, funds have been committed to build a parking garage in this area to ease traffic flow problems at this key intersection. The plan recommends as a baseline alternative: extending Main Street commercial uses; keeping existing surface parking, and supporting development on two vacant blocks adjacent to existing parking; improving pedestrian and auto access; installing streetscaping; and building the new parking garage. The full development alternative would recommend attracting national market uses, such as an IMAX movie theatre, ice rink, or special commercial uses, or remaining with local needs uses. A new office building with ground floor retail is also suggested. This alternative recommends new garages and improved linkages to the station and Main Street. The study found that existing zoning reflects the character of downtown, significant industrial development, and a full range of housing types. The plan recommends revising a few items, including separating industrial and office uses, and allowing more flexible spaces to be built other than those that accommodate traditional manufacturing activities. It recommends adjusting the bulk standards to allow for higher density, coverage and height. It also recommends that age-restricted housing should be permitted in the existing business district.

**Special Studies or Districts:** None.

**Pending Transit Agency or DOT Improvements (including service changes):** None.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There is significant vacant land along the rail line to the north of the station (shaded as gray-transportation). There are opportunities for redevelopment on open land and parking lots behind the stores along Main Street. The borough wants redevelopment in this area. The Lansdale economic development coordinator is actively soliciting proposals for TOD on the borough-owned parking lot.

Brownfields or Superfund site: The Superfund Site designated as North Penn Area 6 includes a number of properties within a mile radius of Lansdale Station: Keystone Hydraulics, at 834 West Third Street, Electra Realty at 200 West Fifth Street, John Evans Sons, Inc., at 1 Spring Avenue, the former Tate Andale Property at 135 East

Hancock Street, the J.W. Rex Company at Eighth Street and Valley Forge Road, and the Central Sprinkler Company at North Cannon Avenue, between Fourth and Fifth Streets. No address could be found for a seventh property belonging to Precision Rebuilding. It has been determined that all of these properties contributed to groundwater contamination in the area. As of August 2002, cleanup had been completed at Keystone Hydraulics, Electra Realty, and Tate Andale. The EPA was negotiating with John Evans Sons, Inc., and contamination had been found at the Central Sprinkler Company, J.W. Rex Company, and Precision Rebuilding properties. Evaluation of the need for cleanup will be undertaken at these sites.

Market Characterization/Development Pressures: In Lansdale Borough, 15 residential building permits were issued in 2000. Of these, 12 were for single-unit structures, and three were for units in buildings comprised of three or more dwellings. Twelve permits were granted in 2001, followed by four in 2002. All the permits issued during these two years were for single-unit structures.

The *Lansdale Revitalization Plan* found that the business climate in Lansdale is good. Benefits to businesses include: inexpensive electricity, lower than average taxes, good highway and freight access, inexpensive commercial rental rents (20-40 percent below other northern Pennsylvania locations). The downtown has some retail, while the borough has two shopping centers, one of which serves the whole community, and one that serves its surrounding neighborhood. The most successful office space is the 60,000 square foot Century Building near the train station in downtown Lansdale. Office vacancy rates in Lansdale are 8-12 percent. North Penn Business Park has some vacancies, and the downtown retail space rents slowly and at high discount compared to neighboring communities. Little money is spent in the borough for apparel. Most of the food, around 75 percent, purchased in the borough is for at-home consumption, while "food away from home", such as sit-down cafés and restaurants, only capture half of the market potential. The study found that Lansdale is not under-retailed for its size, but the most obvious need is for a few new sit-down restaurants.

Environmental Restrictions: No waterways or significant topography observed on field visit.

**Other Information:**

Site Design: In residential areas, homes sit relatively close to the street and many predate World War II. Trees line some streets and lighting is pedestrian scale along Main Street from Richards Street to Broad Street. East Main Street includes some auto-oriented uses, including a Rite Aid directly across the street from the station.

**Municipal Contact:**

F. Lee Mangan  
Borough Manager and Secretary, Lansdale Borough  
215-368-1691

# North Wales

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**Address:** Beaver and 5<sup>th</sup> Streets

**Transit System/Line:** SEPTA's Regional Rail R5 Doylestown

**Municipality:** North Wales Borough, Pennsylvania

**Station Type:** Old brick building is now a restaurant, the Hickory Pitt. Station is a platform.



*North Wales train station*







*Passenger shelter and parking lot*



*Residential street in North Wales*



-  Station
-  SEPTA Regional Rail - R5
-  One-Quarter Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 23.1: Station Area Aerial Photo

# North Wales

R5 Doylestown

Montgomery Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000



# TOD Inventory

## Map 23.2: Station Area Land Use

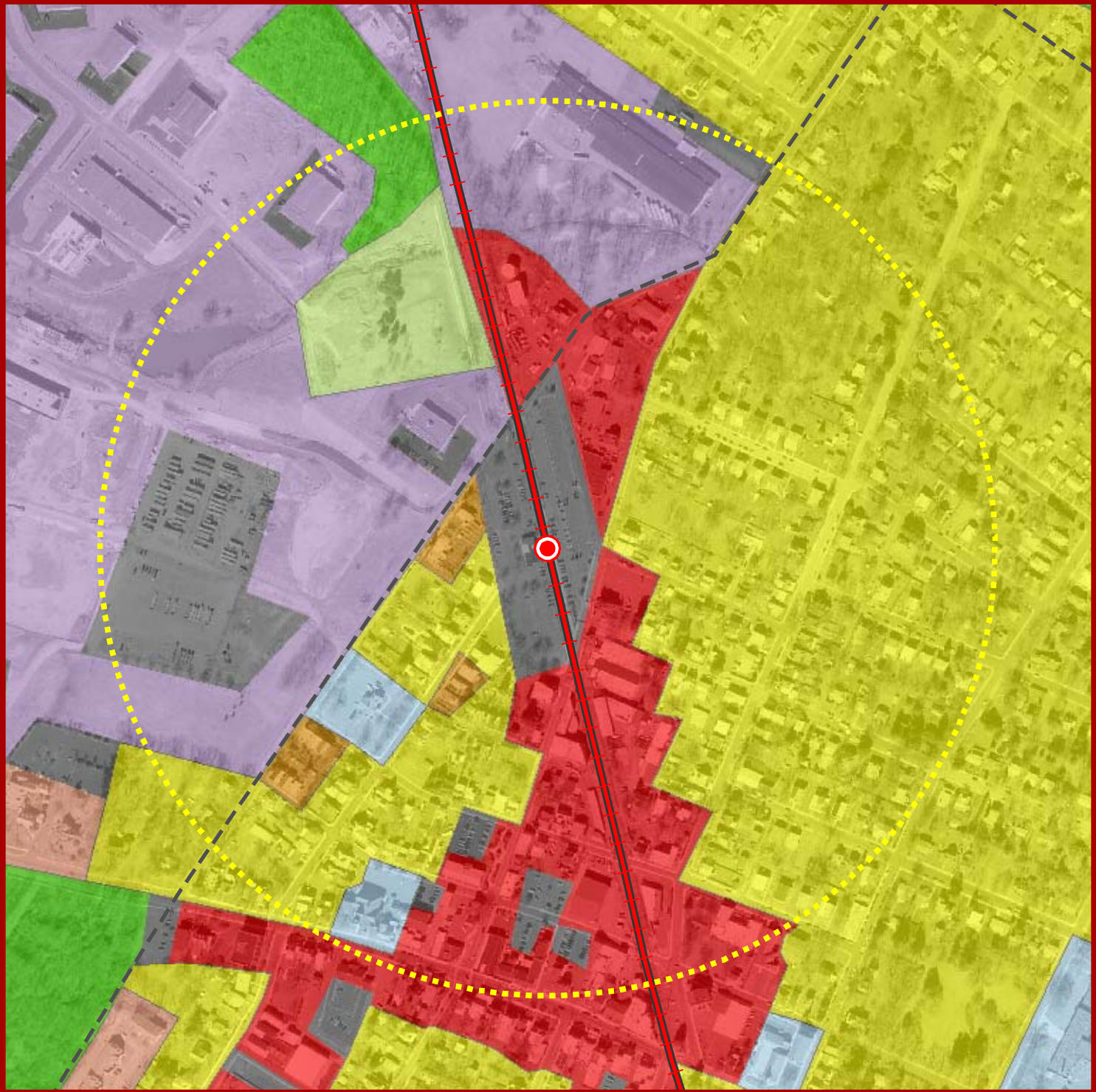
# North Wales

## R5 Doylestown

Montgomery Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R5 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** On weekdays, 38 inbound trains to Philadelphia and 37 outbound – about one train in each direction every 30 minutes. Weekend service is approximately hourly with 17 to 19 trains running in each direction per day.

**Current Ridership:** 748 boardings per day.

**Connecting Routes:** SEPTA bus route 96 to Norristown Transportation Center (connects to R6 or Route 100 light rail).

**Parking:** 167 daily fee spaces, SEPTA owned, leased, and operated; 226 permit fee spaces, SEPTA owned, leased, and operated; for a total of 393 spaces.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Main Street and Walnut Street are the major roadways, while School Street, Beaver Street, and Wissahickon Avenue are the minor roads.

Street Network: The area to the southeast of the station (southeast of Beaver Street) has a defined street grid with short, frequent blocks and narrow roads. Northeast of Beaver Street there are few streets, as this land has mostly been developed as an office park. The main entrance for the Merck facility, a major employer in the area, is on Sumneytown Pike, over a quarter mile away from the station. However, pedestrians coming from the rail station may be able to take a short cut.

Bike Paths: No.

Trails: No.

Sidewalks: Sidewalks are located on most streets and some have tree lawns or grass buffers that separate pedestrians and vehicles. Pedestrian crossings are not well demarcated.

Bus Routes: Yes; SEPTA route 96.

Signage: Good.

Wheelchair Accessible: No.

**Station Patron Amenities:**

Bike Storage or Racks: Yes, one rack.

Waiting Room: Yes.

Ticket Office: Yes, open weekdays.



Ticket Machines: Yes.

Existing Uses: The Hickory Pit, a barbeque restaurant, is located in the original station building.

Restrooms: Yes.

**Land Uses in Station Area:** To the south of the station and rail line, the study area is mostly residential with scattered commercial uses. The area to the southwest consists of single-family detached dwellings and twins, with surface parking and commercial uses located along Walnut Street. Main Street is about a quarter mile from the station to the southwest and is comprised of pedestrian-scale retail and residential uses. Northwest of Beaver Street are light industrial properties and the Merck office complex. To the west of the station is light industrial, vacant, and underutilized land. Overall, North Wales is a densely settled borough.

**Station Building Conditions:** The original station building, which houses a restaurant and is no longer used for transit, is in good condition. The current station consists of a basic covered shelter on a platform.

**Building Conditions of General Station Area:** Fair. Housing to the east of the station predates World War II and some properties are better maintained than others. The office/industrial properties to the west of the station are also varied, though the largest of them, the new Merck complex, is very new.

**Current Zoning:** The station is located in a CR Commercial-Retail district and surrounded in large part by C Residential and RM Multi-family Residential zones.

- |    |  |
|----|--|
| CR | Commercial-retail district. The zoning code does not list specific permitted uses for this district; however, the stated goal of CR zones is to provide locations for retail, wholesale, automotive, office, and other commercial uses in order to meet the shopping and service needs of North Wales' residents.  |
| C  | Residential district. Permits single-family detached and semi-detached, duplex/two-family, and two-family semi-detached homes. Minimum lot size is 7,000 square feet for single-family detached units and 3,500 square feet for other dwellings. Maximum height building height is 35 feet.  |
| RM | Residential multi-family district. Permits uses allowed in the C residential district. Also allows multi-family dwellings, small/ground floor professional offices, off-street parking, and delivery/collection facilities. For garden apartments, the minimum lot size is 20,000 square feet with a minimum lot width of 200 feet and a maximum density of 12 units per acre. For multi-family or quadraplex units, the minimum lot size is 3,000 square feet with a minimum lot width of 30 feet and a maximum density of nine units per |

acre. For townhouses, the minimum lot size is 2,000 square feet. Lots must be at least 20 feet wide and accommodate a building density of no more than eight units per acre.

GP Government-Public district. Allows for governmental/public uses, such as government buildings, schools, libraries, public offices, and public utility stations. Minimum lot area is 40,000 square feet; maximum height is 35 feet or three stories.

**Current Comprehensive or Master Plan Characterization of Station Area:** The most recent Comprehensive Plan was completed in 1998. The top two issues in the plan were adequate and accessible parking, and the need for a business organization. Just prior to the plan's adoption, the borough did a complete reconstruction and streetscaping project on Main Street. The business district, located along Main Street (Sumneytown Pike) and Walnut Street (North Wales Road) is vital. The business image of North Wales is that of a small town, as North Wales is largely residential (75 percent of land area is single-family homes) and close to more suburban commercial centers like Montgomeryville.

**Special Studies or Districts:**

*North Wales Community Revitalization Plan*, by the Waetzman Planning Group, was adopted in April 2003. The plan recommends maximizing the supply and exposure of off-street parking serving the business community, increasing publicity about the town, monitoring vacancies in the downtown area, making the train station a focal point of the community, improving pedestrian access between the residential area and the train station, creating a business association, looking into obtaining a Main Street Manager grant, and improving the mix of businesses. High priority items for implementation over the next one to two years include installing an information kiosk to advertise civic events and other promotions, developing a master plan for the Wawa Triangle with emphasis on adding retail and office space, rezoning Main Street as appropriate to promote a better mix of businesses, amending the zoning code to expand the range of allowable uses in the central business district, acquiring vacant or undeveloped parcels for public parking, creating a façade improvements fund, improving lighting downtown, and enhancing the streetscape near the train station.

In addition, the plan recommends the borough work with SEPTA to improve parking and circulation on the in-bound side of train station by preparing a site plan for the re-design of the parking area and School Street alignment. According to the plan, North Wales should consider a one-way street pattern to create more on-street parking and improve traffic flow. To encourage increased transit use, the plan suggests the borough partner with Partnership TMA to create a shuttle network. The plan also advocates collaboration with Merck on this and other revitalization efforts.

The station lies in the North Wales Historic District, which was created in 1999 as an overlay to the zoning map.

**Pending Transit Agency or DOT Improvements (including service changes):** None.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There is vacant and wooded land to the west of the station, along with underutilized land beyond the Merck complex and office/industrial parks. There is also a large station parking lot and large industrial parking lot.

Brownfields or Superfund site: Part of North Penn Area 7, a Superfund site on the National Priorities List (NPL), is located within a quarter mile of North Wales Station. The site encompasses 650 acres and includes five facilities. The only facility identified in the EPA site information sheet is Spra-Fin, Inc. on Wissahickon Avenue. The site was listed due to groundwater contamination. The EPA has conducted preliminary studies, and individual facilities have initiated remedial actions. All five facilities have also agreed to finance the pumping and treating of groundwater to remove contamination.

The Pennsylvania Department of Environmental Protection lists one completed Brownfield site near North Wales Station, at the Sunoco Station located at 330 Sumneytown Pike, a little over a quarter mile from the station.

Market Characterization/Development Pressures: In North Wales Borough, one residential building permit was granted in 2000, followed by one in 2001 and two in 2002. All the permits issued in North Wales during these three calendar years were for single-unit structures.

According to the *North Wales Community Revitalization Plan*, North Wales is home to 130 businesses, the top ten of which are small businesses, employing between 16 and 38 people. These include a Tex Mex restaurant, the North Wales Press, and Northeast American Construction

Environmental Restrictions: No waterways or significant topography observed.

**Other Information:**

Site Design: To the east of the station is an older, mixed-use neighborhood comprised of housing and small-scale commercial uses. The area is very walkable and some of the structures are architecturally detailed. Lots are generally small in this area and buildings sit close to the street. West of the station and across Beaver Street, the study area is defined by sprawling office/industrial parks, light industrial buildings, and a large post office facility. Development in this area is auto-oriented. To the south of the station and just outside the study area, South Main Street runs through North Wales' historic district. Along South Main Street, lighting is pedestrian-scale, crosswalks are brick, and large historic homes line much of the street.

**Municipal Contact:**

Susan Patton  
Borough Manager and Secretary, North Wales Borough  
215-699-4424



# Pennbrook

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**Address:** Church Road and Cherry Street

**Transit System/Line:** SEPTA's R5 Doylestown

**Municipality:** Lansdale Borough, Pennsylvania

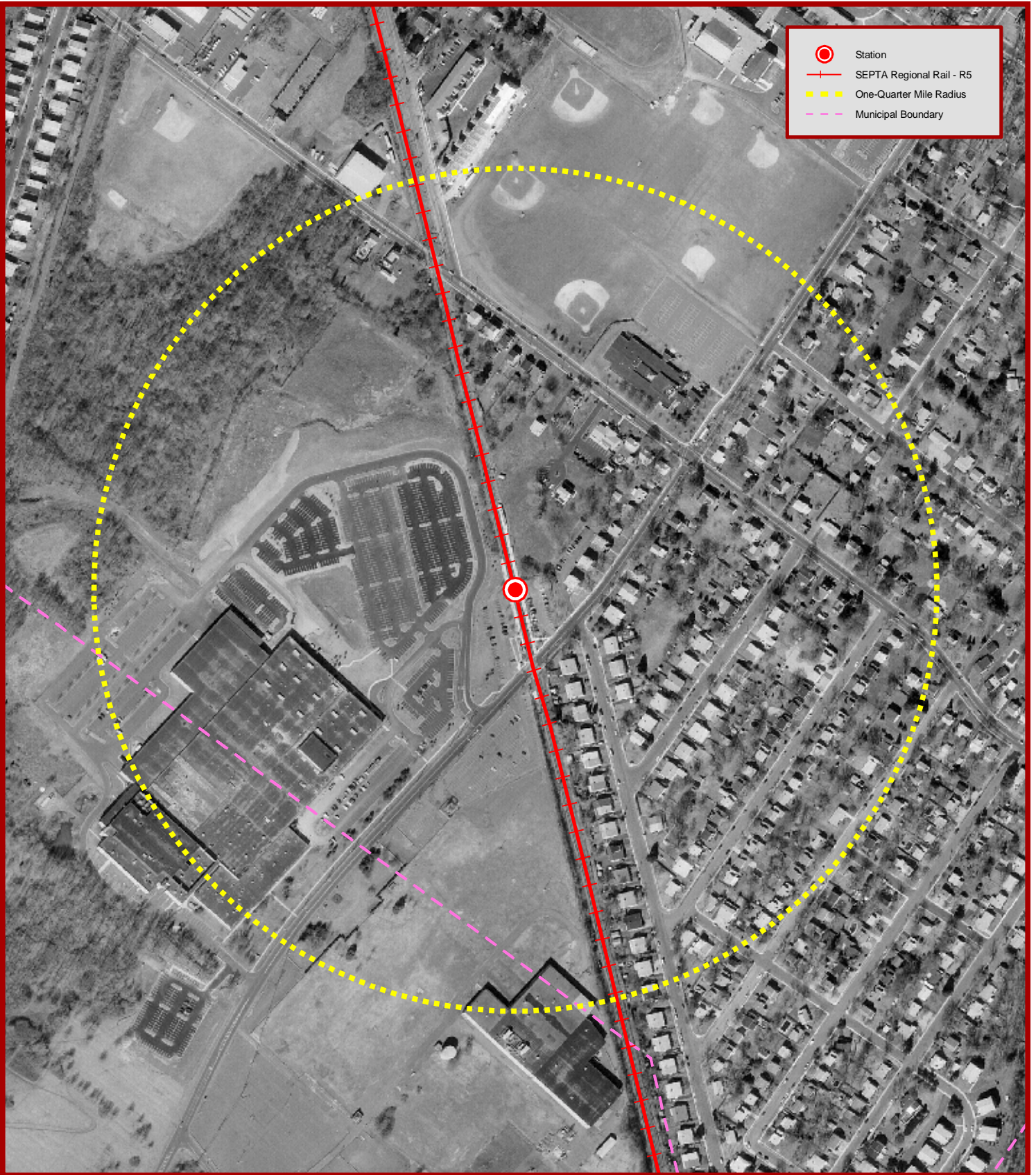
**Station Type:** Two platforms



*Pennbrook train platform*



*Passenger parking lot on Church Road*



	Station
	SEPTA Regional Rail - R5
	One-Quarter Mile Radius
	Municipal Boundary

**TOD Inventory**  
 Map 24.1: Station Area Aerial Photo

**Pennbrook**  
 R5 Doylestown

Montgomery Co., Pennsylvania



Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000

# TOD Inventory

## Map 24.2: Station Area Land Use

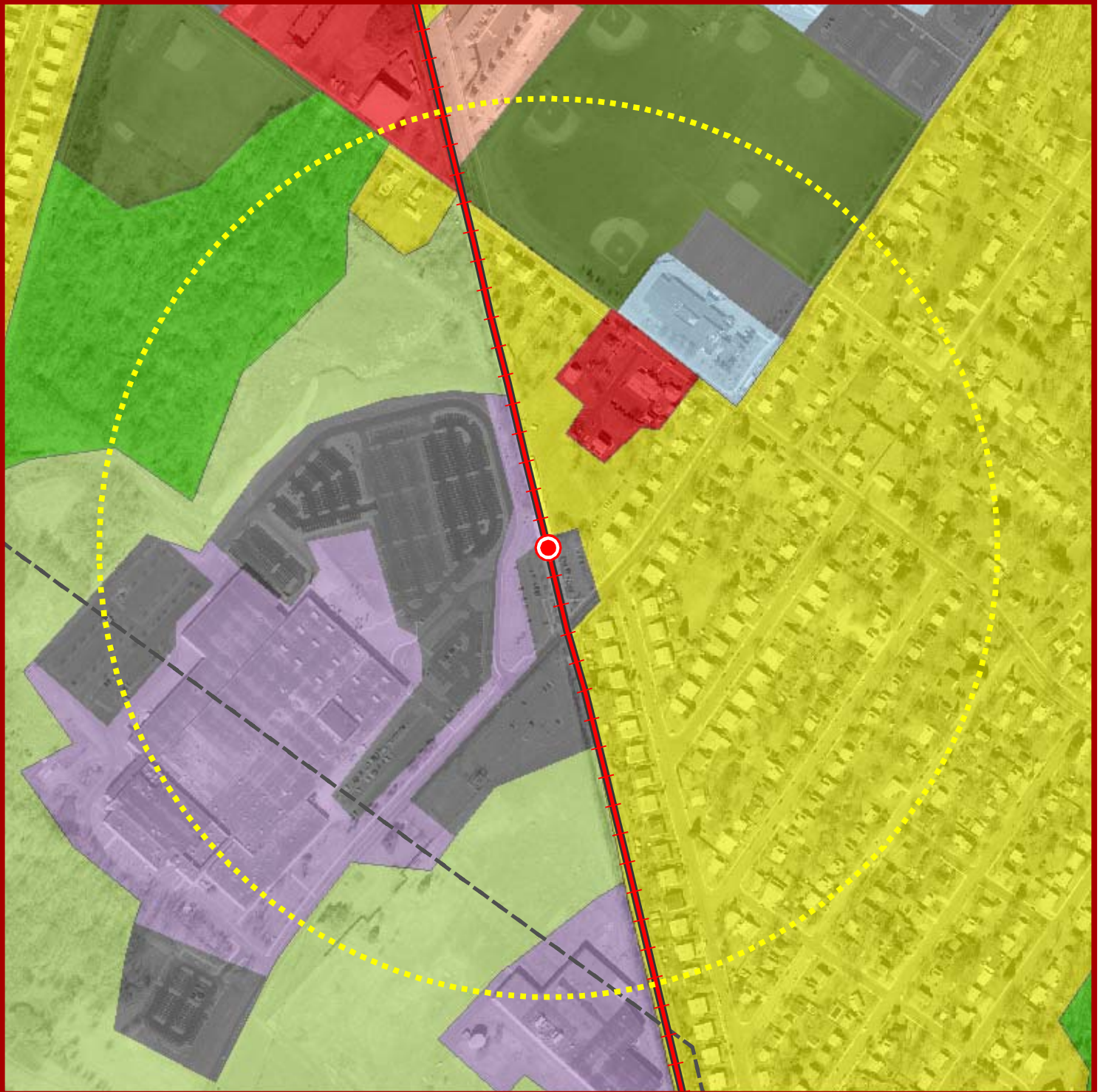
# Pennbrook

## R5 Doylestown

Montgomery Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R5 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** On weekdays, 38 inbound trains to Philadelphia and 37 outbound, about one train in each direction every 30 minutes. Weekend service is approximately hourly with 17-19 trains running in each direction per day.

**Current Ridership:** 404 boardings per day.

**Connecting Routes:** SEPTA bus route 94 (connects to R7 or R8 Chestnut Hill).

**Parking:** 84 daily fee spaces and 200 free spaces for a total of 284 spaces owned, leased, and operated by SEPTA.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Church and Cherry Streets are minor roads in the station area.

Street Network: The residential area to the southeast has long blocks for the most part. Although the section immediately adjacent to the station area has a modified grid pattern, this breaks down on the other (north) side of Hancock Street. On the western side of the rail line, there are few roads in the station area. Church Road is the major thoroughfare in the area.

Bike Paths: No.

Trails: No.

Sidewalks: Sidewalks are present on most streets, and most residential streets have tree lawns to buffer auto traffic from foot traffic. Pedestrian crossings are not well marked.

Bus Routes: Yes, SEPTA route 94.

Signage: Limited; there are only a few signs in the station area.

Wheelchair Accessible: Yes, ADA compliant.

**Station Patron Amenities:**

Bike Storage or Racks: Yes, one rack.

Waiting Room: No, though there are covered shelters.

Ticket Office: No.

Ticket Machines: No.

Existing Uses: No.



Restrooms: No.

**Land Uses in Station Area:** The station area is made up of light industrial, single-family detached residential, recreation areas, and vacant and wooded land. To the southeast are 1960s and 1970s single-family detached houses. The density tends to decrease as the distance from the station increases. Near the edge of the quarter-mile radius from the station, to the northeast, are older and larger single-family homes. North of the station, on South Line Street, are some apartments. Northwest of Church Road is the North Penn Junior High School and its extensive playing fields. On Church Road and in the residential areas, trees provide a buffer between pedestrians and vehicles. Streets tend to be wide, with auto-oriented lighting. West of the station is a suburban-style light industrial facility (mostly comprised of Merck facilities), a hotel (new since aerial photograph was taken in 2000), and vacant land. South of the station, on the west side of the rail line, is SEPTA surface parking and what looks to be an abandoned light-industrial building and parking. The office park and hotel also have surface parking.

**Station Building Conditions:** Good, the platform is well maintained.

**Building Conditions of General Station Area:** Good, as most properties are well maintained and the hotel and office facilities appear to be quite new. There seems to be a significant amount of vacant land to the west of the station, just beyond the new development. The only structure in the area that appears vacant is the industrial facility south of the SEPTA parking lot.

**Current Zoning:** The station is situated between a Residence B district and the Industrial district. Residence A comprises a small portion of the station area. A TOD overlay district was added effective July 16, 2003, and contains about 27 acres of land along Church Road between the rail line crossing and the township line.

Residence A            Permits single-family detached, municipal use and single-family semi-detached dwellings. The minimum lot area is 10,000 square feet, minimum street frontage is 70 feet, maximum lot coverage is 30 percent, and maximum height is 35 feet or three stories.

Residence B            Permits single-family detached, municipal uses, single-family semi-detached, two-family duplex, and apartments. Conditional uses include convalescent homes, religious uses, community/recreational centers, and group homes. Maximum height is 35 feet or three stories. Maximum lot coverage is 40 percent. Minimum lot area is 6,000 square feet for single-family detached, 5,000 square feet (per dwelling) for single-family semi-detached, 7,500 square feet per building (not dwelling) for two-family duplexes, 10,000 square feet or 2,500 square feet per unit for apartment houses (not exceeding 4 units), whichever is greater.

Industrial	Only permits industrial uses, including the manufacture, compounding, processing, packing and treating of a variety of products and previously prepared materials. Minimum lot area is 40,000 square feet, maximum height is 40 feet, and maximum building coverage is 50 percent.
TOD Overlay	The intent of this overlay is to support the use of public transportation as well as potentially reduce traffic and increase travel choices for local residents. Permitted uses include single-family detached and semi-detached dwellings, two family duplexes, townhouses, apartments, mixed-use buildings, age-restricted housing, parking, parks and open space for TOD residents, supporting commercial uses, and transportation facilities. Density will not be more than 12 dwelling units per gross acre, and building heights will not be more than 3 stories or 55 feet. Except as otherwise permitted, the minimum lot area for a single-family detached house is 6,000 square feet and the minimum lot width is 80 feet. For single-family semi-detached and two family duplexes, the minimum lot area is 3,000 square feet per unit and the minimum lot width is 40 feet. For townhouses, the minimum lot area is 2,000 square feet per unit and the minimum width is 24 feet per unit. For apartments, the minimum lot area is 10,000 square feet per building (only for buildings which are individually lotted) and the minimum width of the lot is 100 feet.

**Current Comprehensive or Master Plan Characterization of Station Area:** The *Lansdale Revitalization Plan* (October 2001) by Wallace, Roberts, and Todd, is the most recent plan for Lansdale. More information on this plan can be found in the Lansdale station inventory. The plan focused on the Lansdale station, not the Pennbrook station.

**Special Studies or Districts:** The Montgomery County Planning Commission has reviewed a TOD/TAD proposal at the old Ford Electrics site just west of the rail line and worked on a redesign of the Lansdale side of the development with the developer and Lansdale.

**Pending Transit Agency or DOT Improvements (including service changes):** None.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: Yes, to the west of the station, beyond Merck and Homewood Suites. To the south are underutilized 1960's era industrial buildings that could be redeveloped as a TOD.

Brownfields or Superfund site: No Brownfield or Superfund sites listed by the Pennsylvania Department of Environmental Protection (DEP) or the United States Environmental Protection Agency (EPA).

Market Characterization/Development Pressures: In Lansdale Borough, 15 residential building permits were issued in 2000. Of these, 12 were for single-unit structures, and three were for units in buildings comprised of three or more dwellings. Twelve permits were granted in 2001, followed by four in 2002. All the permits issued during these two years were for single-unit structures.

Dey Commercial, a developer, is interested in building a structured parking facility with 15,000-20,000 square feet of retail, and 350 apartments near the station. The developer is working with Glackin Thomas Panzak Inc., a land planning and landscape architecture firm, and Lansdale Borough and Upper Gwynedd Township, to obtain rezoning to allow this use.

Environmental Restrictions: No waterways or significant topography observed during field visit.

**Other Information:**

Site Design: Street trees and landscaping is limited to parking lots, while the lighting is auto-oriented, and most properties (housing/commercial/office) are suburban style with large setbacks and front-end parking.

**Municipal Contact:**

F. Lee Mangan  
Borough Manager and Secretary, Lansdale Borough  
215-368-1691



# Pottstown

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**Address:** York Street off High Street

**Transit System/Line:** SEPTA's Schuylkill Valley Metro (proposed), also Pottstown Urban Transit (PUT)





**Municipality:** Pottstown Borough, Pennsylvania

**Station Type:** Proposed construction of a platform along the side of an existing historic train station (converted into Security National Bank, United Way, and Montgomery County District Court). High-level platform with shelters, ADA accessible station building.



*From left to right, public art outside the converted station building, Pottstown Borough Hall, new sidewalks and benches in downtown Pottstown, and commercial uses and back-in parking along High Street.*



-  Station
-  Schuylkill Valley Metro
-  One-Quarter Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 25.1: Station Area Aerial Photo

# Pottstown

Schuylkill Valley Metro

Montgomery Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000



# TOD Inventory

## Map 25.2: Station Area Land Use

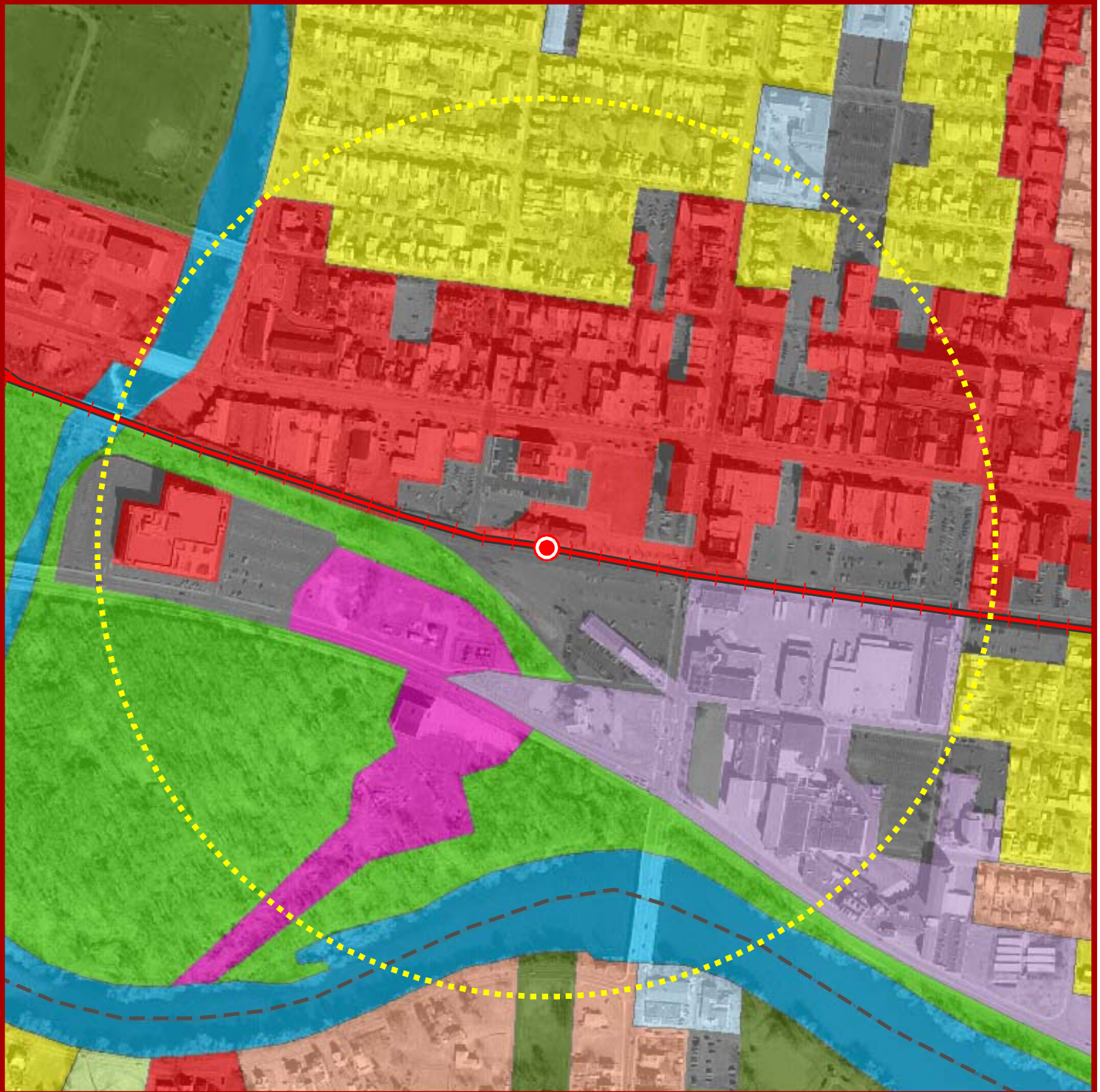


Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# Pottstown

## Schuylkill Valley Metro

Montgomery Co., Pennsylvania



- |                                      |                          |                    |        |                         |
|--------------------------------------|--------------------------|--------------------|--------|-------------------------|
| Residential - Single-Family Detached | Mngf - Heavy Industrial  | Community Services | Mining | Station                 |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Schuylkill Valley Metro |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius |
| Mngf - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary      |

**Level of Service (# of trains/day):** Proposed service headways of 15 minutes peak and 30 minutes off-peak.

**Current Ridership:** Forecasted ridership is 1,320 boardings per day in the year 2020.

**Connecting Routes:** SEPTA bus routes 93 and 99 serve the general station area, as well as PUT (operated by Pottstown Borough) bus routes CM, HI, BE, NL, and PC. New routes would be proposed to link station when Schuylkill Valley Metro (SVM) service begins.

**Parking:** 94 parking spaces are planned.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Route 100 and US 422 are nearby and have few circulation problems. Downtown Pottstown has narrow, slower-moving streets. High and Hanover Streets are proposed as the main feeder roads to the station area.

Street Network: The majority of the station area is on a grid, with longer blocks extending east-west and short blocks extending north-south. Streets tend to be narrow, and there is a defined street hierarchy. High Street is wide enough to accommodate on-street parking on both sides of the street (including angled parking on one side), bicycle lanes, and a turning lane down the middle of the street. Southwest of the rail line, the grid disappears, and two roads that eventually converge serve the area.

Bike Paths: There are bike lanes on High Street.

Trails: Pedestrian paths run through nearby River Front park, and other paths are proposed in SVM plans. The Schuylkill River Trail may be extended west of Valley Forge Park to Pottstown.

Sidewalks: On most streets, but none extend between downtown and the Community College. Street trees and flowers between the sidewalk and the road along High Street (as well as on-street parking) provide buffers between pedestrians and motorists. Most residential streets also have street trees.

Bus Routes: Yes, SEPTA routes 93 and 99, and PUT routes CM, HI, BE, NL, and PC.

Signage: Not available, proposed station.

Wheelchair Accessible: Yes, in proposals.

**Station Patron Amenities:**

Bike Storage or Racks: Bike parking will be available.



Waiting Room: Yes.

Ticket Office: Not available, proposed station.

Ticket Machines: Not available, proposed station.

Existing Uses: Not available, proposed station.

Restrooms: Not available, proposed station.

**Land Uses in Station Area:** The station area contains extensive commercial and retail uses along High Street, Pottstown's "Main Street". Government uses include Borough Hall, north of the old train station. There are some residential and light industrial uses, and institutional uses include Montgomery County Community College's West Campus, a recent development with expansion planned. There is also some adaptive reuse.

High Street has a mix of residential, retail, office, and institutional uses. It has suffered in recent years due to the increased presence of regional shopping centers such as the King of Prussia Mall. There are a significant number of vacant or underutilized commercial properties along the street. The buildings tend to be pedestrian-scaled, no more than three or four stories, and come up to the lot line. The facades are a mix of 1950s styles and the traditional (including restorations). There is a relatively new Rite Aid, with a surface parking lot, at the corner of High Street and Evans Street. Immediately north of the station, across a parking lot, is the new Borough Hall, which faces a small park to its east (rather than opening on to High Street).

North of High Street, the neighborhoods are primarily residential. In the northwest quadrant (north of High Street, west of Hanover Street), houses consist of mostly single-family detached units and twins on very small lots. There are corner stores and a few scattered surface parking lots. In the northeast quadrant, houses consist mostly of modest twins and rowhouses, with some single-family detached units, concentrated closer to Hanover Street. North Hanover Street itself has some larger late 19<sup>th</sup> century single-family homes, some converted to offices, and churches. There are some rear surface parking lots.

South of High Street and east of Hanover Street, the area consists of some residential and some light industrial uses. The light industrial uses are concentrated south of South Street and east of Evans Street. The residential area consists of modest housing similar to that found north of High Street.

The area south of High Street and west of Hanover Street consists of some light industrial uses, Montgomery County Community College's West Campus, and substantial wooded land and a municipal riverfront park.

**Station Building Conditions:** The station building appears to be in good to fair condition. The platform is rusty and needs restoration.

**Building Conditions of General Station Area:** There are a significant number of vacant or underused commercial and industrial properties. The area has a lot of potential, as it has a good building stock, although High Street seems to be in decline.

**Current Zoning:** Pottstown is currently rewriting its zoning ordinance, so zoning categories and definitions may change. According to the Montgomery County Planning Commission, it is anticipated the new ordinance will be approved in September 2003. Currently, according to the SVM Corridor study (see below), the immediate station area largely falls in the Downtown Gateway (DG) district. The remainder of the station area is zoned central business (CB), business core (BC), office/residential (OR), industrial/office (I/O), residential high density (RHD), and residential medium-high density (RMHD).

- DG            Downtown Gateway. Encourages mixed-uses and the redevelopment of vacant industrial sites to compliment the nearby downtown core.
- CB            Central Business. Permitted uses include retail, personal services, theaters, health/fitness centers, social clubs, religious uses, public/municipal buildings, printers/publishers, passive manufacturing and assembly located in the same building as a store, religious uses, schools, daycare, parking lots and garages, offices, and automobile service stations. Minimum lot area for most commercial uses is 1,200 square feet. 6,000 square feet for multi-tenant office buildings, 4,000 square feet for parking lots, and 10,000 square feet for auto service stations.
- BC            Business Core. Information on allowable uses not available.
- OR            Office/Residential. Permitted uses include single-family detached, single-family semi-detached, and single-family rowhouses; multi-family dwellings with six or fewer units; and, office and professional buildings built to the scale of homes common to the district, free from uses except those that are both compatible with and convenient to the residents of such a district. Single-family detached/semi-detached/attached have same bulk requirements as RHD district below. Multi-family (six or fewer units) have a minimum lot area of 4,000 square feet (or 1,200 square feet per unit), 40-foot minimum lot width, a 10-foot minimum setback, and a maximum height of 35 feet.
- IO            Industrial/Office. Permitted uses include office buildings, research and development, warehouses, printing/publishing, light manufacturing, health/fitness centers, offices, banks, and parking lots. Minimum lot area for most uses is one acre. Minimum lot area for parking lots is 12,000 square feet.

- RHD** Residential High Density. Permitted uses include detached/semi-detached/attached single-family dwellings, and multi-family dwellings with six or fewer units. Non-residential structures may be converted to residential use, and single-family dwellings exceeding 2,400 square feet may be converted into multi-family dwellings. Various government/municipal, religious, recreational, educational uses are also allowed. For single-family detached, the minimum lot size is 3,500 square feet, minimum lot setback is ten feet, minimum lot width is 35 feet, and maximum height is 35 feet. For single-family semi-detached, the minimum lot size is 2,000 square feet, minimum lot width is 20 feet, minimum lot setback is ten feet, and maximum height is 35 feet. For multi-family dwellings (eight or fewer units), the minimum lot area is 6,000 square feet (or 1,400 square feet per dwelling unit), minimum lot width is 60 feet, minimum lot setback is ten feet, and maximum height is 35 feet. For single-family attached, the minimum lot size is 1,800 square feet, the minimum lot width is 18 feet, the minimum lot setback is ten feet, and the maximum height is 35 feet.
- RMHD** Residential Medium-High Density. Permitted uses include detached and semi-detached single-family dwellings. Non-residential structures may be converted to residential use, and single-family dwellings exceeding 2,400 square feet may be converted into multi-family dwellings. Various government/municipal, religious, recreational, educational uses are also allowed. For single-family detached, the minimum lot size is 4,000 square feet, minimum setback is 15 feet, minimum lot width is 40 feet, and maximum building height is 35 feet. For single-family semi-detached, minimum lot size is 2,500 square feet, minimum lot setback is 15 feet, minimum lot width is 25 feet, and maximum height is 35 feet.

**Current Comprehensive or Master Plan Characterization of Station Area:** *Pottstown Community and Economic Development Action and Implementation Strategy*, (September 2000), by Urban Partners, recommended making Pottstown a strong downtown by revitalizing High Street, through a variety of initiatives, including: narrowing High Street to two moving lanes, and creating a center lane for turning movements; reusing the First Fidelity Building; rehabilitating the Nittany Warehouse for housing; recruiting restaurants and retailers to downtown (in First Fidelity building, Hess parcel, Elks Club); and completing the Town Center Plaza. Pottstown should expand and diversify its employment base, and become the hub of this three-county (Montgomery, Chester, Berks) area. The plan recommends regional cooperation and consolidation, and encourages the development of the SVM station. Pottstown should preserve their existing amenities of historic architecture and riverfront properties. Other recommendations include: upgrading the Keystone Opportunity Zone; reusing the Mrs. Smith's Pies complex; and revitalizing King Street.

**Special Studies or Districts:**

*Schuylkill Valley Metro Corridor Station Area Planning And Implementation Study Station Areas Technical Report* (April 2003), by Wallace, Robert, and Todd, LLC, and DVRPC, provides a review of existing conditions and outlines a plan for future transit-oriented development around the Pottstown SVM station. The document focuses on the revitalization of Pottstown's historic central business district, the expansion of Montgomery County Community College (MCCC), and the development of a mixed-use office/retail area between South and Hanover Streets and Industrial Blvd with 56 new townhouse units. The plan proposes a fairly extensive system of pedestrian paths and aims to consolidate parking into a structure on the inside of the block south of High Street, between Hanover Street and Charlotte Street. This parking facility would serve the new rail station (in the former station building), the renovated Fidelity Building, the Mrs. Smith's redevelopment, and some of MCCC's expansion, in addition to replacing an existing downtown surface lot.

*High Street Reconfiguration and Traffic Calming* (pending), a 2002 DVRPC TCDI project, provided transportation design solutions to help revitalize Pottstown's commercial core. High Street is Pottstown's main thoroughfare through the central business district; and is also a state-owned highway. Once the hub of commercial activity for western Montgomery County, the corridor today is composed of underutilized retail and office buildings. The design elements calm the traffic and reconfigure High Street by providing narrower travel lanes, the provision of bicycle lanes, new lighting and pedestrian crossings, and a new pilot program that utilizes back-in angle parking. This is the first application of back-in angle parking in Pennsylvania, and the project will be closely monitored for its possible application in other communities as a means to calm traffic flow. Improvements were completed in Spring 2003.

Two redevelopment plans cover the station area – the *Core District Redevelopment Plan* (2003) and the *Western Riverfront District Redevelopment Plan* (2002).

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

§ *Schuylkill Valley Metro* (TIP #S074) is a SEPTA project with funding of \$5 million in Fiscal Year 2003, and \$10 million in Fiscal Year 2004. The proposed Schuylkill Valley Metro Line Corridor is approximately 62 miles long, stretching from Philadelphia to Reading. The Boards of Directors of SEPTA and BARTA have selected MetroRail as the Locally Preferred Alternative for the Schuylkill Valley Metro Project. MetroRail is an innovative approach that combines the speed, capacity and safety of commuter rail, with the operating efficiency, rider convenience and economy of light rail. MetroRail will use high-level platforms at all stations, as well as subway type quarter point doors, making boarding easier and faster for everyone. Every station will be wheelchair accessible. The total estimated cost of the MetroRail project will be developed during the engineering phase.

\$ *Operating Assistance – Pottstown Urban Transit* (TIP #PT010) is a Pottstown Borough project with funding of \$1.22 million in Fiscal Year 2003, 2004, and 2005, for a total of \$3.66 million over three years. This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There is significant open space (River Front Park), but little vacant land, thus calling for more opportunities for infill development and adaptive reuse. The large, underutilized Mrs. Smith's Pies industrial complex has been targeted as a major mixed-use redevelopment opportunity. The developer of the site had not, at the time of the SVM Study's release, settled on a final plan. Other potential projects include the reuse of the First Fidelity Building at High and Hanover Streets (Pottstown Historical Society is leading this effort), and expansions of River Front Park and Montgomery County Community College. The station area does contain a good amount of surface parking lots, most of which are located behind stores on High Street.

Brownfields or Superfund site: The EPA's CERCLIS database of hazardous waste sites lists the Pyramid Chemical Site (Nittany Warehouse), at 16 and 22 High Street, close to the train station. The site is not included on the National Priorities List (NPL).

The Pennsylvania Department of Environmental Protection lists the PECO Hanover Substation at South and Hanover Streets as a completed Brownfield site.

Market Characterization/Development Pressures: Population is fairly stable, holding between 21,000-22,000, and is projected to stay within that range for the next couple decades. Employment is expected to increase slightly and rise from 14,766 in 1990 to 15,141 in 2010. Mean household income in Pottstown in 1990 fell significantly below the mean for Montgomery County: \$32,482 versus \$48,768.

In Pottstown Borough, one residential building permit was granted in 2000, followed by one in 2001 and five in 2002. All the permits issued in Pottstown during these three calendar years were for single-unit structures.

Environmental Restrictions: The area contains a 100-year flood plain and large wetland, though these do not extend into the areas that have been targeted for development.

**Other Information:**

Site Design: Buildings sit close to the street and many are architecturally detailed. High and North Hanover Streets are two streets that have particularly good building stock. The immediate station area, which includes a park and the Borough Hall, is nicely landscaped and has pedestrian-scale lighting. High Street is also lined with trees and attractive lighting. West of Memorial Park and beyond the boundaries of the station area, High Street becomes a more suburban-style highway with auto-oriented commercial uses.

**Municipal Contact:**

Robert Jones

Borough Manager, Pottstown Borough

610-970-6511

## **Section V: Stations in Philadelphia County**

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**30<sup>th</sup> Street**

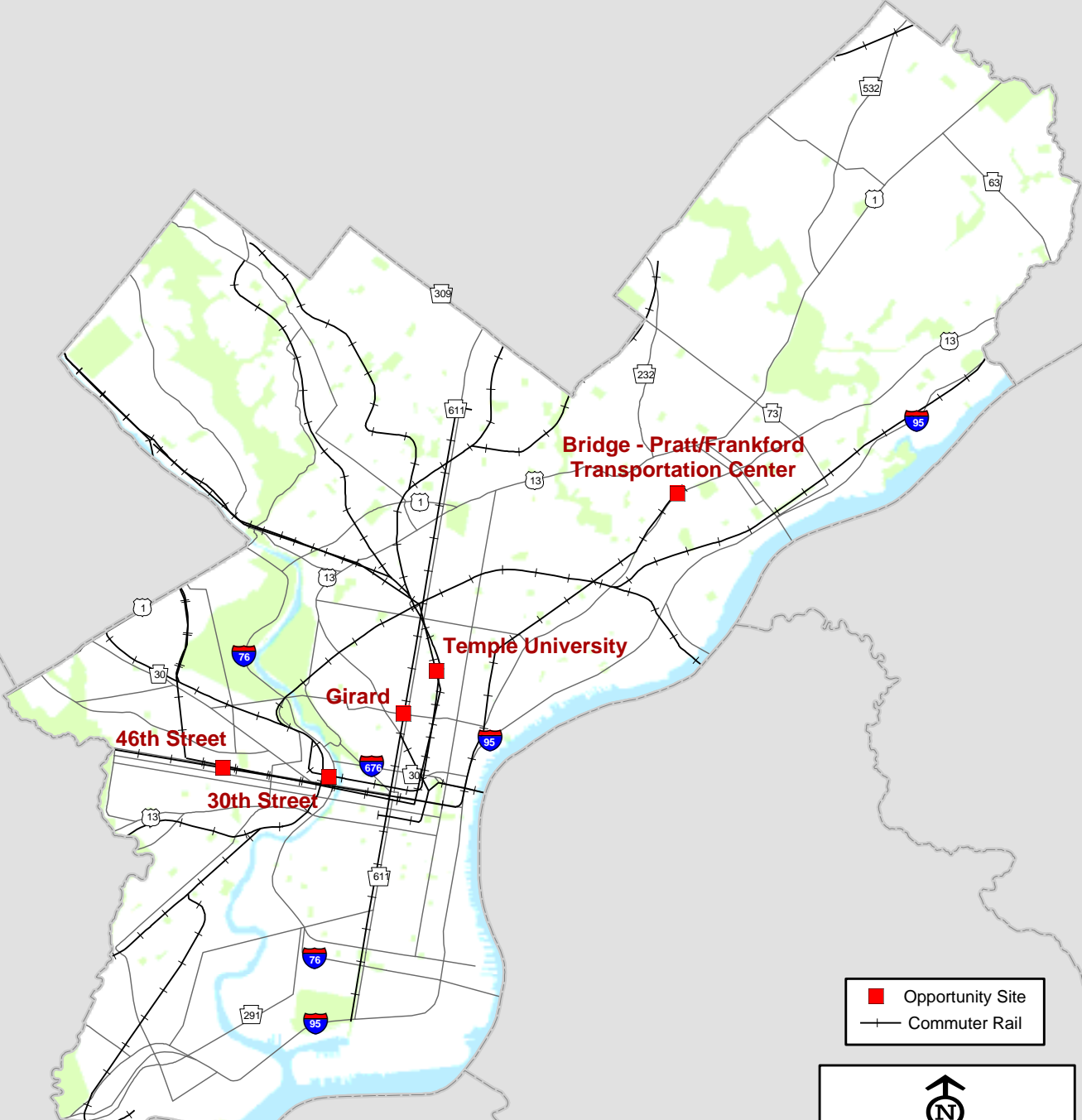
**46<sup>th</sup> Street**

**Bridge-Pratt/Frankford Transportation Center**

**Girard**

**Temple University**

# Map V: Philadelphia County Stations



■ Opportunity Site  
—+— Commuter Rail

0 1 2  
Miles

Delaware Valley  
Regional Planning Commission  
November 2003



# 30<sup>th</sup> Street

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**Address:** Market Street between Schuylkill Avenue and 30<sup>th</sup> Street

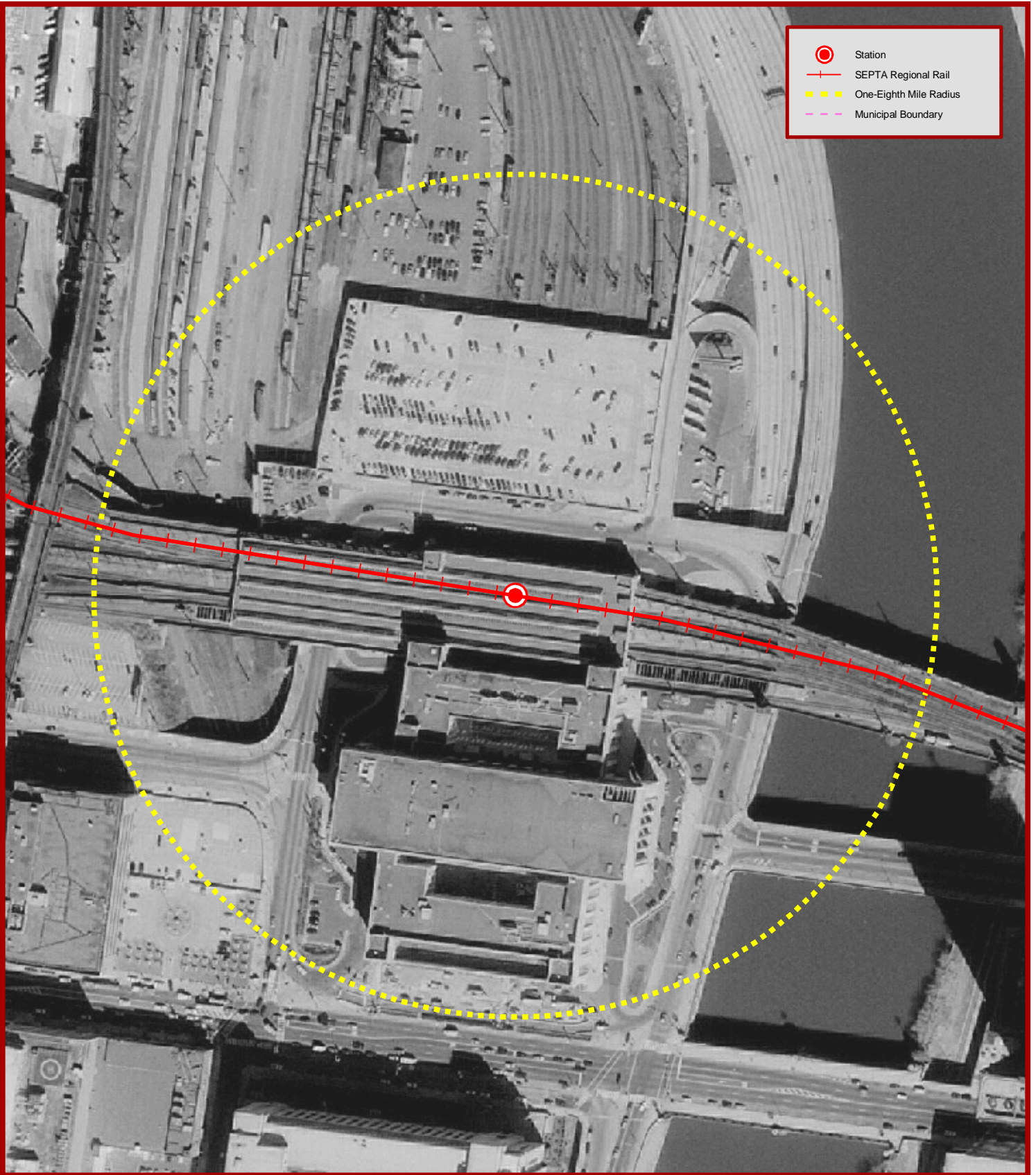
**Transit System/Line:** SEPTA's Market-Frankford Elevated Line (Blue Line) and all Subway-Surface Trolleys (Green Lines), numerous bus routes, all Regional Rail lines, LUCY shuttle, Amtrak (11 train services), NJ Transit Atlantic City Line, and Schuylkill Valley Metro (proposed)





**Municipality:** Philadelphia, Pennsylvania

**Station Type:** Multi-modal Transportation Center; elevated "bridge" structure with rail lines below and elevated alongside



*From left to right, exterior of 30<sup>th</sup> Street Station, Main Concourse, intersection of Market and 31<sup>st</sup> Streets, and the station's north parking lot.*



-  Station
-  SEPTA Regional Rail
-  One-Eighth Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 26.1: Station Area Aerial Photo

# 30th Street

Regional Transportation Hub

Philadelphia Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# TOD Inventory

## Map 26.2: Station Area Land Use

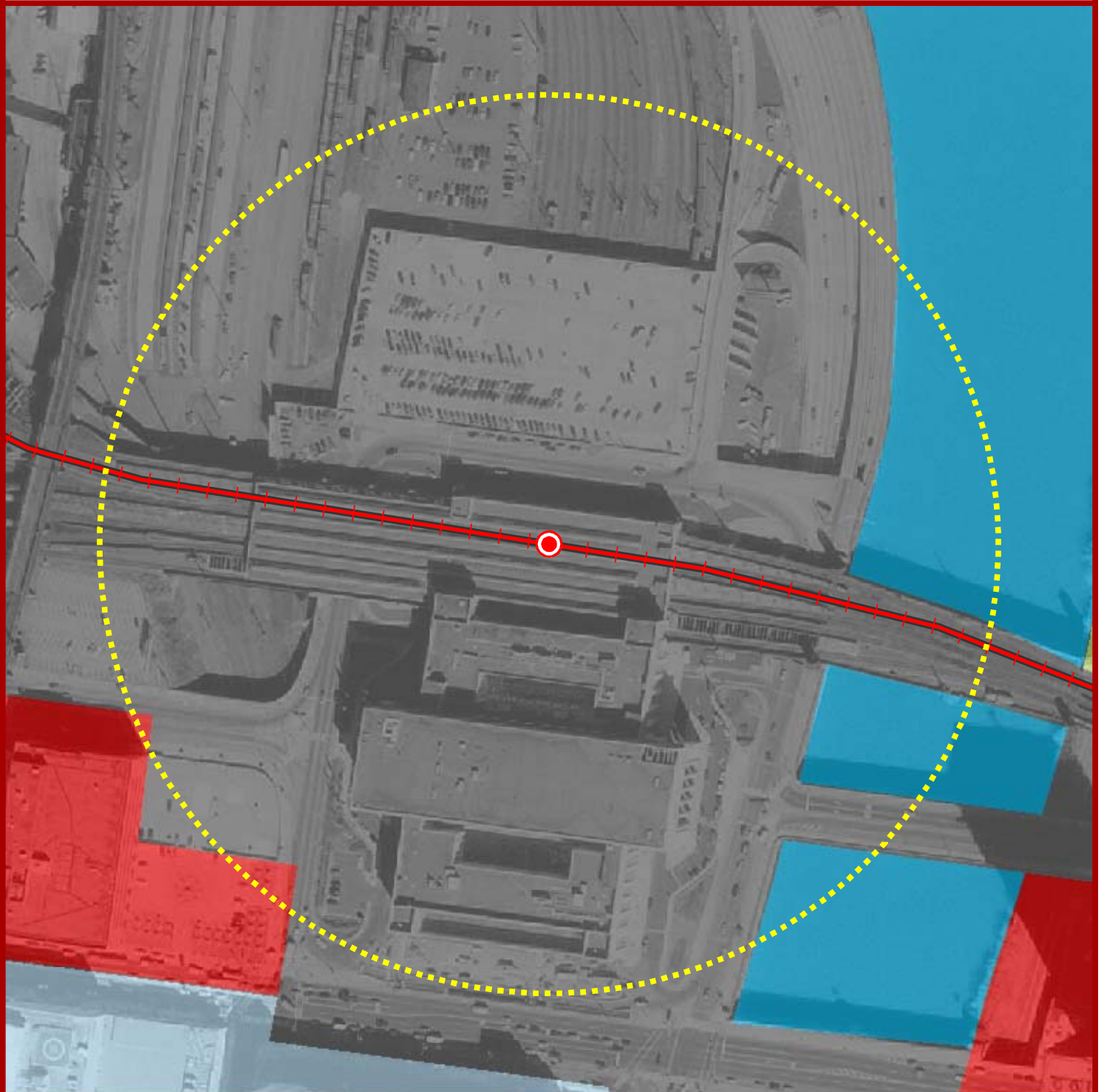
# 30th Street

## Regional Transportation Hub



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

Philadelphia Co., Pennsylvania



- |                                      |                          |                    |        |                        |
|--------------------------------------|--------------------------|--------------------|--------|------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Rail Lines             |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Eighth Mile Radius |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary     |

**Level of Service (# of trains/day):** Hundreds of trains and over 25,000 passengers pass through the station every day. 30<sup>th</sup> Street is the second busiest station in the Amtrak system, after New York's Penn Station, and ahead of Washington's Union Station. For New Jersey Transit's Atlantic City line, 14 trains run daily, including two trains into Philadelphia during the morning rush hours, and two out of Philadelphia in the afternoon.

**Current Ridership:** Market-Frankford Elevated Line: 5,311 boardings per day. Regional Rail: 8,558 boardings per day. Subway-Surface: 4,806 boardings per day. Amtrak: Approximately 5,000 boardings per day (based on annual data for Fiscal Year 2002). New Jersey Transit: 352 boardings per day.

**Connecting Routes:** SEPTA bus routes 9, 30, 31, 44, 61 Express, 124, 125; SEPTA Regional Rail; SEPTA's Market-Frankford Elevated Line and all Subway-Surface Lines; Amtrak; NJ Transit's Atlantic City Line; LUCY University City shuttle; regular taxi service; major car rental companies (Hertz, Avis, National, Budget).

**Parking:** Approximately 1,000 parking spaces are available, including a new 415-car parking garage located below street level (entrance on 30<sup>th</sup> Street) that features direct access to the Station, the street and the commuter rail and subway systems. Also available are a surface parking deck (Arch Street), short term surface lots (29<sup>th</sup> and 30<sup>th</sup> Streets), valet parking (entrance on 30<sup>th</sup> Street), and metered parking (one hour maximum). The Central Parking System manages station parking.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Major streets serving the station area include Schuylkill Avenue, I-76/Schuylkill Expressway, I-676/Vine Street Expressway, John F. Kennedy Boulevard, and Arch, Market, Chestnut, Walnut and 30<sup>th</sup> Streets.

**Street Network:** The street network surrounding the station is dominated by the large east-west arterials of Market Street and John F. Kennedy Boulevard, as well as the north-south Schuylkill Avenue, which is used as a major access road to I-76. The road network to the north is compromised by the presence of the rail yards, and to the south by the river, I-76 expressway, and institutional uses surrounding the University of Pennsylvania.

**Bike Paths:** To the west of the station, bike lanes line many of the streets traversing the Drexel University and University of Pennsylvania campuses. Existing and proposed trails along the Schuylkill River are also in close proximity to the station, including the planned route of the East Coast Greenway and the West Bank Greenway.

**Trails:** No.

Sidewalks: Yes, on most streets; however, the streets surrounding the station are wide, dominated by automobiles, and not pedestrian-friendly. It should be noted that the pedestrian tunnel connecting the subway system to the 30<sup>th</sup> Street Station Concourse was blocked off approximately 10 years ago. Passengers transferring between the two systems must exit/enter on to street level outside of the station.

Bus Routes: Yes, SEPTA routes 9, 30, 31, 44, 61 Express, 124 and 125.

Signage: Limited signage in station area. Sign for station on I-76. Transit signage limited and not very visible.

Wheelchair Accessible: Yes.

**Station Patron Amenities:**

Bike Storage or Racks: Yes, four racks.

Waiting Room: Yes.

Ticket Office: Yes, open seven days a week.

Ticket Machines: Yes, Fast-Fare (SEPTA Regional Rail), Quik-Trak (Amtrak), and NJ Transit ticket vending machines; and two combination SEPTA/NJT ticket vending machines.

Existing Uses: Over 20 retail establishments are located at the station, including Au Bon Pain, Auntie Anne's Pretzels, Baskin Robbins, Bridgewater's Pub, Bucks County Coffee, Candy Express, Cookie Café, Cucina Italiano, Delilah's, Dunkin Donuts, Manhattan Soupman, McDonald's Restaurant, Oriental Food Fair, Saladworks, Smoothie King, Subway, Triponi Pizza, United States Postal Service, Wireless Express, Faber Books and FYE (software). First Union ATMs are located throughout the station. Most businesses are open seven days a week from 7:00 a.m. to 7:00 p.m., with a few remaining open 24 hours a day.

Restrooms: Yes.

**Land Uses in Station Area:** To the east of 30<sup>th</sup> Street Station is Schuylkill Avenue, the Schuylkill Expressway, and the Schuylkill River. Beyond that lies Center City Philadelphia. To the north is an extensive rail yard with potential for air rights development. To the northwest are several developable surface parking lots. South of the station, and just off the map, are the United States Post Office Building and Annex, as well as the offices for the Philadelphia Housing Authority. To the west of the station, and just off the map, is the campus of Drexel University. Further south and west, beyond Drexel and the Post Office complex, is the University of Pennsylvania.

The CIRA Centre is a 28-floor, 760,000 square foot office building proposed for the site immediately north of 30<sup>th</sup> Street Station. The project, designed by architect Cesar Pelli

and under development by Brandywine Realty Trust, will include 1,500 new parking spaces and connect to 30<sup>th</sup> Street Station via an elevated walkway. The project is within a Keystone Opportunity Zone, which has the potential to create significant tax benefits for the developer and prospective tenants. The proposed site has long been envisioned as the location of an office tower, and the CIRA Centre has the potential to link Center City and University City, while taking advantage of the transportation facilities at 30<sup>th</sup> Street Station.

**Station Building Conditions:** Opened in 1933, 30<sup>th</sup> Street Station's eight-story concrete frame building was constructed in the neoclassical style and is listed on the National Register of Historic Places. It houses some of the corporate offices of Amtrak in addition to a variety of retail establishments and transit facilities. The building itself covers almost two city blocks and contains approximately 562,000 gross square feet. The station is owned by Amtrak, managed by U.S. Equities Realty, LLC, and recently underwent a \$100 million restoration. The Main Concourse, noted for its intricately patterned ninety-foot high ceiling and 18 art deco chandeliers, contains the bronze Pennsylvania Railroad War Memorial by Walker Hancock. The memorial is a tribute to railroad employees who gave their lives in service to their country. The North Waiting Room features Karl Bitter's Progress of Transportation bas-relief, colonnaded porticoes, and travertine walls; and regularly plays hosts to receptions, weddings, and special events. The South Arcade houses the station's shops and cafes.

**Building Conditions of General Station Area:** Good; most buildings are occupied and fairly well maintained.

**Current Zoning:** Much of the land surrounding the station to the northwest and south is zoned General Industrial G-2. In G-2 districts, structures may occupy 100 percent of the lot area, and commercial/retail uses are prohibited. The land immediately north of the station (the proposed site of the CIRA Centre) is zoned Commercial C-5, which allows high-density commercial and mixed-use development. Across the Schuylkill River in Center City, most of the land between Walnut Street and John F. Kennedy Boulevard is zoned Commercial C-4 (very similar to C-5). The area north of JFK is largely Residential RC-4, which permits limited commercial uses accessory to apartments, condominiums, hotels and motels. Mid-rise and high-rise multi-family dwellings comprise much of RC-4 areas. South of Walnut Street is a mix of RC-4 and Residential R-10 districts. R-10 allows multi-family detached, semi-detached, and attached housing and does not require setbacks.

**Current Comprehensive or Master Plan Characterization of Station Area:** *The Plan for West Philadelphia* (1994) by the Philadelphia City Planning Commission, is considered the master plan for this area. The plan recommends the creation of a vital, new, mixed-use urban district called "Schuylkill West Bank", an area covering a third-square mile area and bounded by the Schuylkill River and 31<sup>st</sup>, 32<sup>nd</sup>, South/Spruce and Spring Garden Streets. This area is currently dedicated to transportation and distribution activities, and is underutilized given its key location adjacent to a major transit hub and Center City Philadelphia. The plan envisions new office and university

buildings in addition to new development over the rail yards. It is estimated that the 60-acre rail yard tract could support 30 million square feet of new development. The Post Office's parking lot on the south side of Walnut Street at 30<sup>th</sup> Street is another major developable site. The Schuylkill River bridges would receive special architectural and pedestrian improvements as part of the new streetscape plan for the area. The 3000 block of Market would become a "Grand Public Room" with public art, flags, special paving and landscaping. In addition, the plan calls for the creation of a West Bank Greenway, a network of bicycle and pedestrian paths along the Schuylkill River. The entire area would serve as a gateway to Center City and West Philadelphia.

**Special Studies or Districts:**

*New Century Neighborhoods* (July 2001), by the Philadelphia City Planning Commission, presents a market-oriented framework to help create residential "products"—homes, apartments, city blocks and entire communities—that more effectively attract and retain households. The report highlights the need to update residential choices in the city to meet the demands of present and future generations.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

\$ *Bridge Repair – 30<sup>th</sup> Street to Suburban Station* (TIP # S054) is a SEPTA project with funding of \$66.7 million (after Fiscal Year 2006) to rehabilitate seven bridges. This portion of the commuter rail system, originally constructed in 1929, supports all of SEPTA's commuter rail routes, with over 500 trains traversing it every weekday. The catenary improvements phase has been funded and implemented. The bridge improvement phase will commence upon completion of the catenary improvements and the Wayne Junction to Glenside Track and Signal Improvements project.

\$ *Schuylkill Valley Metro* (TIP # S074) is a SEPTA and BARTA project with funding of \$5 million in Fiscal Year 2003 and \$10 million in Fiscal Year 2004. The Schuylkill Valley Metro is a proposed \$1.8 billion rail line that will run from Philadelphia to Reading, a 62-mile corridor. The Board of Directors of SEPTA and BARTA have selected MetroRail as the Locally Preferred Alternative for the Schuylkill Valley Metro Project. MetroRail is an innovative approach that combines the speed, capacity and safety of commuter rail, with the operating efficiency, rider convenience and economy of light rail. MetroRail will use high level platforms at all stations, as well as subway type quarter point doors, making boarding easier and faster for everyone. Every station will be wheelchair accessible. The total estimated cost of the MetroRail project will be developed during the engineering phase.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: Vacant land is limited to a few surface parking lots. There is potential for air rights development over the rail yard to the north of the station building, as the proposal for the Cira Centre illustrates.

**Brownfields or Superfund Site:** There are no sites listed on the National Priorities List within an eighth mile radius of the station. However, the station is listed as a hazardous waste site in the EPA's CERCLIS database. At the end of preliminary assessment in 2002, it was determined that no further remedial action was necessary. There are two in-progress Brownfield sites a little over an eighth of a mile from the station, the Eastern Electric Property at 125 South 30<sup>th</sup> Street, and the Hajoca Building at 3025 Walnut Street.

**Market Characterization/Development Pressures:** 30<sup>th</sup> Street Station has the potential to be the region's premier example of TOD. If Brandywine Realty Trust's market assumptions for the CIRA Centre prove accurate, the development of this building will most likely release exceptional market pressure on sites west of the station. Once the risk of the area has been tested by the CIRA Centre, some of the surface parking lots and older office buildings nearby could be targeted for redevelopment. With the intersection of 30<sup>th</sup> and Market Streets as the hub, the city would have an opportunity to create a new urban center complete with public spaces and mixed-use development.

Additionally, the United States Postal Service plans to transfer its distribution center from 30<sup>th</sup> Street to the Eastwick neighborhood in southwest Philadelphia. Drexel University may occupy the building once the relocation is complete.

In 2000, building permits for 1,333 new residential units were issued in the City of Philadelphia. Of these, over 1,200 were for dwellings in structures with three or more units. In 2001, the total number of residential building permits issued in the city fell to 772. This figure fell again in 2002, when permits were issued for just 554 new units. In contrast to 2000, more than 25 percent of the permits issued in 2002 were for single-unit dwellings.

**Environmental Restrictions:** None known.

**Municipal Contact:**

Anthony Santaniello  
Philadelphia City Planning Commission  
215-683-4629



# 46<sup>th</sup> Street

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**Address:** 46<sup>th</sup> and Market Streets

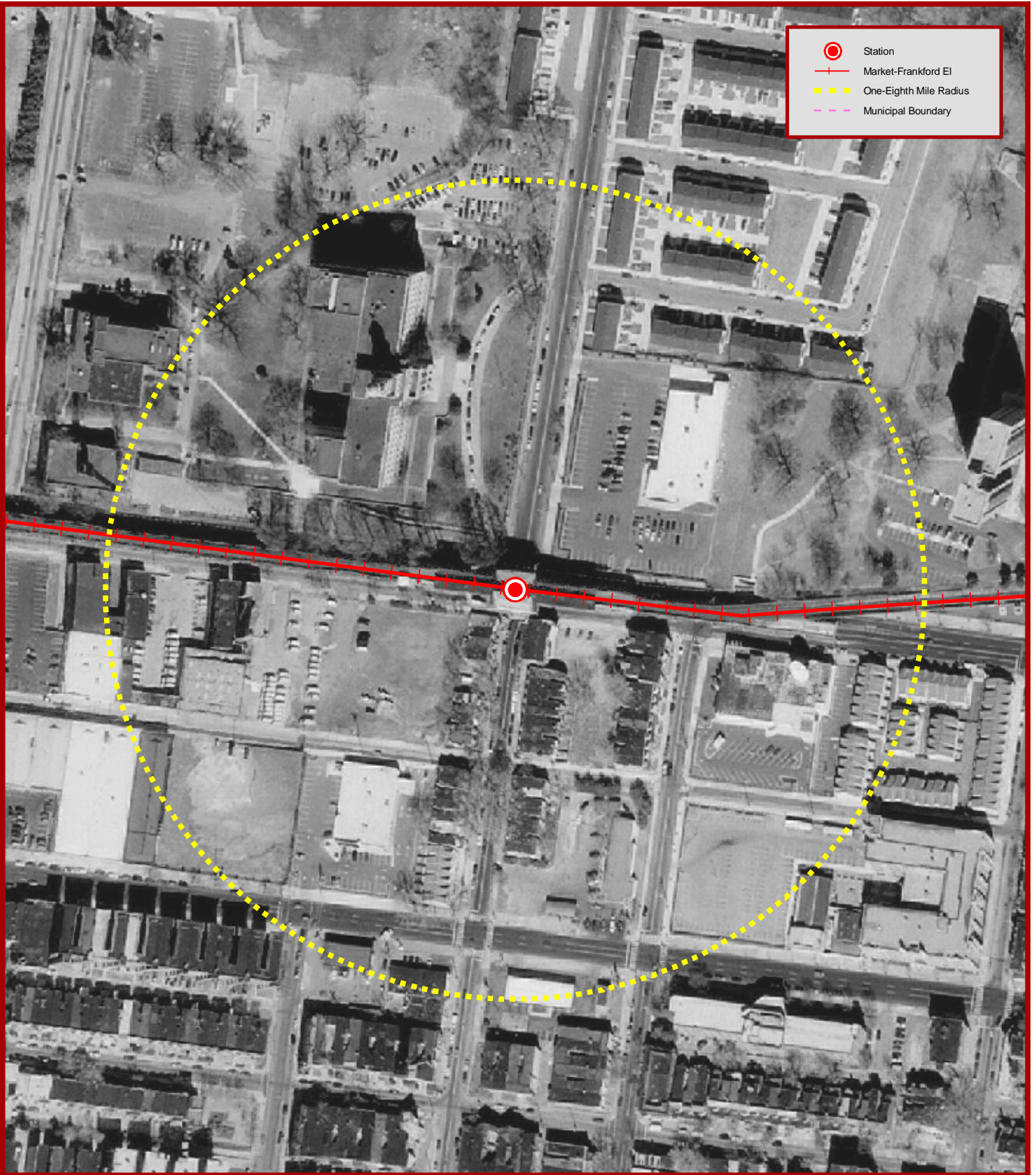
**Transit System/Line:** SEPTA's Market-Frankford Elevated Line




**Municipality:** Philadelphia, Pennsylvania

**Station Type:** Elevated platform



*From left to right, commercial uses near station (with some abandonment on upper floors), view of elevated station, Aldi supermarket north of the rail line, and stately homes near station.*



-  Station
-  Market-Frankford El
-  One-Eighth Mile Radius
-  Municipal Boundary

## TOD Inventory

Map 27.1: Station Area Aerial Photo

## 46th Street

Market-Frankford El

Philadelphia Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# TOD Inventory

## Map 27.2: Station Area Land Use

# 46th Street

## Market-Frankford EI



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

Philadelphia Co., Pennsylvania



- |                                      |                          |                    |        |                        |
|--------------------------------------|--------------------------|--------------------|--------|------------------------|
| Residential - Single-Family Detached | Mngf - Heavy Industrial  | Community Services | Mining | Station                |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Market-Frankford EI    |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Eighth Mile Radius |
| Mngf - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary     |

**Level of Service (# of trains/day):** On weekdays: during peak commuting hours, trains stop at the station every six to eight minutes; during the day, trains stop once every eight minutes; in the early morning and late evening hours, service is reduced to one train every ten to twelve minutes. On weekends, one train stops every ten minutes; decreasing to about one train every twelve minutes after 9:00 p.m. Buses substitute for trains every day from approximately 12:30 a.m. to 4:45 a.m.

**Current Ridership:** 3,710 boardings per day.

**Connecting Routes:** SEPTA bus routes 31 and 64.

**Parking:** No dedicated parking. The Enterprise Center's plans for Enterprise Heights (see below) include a proposal for a 400-space park and ride lot.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Market, Chestnut, and Walnut Streets all run east-west through the station area. The main north-south access road serving the station is 46<sup>th</sup> Street. However, south of the station, 46<sup>th</sup> Street jogs a half-block to the east; and the main north-south access road south of the station becomes Farragut Street. This road accommodates two-way traffic, though it becomes narrower and more heavily trafficked by pedestrians south of the station.

Street Network: Short, frequent blocks and narrower streets south of station. Little effort has been made to calm traffic along Chestnut and Walnut Streets.

Bike Paths: Yes, there are bike lanes on Market Street from 46<sup>th</sup> to 40<sup>th</sup> Street.

Trails: No.

Sidewalks: On most streets, though few include buffers to separate pedestrians from cyclists and autos. Pedestrian crossings are not always well demarcated

Bus Routes: Yes, SEPTA routes 31 and 64.

Signage: Inadequate.

Wheelchair Accessible: Current reconstruction includes the provision to make this station fully ADA-compliant.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: No, though much of the platform is covered. There is a full mezzanine at this elevated station.

Ticket Office: Yes.

Ticket Machines: No.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** The station area is a mix of dense housing, public housing, institutional uses, commercial uses, vacant land, and a large amount of surface parking. To the north of Market Street is the large, underutilized Urban Education Building (houses government and social services offices), an Aldi supermarket, and several public housing complexes of various designs and scales. South of Market Street is a mix of rowhouses, institutional uses (Enterprise Center, West Philadelphia Catholic High School), and auto-oriented commercial properties (these are primarily located west of 46<sup>th</sup>/Farragut Street). During summer 2003, The Partnership CDC broke ground on an 80-plus unit development of new and rehabilitated housing along Sansom Street between 44<sup>th</sup> and Farragut Streets, just a few blocks south of the station. Additionally, The Enterprise Center plans to build 500,000 square feet of retail and office space in the area over the next eight years (see below for further information).

**Station Building Conditions:** Station will be rebuilt as part of SEPTA's Market Street EI Reconstruction Program.

**Building Conditions of General Station Area:** There is some new housing in the area, though much of the older housing stock is in poor condition. The Urban Education Building was originally built as the Provident Mutual Life Insurance Company Headquarters in 1926 and is currently a candidate for the National Registry of Historic Places. Elsewhere in the study area, and particularly south of the elevated station, there is a significant amount of abandoned properties, both residential and commercial. Newer commercial development, such as the Aldi supermarket at 46<sup>th</sup> and Market Streets, is suburban style, with large setbacks and frontage parking lots.

**Current Zoning:** Current land use in the area is varied and does not always conform to existing zoning. The Spruce Hill Community Association and the Philadelphia City Planning Commission have created a rezoning proposal for Spruce Hill that is currently under consideration by the Philadelphia City Council.

At present, the land between Chestnut and Market Streets is largely zoned C-2 Commercial, which permits retail, restaurants, offices and personal and business services. The major exception is the land just west of the station, which is zoned G-2 General Industrial and prohibits commercial and retail uses. The area between Chestnut and Walnut Streets is largely a mix of high-density residential zones (R-5, R-9, R-10) that account for the neighborhood's mix of twin, row, and apartment houses.

Zoning north of Market is varied, though most of the land is currently covered by public housing.

**Current Comprehensive or Master Plan Characterization of Station Area:** *The Plan for West Philadelphia* (1994) by the Philadelphia City Planning Commission, is considered the master plan for this area. The plan outlines a redevelopment strategy for the blocks around the Market-Frankford EI station, starting with the Urban Education Foundation building at 46<sup>th</sup> and Market as a focal point. The plan supports gradual redevelopment on Market Street between 40<sup>th</sup> and 46<sup>th</sup> Streets, primarily recommending modern mid-rise buildings, and recognizes that eminent domain may be needed to acquire and assemble development sites. The plan also calls for zoning re-mapping, the creation of a historic district, and pedestrian-friendly development, such as placing parking behind buildings, and creating apartments above stores.

**Special Studies or Districts:**

*West Market Corridor Concept Plan* (pending), a 2003 DVRPC Transportation and Community Development Initiative (TCDI) project, will expedite the investigation of land use and development concepts that will enable the communities impacted by the SEPTA Market Street Elevated Reconstruction Project to realize new economic, social and environmental benefits. Such benefits might include adaptive reuse of existing structures, infill development, increased competitiveness of existing commercial centers/districts, more efficient use of existing transportation infrastructure, reduced demand for automobiles, better air quality, and an improved quality of life.

*New Century Neighborhoods* (July 2001), by the Philadelphia City Planning Commission, presents a market-oriented framework to help create residential “products”—homes, apartments, city blocks and entire communities—that more effectively attract and retain households. The report highlights the need to update residential choices in the city to meet the demands of present and future generations.

*Rethinking Northern Spruce Hill* (Spring 2003), by a University of Pennsylvania Department of City and Regional Planning Workshop in association with The Partnership CDC and University City District, is a comprehensive neighborhood plan developed for the area between Walnut, Market, 43<sup>rd</sup> and 48<sup>th</sup> Streets. Transit-oriented development recommendations include concentrating new commercial development in the study area around the 46<sup>th</sup> Street EI station. The report advocates pedestrian-friendly development defined by ground floor retail and attached single- and multi-family housing. Streetscape and traffic calming measures to improve the area for pedestrians are also outlined in the report. The market for new and renovated housing in this area appears to be improving, given that the boundaries for the University of Pennsylvania’s Guaranteed and Enhanced Mortgage Programs, and the catchment area for the new Penn Alexander School encompass much of northern Spruce Hill. These programs have the potential to attract many new residents to this area.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

- *Market Street Elevated Reconstruction Program, 45th Street to east of 69th Street – Rehabilitation of Deteriorated Structures* (TIP #S023) is a SEPTA project with funding of \$50 million each in Fiscal Years 2003, 2004, and 2005, and \$16 million in Fiscal Year 2006, resulting in a total of \$166 million over four years. Total project cost is \$567 million. This project provides for the complete rebuilding of the Market Street Elevated superstructure and sub-structure, new single-bent foundations, and the rehabilitation of abutments and bearings. Passenger stations located at 46th, 52nd, 56th, 60th, 63rd Streets and Millbourne will be completely reconstructed and will comply with the requirements of the Americans with Disabilities Act. This reconstruction effort will be undertaken through a single column bent approach, which by including fewer columns will reduce maintenance costs and improve the traffic flow and the aesthetics of West Market Street. Additionally, street level lighting will be improved, and pedestrian crossing and bus boardings will be made safer as passengers will no longer be required to cross traffic to board buses. This construction effort will also complement and assist in the City's Streetscape Plan, which proposes to convert Market Street into a two lane road with bike lanes.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There is a significant amount of underutilized, vacant, or abandoned properties within the eighth-mile radius of the station, as seen clearly in the aerial photograph. Aldi's large parking lot to the northeast, the two large vacant parcels and three parking lots to the southeast, and two parking lots to the southwest add up to an extensive amount of underutilized land, particularly for an urban setting. This location could greatly benefit from greater densities and infill development.

Brownfields or Superfund Site: No, though there is a large, vacant, paved lot immediately southwest of the station. There is a remediated Brownfield site outside the quarter mile radius, approximately 2,000 feet from the station, at 4800 Pine Street (4800 Pine Street Apartments).

Market Characterization/Development Pressures: The Enterprise Center, a non-profit organization dedicated to community development and entrepreneurial training, plans to develop four new buildings containing 500,000 square feet of retail and office space around the 46<sup>th</sup> Street EI station. The project, officially known as Enterprise Heights, will cost an estimated \$75 million and take eight years to complete. Construction is slated to begin in late 2003. The first building, which is projected to cost \$13 million, will rise six stories at the corner of 46<sup>th</sup> and Market Streets and eventually house 500 jobs. The Enterprise Center is located in the former WFIL Studio building, which is where American Bandstand was originally produced.

The University of Pennsylvania's Guaranteed and Enhanced Mortgage Programs, established in 1998, provide incentives for Penn faculty and staff to purchase homes in the greater University City area. The University has also partnered with the Penn Alexander School at 43<sup>rd</sup> and Locust Street, which has made Spruce Hill a more attractive area for homebuyers with young children. Because of these two Penn initiatives, home prices in University City have increased dramatically, with the *Philadelphia Inquirer* reporting that home sales prices within University City and Spruce Hill increased 204 percent between 1997 and 2002. The catchment areas for both programs include the 46<sup>th</sup> Street station area.

Additionally, given the scope of The Partnership CDC's Sansom Street housing project, together with the Enterprise Center's plan for 500,000 square feet of new office and retail space, the new FIT Gym at 44<sup>th</sup> and Chestnut Streets, plans by West Philadelphia Catholic High School to expand their athletic facilities, and a new Ethiopian Community Association building at 44<sup>th</sup> and Walnut Streets, the 46<sup>th</sup> Street station area has the potential to support significant new development in the future.

In 2000, building permits for 1,333 new residential units were issued in the City of Philadelphia. Of these, over 1,200 were for dwellings in structures with three or more units. In 2001, the total number of residential building permits issued in the city fell to 772. This figure fell again in 2002, when permits were issued for just 554 new units. In contrast to 2000, more than 25 percent of the permits issued in 2002 were for single-unit dwellings.

Environmental Restrictions: Mill Creek sewer runs through the station area. While the modern sewer runs under streets (including 46<sup>th</sup> Street), the burial of the original streambed and the construction of an earlier pipe under homes caused subsidence and structural damage over the past several decades. An Environmental Impact Assessment may need to be completed before any new or major development takes place in this area, particularly along the route of the original stream and sewer. Any subsequent development will need to be done sensitively.

**Municipal Contact:**

Anthony Santaniello  
Philadelphia City Planning Commission  
215-683-4629



# Bridge-Pratt/Frankford Transportation Center

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**Address:** Bridge and Pratt Streets

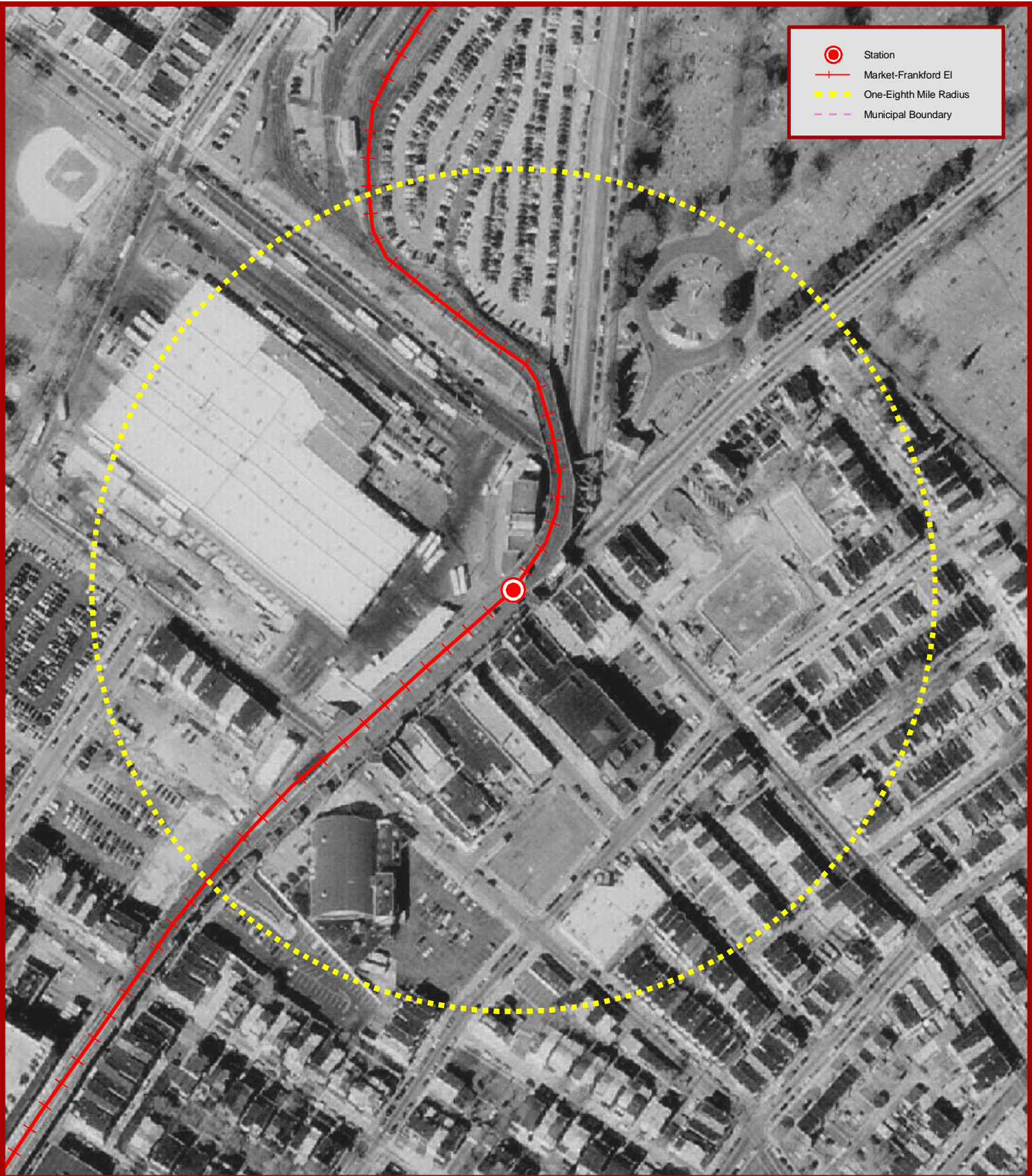
**Transit System/Line:** SEPTA's Market-Frankford Elevated Line

**Municipality:** Philadelphia, Pennsylvania

**Station Type:** Multi-modal transportation center



*From left to right, Frankford Transportation Center (under construction), commercial uses under the Elevated Line on Frankford Avenue, a nearby surface parking lot, and Frankford rowhouses.*



-  Station
-  Market-Frankford El
-  One-Eighth Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 28.1: Station Area Aerial Photo

## Bridge-Pratt/Frankford Market-Frankford El

Philadelphia Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# TOD Inventory

## Map 28.2: Station Area Land Use

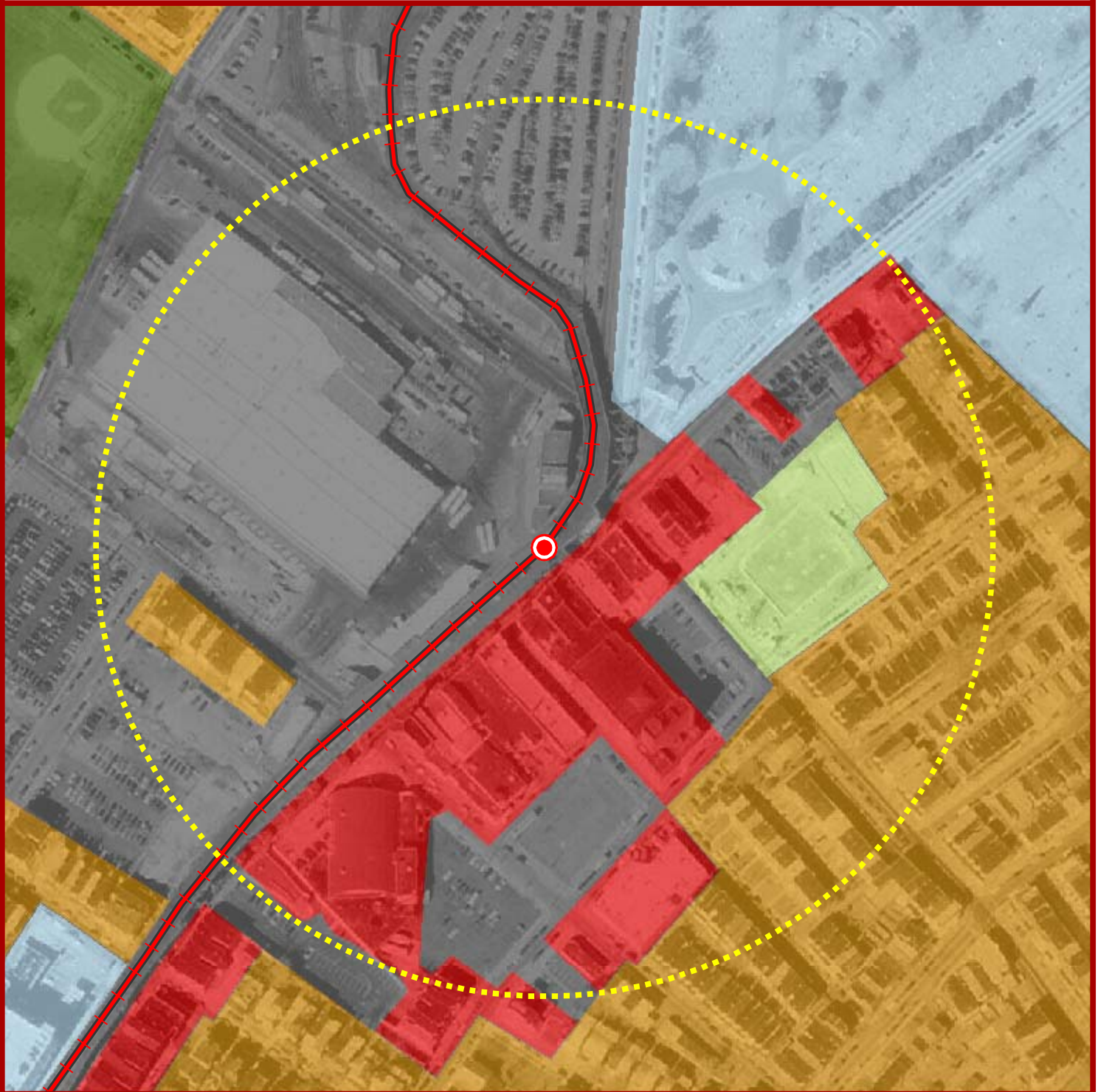
# Bridge-Pratt/Frankford

## Market-Frankford EI

Philadelphia Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*



- |                                      |                          |                    |        |                        |
|--------------------------------------|--------------------------|--------------------|--------|------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Market-Frankford EI    |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Eighth Mile Radius |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary     |

**Level of Service (# of trains/day):** On weekdays, trains depart once every three to four minutes during peak commuting hours, once every eight minutes during the day, and once every ten to 12 minutes in the early morning and late evening/night. On weekends, trains depart once every ten minutes until 9:00 p.m., when service decreases to once every 12 minutes. Buses substitute for trains from 12:30 a.m. to 4:45 a.m.

**Current Ridership:** Market-Frankford Elevated Line: 14,158 boardings per day. Buses: 24,004 boardings per day. According to the SEPTA website, more than 50,000 riders use this station every day.

**Connecting Routes:** SEPTA bus routes 3, 5, 8, 14, 19, 20, 24, 25, 26, 58, 67, 73, 84, 88 and R, and the Route 66 Trackless Trolley.

**Parking:** Four-level garage with 1,000 space capacity due to open in late 2005.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Frankford Avenue, Bridge Street, Pratt Streets, and Bustleton Avenue are the main approach roads. Cheltenham Avenue links Roosevelt Boulevard, Castor Avenue, and Oxford Avenue with the station area.

Street Network: The station area is comprised of short, frequent blocks with a defined street hierarchy including narrower roads.

Bike Paths: No.

Trails: No.

Sidewalks: Yes.

Bus Routes: Yes; the station functions as a major bus hub and is serviced by the following SEPTA routes: 3, 5, 8, 14, 19, 20, 24, 25, 26, 58, 67, 73, 84, 88, R.

Signage: Limited.

Wheelchair Accessible: Yes.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: Yes.

Ticket Office: Yes.

Ticket Machines: Yes, token machines.

Existing Uses: Station has transit police station and information office.

Restrooms: Yes.

**Land Uses in Station Area:** The station area features a mix of rowhouses, retail, and institutional land uses. Within an eighth-mile radius of the station, the northwestern quadrant consists of the new transit center and bus hub. The other three quadrants form an arc from east to west of deteriorating retail structures along Frankford Avenue, as well as a sea of surface parking lots. Retail uses are concentrated underneath the former elevated rail alignment and portions of the newly reconstructed original alignment. Street and rear parking is available, though garage parking is not. Less transit supportive land uses in the station area include vacant parcels, abandoned and/or unkempt properties, surface parking lots, cemeteries, and a Dunkin' Donuts warehouse.

Within a quarter-mile radius of the station, the northern half is dominated by non-transit supportive uses including a cemetery, SEPTA facilities, and a suburban-style Walgreen's with a large setback and parking lot. The east, west and southern quadrants are comprised of dense residential neighborhoods, most of which are in fairly good condition. Because the aerial photograph for the land use map was taken in 2000, before work commenced on the new transportation center, current land use in the station area differs somewhat from that shown on the map.

**Station Building Conditions:** The station building is undergoing a \$180 million renovation, representing the largest single-site construction project ever undertaken by SEPTA. When renovations are complete, the old Bridge Street Terminal building will be restored to its 1922 condition. SEPTA will also introduce 7,000 square feet of new retail space at the station.

**Building Conditions of General Station Area:** Some deteriorated retail storefronts and abandoned properties. Most of the nearby housing stock is in good condition.

**Current Zoning:** The parcels along Frankford Avenue south of the station area are largely zoned C-2 and C-3 Commercial. To the west and east of this corridor, most properties fall within various residential zones, including R-5, R-9, R-9A, R-10 and R-10A. The parcels immediately north of the station area are zoned G-2 Industrial and R-4 Residential. Current zoning appears to be fairly transit-supportive (mixed-use, high-density housing) but many of the existing land uses are not.

C-2 Permits retail, restaurants, offices, entertainment uses, laundromats, some auto care facilities, and personal and business services. Any residential use permitted in a residential district is also allowed. No lot size requirements, but structures cannot exceed three stories or 35 feet in height.

- C-3 Same permitted uses as C-2, but with fewer restrictions. Wholesale uses allowed; no limits on building height.
- R-4 Permits single-family attached and detached homes and some non-residential uses, such as places of worship, libraries, railroad stations, and some professional offices. Minimum lot size is 3,150 square feet.
- R-5 Same permitted uses as R-4. Minimum lot size is 2,250 square feet.
- R-9 Permits multi- and single-family detached, semi-detached and attached dwellings, and all uses described under R-4. Minimum lot size is 1,440 square feet. Minimum setback is eight feet.
- R-9A Permits single-family attached (row) houses, and all uses described under R-4. Minimum lot area is 1,440 square feet. Minimum setback is eight feet.
- R-10 Same permitted uses and minimum lot size as R-9. Dwellings in R-10 need not be setback from the street.
- R-10A Same permitted uses and lot size minimum as R-9A. Dwellings in R-10A need not be setback from the street.
- G-2 Permits general industrial land uses. Structures may occupy 100 percent of the lot area. Prohibits commercial/retail uses.

**Current Comprehensive or Master Plan Characterization of Station Area:** No specific plan for this area.

**Special Studies or Districts:**

*New Century Neighborhoods* by the Philadelphia City Planning Commission (July 2001) presents a market-oriented framework to help create residential “products”—homes, apartments, city blocks, and entire communities—that more effectively attract and retain households. The report highlights the need to update residential choices in the city to meet the demands of present and future generations.

*Reinvestment Guidelines: Vicinity of the Frankford Transportation Center*, a 2003 DVRPC TCDI project, will seek to maximize the economic impact of the area by providing appropriate development guidelines that will encourage further development around the transportation center. The area has been identified as a Revitalizing Center in *Horizons 2025*, the DVRPC long-range plan, and is a key transit hub for SEPTA.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

- *Frankford Transportation Center at Bridge-Pratt Terminal – Reconstruction* (TIP #S033) is a \$187 million SEPTA project with residual funding of \$39 million in Fiscal Year 2003, \$20 million in Fiscal Year 2004, for a total of \$59 million over two years. The project provides for the construction of a new transportation center at the Bridge-Pratt Terminal and the realignment and reconstruction of the elevated structure between Dyre Street and Bridge Street. Major construction elements of this project include: 1) a new terminal building complex, the rehabilitation of the historically significant Bridge-Pratt Terminal, and the reconfiguration of the bus berths and access lanes; 2) modification and reconfiguration of the Frankford Bus Depot; 3) construction of the Pratt Street building, which will house the train control room for the Market-Frankford Automated Train Control Project; 4) construction of a new elevated guideway structure from Dyre Street to the Bridge Street Train Yard; 5) installation of track, signals, traction power and communications system; 6) reconfiguration of the Trackless Trolley Storage Yard; and 7) construction of a parking garage and a pedestrian bridge over Bridge Street.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: Yes, there are vacant parcels, abandoned and/or unkempt properties, and surface parking lots in the station area. To the south of the station are several surface parking lots. The existing retail and adjacent parking could be turned into mixed-use development by maintaining retail on the street level facing Frankford Avenue, while adding office or other uses to parking lot sites. One of the lots could be turned into a multi-story parking structure to compensate for the lost parking spaces. In addition to the parking lots, the abandoned building and the Dunkin' Donuts warehouse along Darrah Street could be replaced with infill development.

Brownfields or Superfund Site: None.

Market Characterization/Development Pressures: In 2000, building permits for 1,333 new residential units were issued in the City of Philadelphia. Of these, over 1,200 were for dwellings in structures with three or more units. In 2001, the total number of residential building permits issued in the city fell to 772. This figure fell again in 2002, when permits were issued for just 554 new units. In contrast to 2000, more than 25 percent of the permits issued in 2002 were for single-unit dwellings.

Environmental Restrictions: Unknown.

**Other Information:**

Site Design: The station area includes suburban-style commercial properties with large frontage parking lots. However, the area also includes several older commercial buildings built to the lot line, especially along Frankford Avenue. Exposed dumpsters

and loading docks dot the station area. The streets surrounding the station are not particularly well lit.

**Municipal Contact:**

Anthony Santaniello  
Philadelphia City Planning Commission  
215-683-4629



# Girard

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**Address:** Broad Street and Girard Avenue

**Transit System/Line:** SEPTA's Broad Street and Broad-Ridge Spur Subways, Route 15 Light Rail (service opening January 2004).

**Municipality:** Philadelphia, Pennsylvania

**Station Type:** Underground subway station



*From left to right, entrance to the Girard subway station, commercial uses along Broad Street south of Girard Avenue, new construction at the intersection of Broad and Girard, and nearby rowhouses.*



**TOD Inventory**  
 Map 29.1: Station Area Aerial Photo

**Girard**  
 Broad Street Subway

Philadelphia Co., Pennsylvania



Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000

# TOD Inventory

## Map 29.2: Station Area Land Use

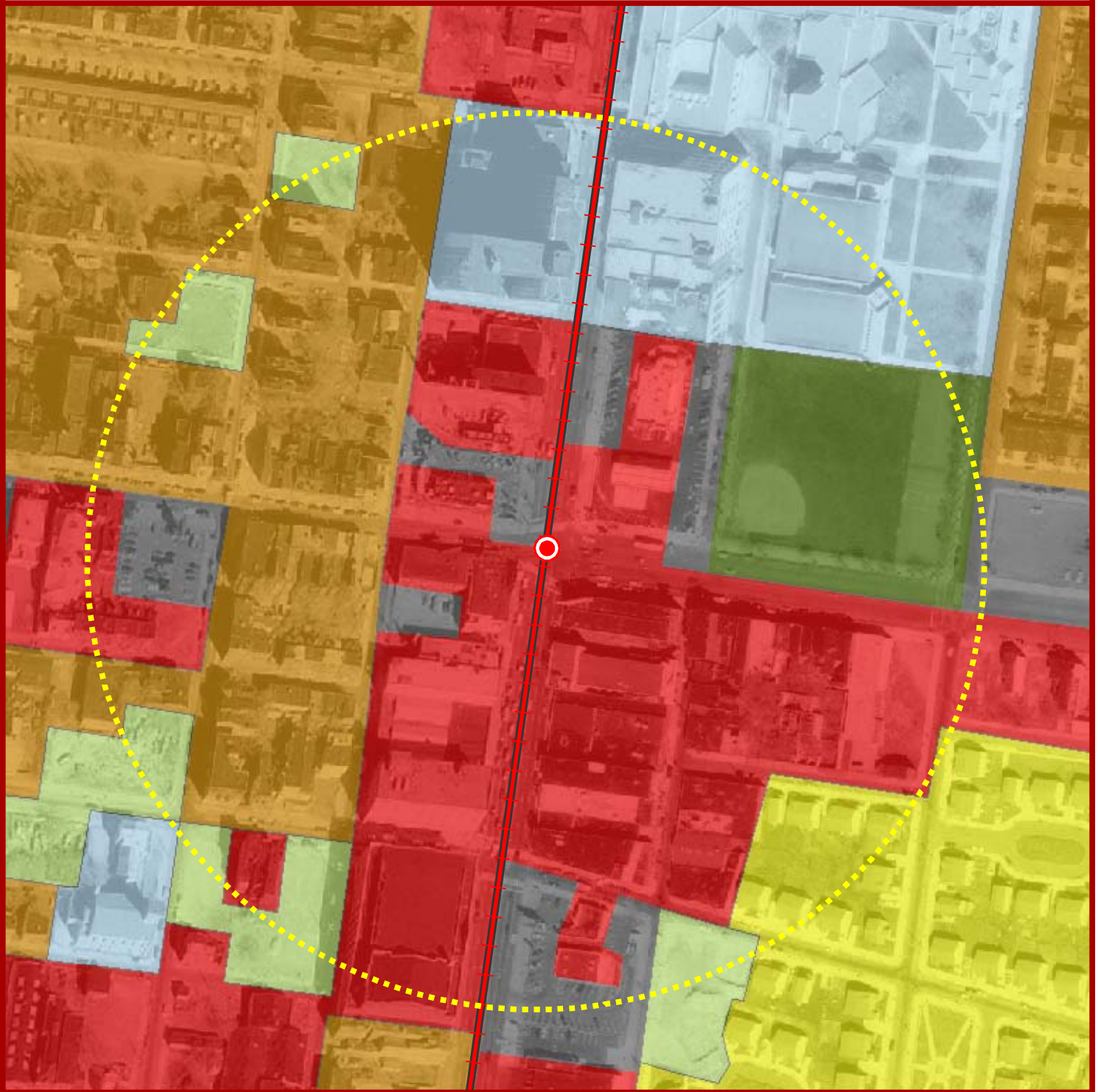


Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# Girard

## Broad Street Subway

Philadelphia Co., Pennsylvania



Residential - Single-Family Detached	Mnfg - Heavy Industrial	Community Services	Mining	Station
Residential - Multi-Family	Utility	Military	Wooded	Broad Street Subway
Residential - Row Home	Transportation / Parking	Recreation	Vacant	One-Eighth Mile Radius
Mnfg - Light Industrial	Commercial	Agriculture	Water	Municipal Boundary

**Level of Service (# of trains/day):** Broad Street local and express subways, and Ridge Spur subways arrive and depart every seven minutes during rush hours, and every eight to 12 minutes during off-peak hours. Express service operates on weekdays between the hours of 6:30 a.m. and 9:00 a.m., and from 3:00 p.m. until 6:00 p.m. Express trains also run during special events at the Sports Complex. Buses substitute for the Broad Street line from 12:30 a.m. to 4:45 a.m. Ridge Spur trains operate through the 8<sup>th</sup> Street Station (Market-Frankford Blue Line) Monday through Saturday, but do not serve Chinatown on weekends. During peak commuting hours, the Route 15 light rail is expected to run every eight minutes, an improvement over the current Route 15 bus, which provides service every twelve minutes.

**Current Ridership:** Broad Street Subway: 3,936 boardings per day.

**Connecting Routes:** SEPTA bus routes 2 (runs along 15<sup>th</sup> and 16<sup>th</sup> Streets), 15 (soon to be light rail), and C (along Broad Street) run within one-eighth mile of the station. Bus routes 23 (runs along 11<sup>th</sup> and 12<sup>th</sup> Streets) and 61 (stops at 17<sup>th</sup> Street and Ridge Avenue) service stops within a quarter-mile radius of the station.

**Parking:** No dedicated parking.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Broad Street and Girard Avenue.

Street Network: Short, frequent blocks with narrow streets and clearly demarcated pedestrian crossings.

Bike Paths: No, however Girard Avenue from Broad Street to Front Street has been rated above average for bicycling by the Bicycle Coalition.

Trails: No.

Sidewalks: Yes, on most streets.

Bus Routes: SEPTA routes 2, 15, 23, 61 and C all stop within a quarter-mile of the station.

Signage: Yes, adequate.

Wheelchair Accessible: No.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: Yes.

Ticket Office: Yes.

Ticket Machines: No.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** The northwestern quadrant of the station area includes a Kentucky Fried Chicken, Checkers Chicken, an apartment building with street-level retail, the Minority Arts Resource Council, and what appear to be a few abandoned structures. A new mural on the side of Checkers Chicken features notable men and women of North Philadelphia. This area also includes the legendary Blue Horizon boxing ring and the New Freedom Theatre (performing arts center), located at the intersection of Broad and Master Streets. Dense Victorian-style rowhouses stretch westward along Girard Avenue from Broad Street. Some of these rowhouses are in disrepair but the majority are occupied. In the northeastern quadrant, there is a combination McDonald's/gas station, a school, and semi-abandoned Art Deco buildings. To the southwest are several more abandoned structures, a newly opened CVS drug store, and the former Metropolitan Opera House. The area to the southeast includes some retail, auto-oriented uses such as a Burger King, a Dunkin Donuts, two auto body shops, and the West Poplar-Nehemiah development, consisting of 176 affordable semi-detached homes built in phases between 1997 and 2000. The homes were offered for sale to households with incomes less than 80 percent of the Philadelphia area median income.

**Station Building Conditions:** This station was originally constructed between 1924 and 1928 and is in a state of disrepair.

**Building Conditions of General Station Area:** The Girard station, similar to the conditions at 46<sup>th</sup> Street, suffers from urban decay and suburban-style development. There are numerous auto-related uses such as drive-in fast food restaurants, gas stations and auto shops, especially at the key intersection of Broad and Girard. As the Avenue of the Arts North, the integrity of the pedestrian experience on Broad Street should be maintained, and additional drive through or fast food establishments should be discouraged. These suburban style uses sit next to numerous older buildings that retain the urban character of the area but which are in disrepair and may not be salvageable.

More positively, there are substantial retail uses at this intersection, indicating an area with sufficient market potential for new development. The new CVS on the southwest corner of Broad and Girard maintains its urban quality by retaining the urban street wall. Any new development occurring in the area should also have an urban-scaled site plan.

**Current Zoning:** The zoning in the station area is quite varied, with a range of commercial (C-2, C-3, C-4), high-density residential (R-9A, R-10, R-15) and institutional zoning (IDD). Current zoning and the development it permits appear transit-supportive.

- R-9A Single-family attached (row) houses are permitted in this zone, as are some non-residential uses, including places of worship, libraries, railroad stations, some professional offices, etc. Minimum lot area is 1,440 square feet.
- R-10 Same permitted uses/lot size minimum as R-9A – the only difference between the two zones is that dwellings in R-9A districts must have a small front setback.
- R-15 Mid-rise and high-rise multi-family residential zone. Single-, two-, and multi-family dwellings in a single structure are permitted on a single lot. Minimum lot size is 5,000 square feet (20-30 percent of which must remain open). No height restriction is listed. Non-residential uses are the same as those for R-9A and R-10.
- C-2 Retail, restaurants, offices, entertainment uses, laundromats, some auto care facilities, and personal and business services are permitted in this zone. Residential uses “permitted in any residential district” are also allowed. No lot size requirements, but structures cannot exceed three stories or 35 feet in height.
- C-3 Same permitted uses as C-2, but with fewer restrictions. Wholesale uses allowed; no listed limits on building height.
- C-4 High-density commercial district that allows mixed-use development in high-rise buildings. Because of the density permitted, amenities must be provided to compensate for the impact of the development. Such amenities may include open space, public art/landscaping, retail space, direct connections to underground public transit, etc.
- IDD Institutional Development District permits schools/colleges and their adjunct facilities, hospitals and health centers, museums, libraries, recreation centers, public buildings and services, places of worship, clubs and lodges. Retail commercial sales and services are permitted as accessory uses in IDD’s covering ten or more acres. Minimum land area is three acres. No height limit. No more than 70 percent of IDD, exclusive of streets, may be occupied by structures.

The City of Philadelphia Zoning Ordinance has designated two Special District Controls, also known as Zoning Overlays, which limit uses that would normally be allowed in the C-Commercial land use classification. These two overlays are relevant to any new development on the Avenue of the Arts. Section 14-1620, Avenue of the Arts North

Special District Controls, is specifically related to new development on Avenue of the Arts North. Limits on development are stricter than the underlying zoning. The controls apply to all commercially zoned properties with frontage on the Avenue of the Arts between JFK Boulevard and Cambria Street. The purpose is to maintain the street scale, historical character and pedestrian-friendly atmosphere as future development and redevelopment progresses along Broad Street. Prohibited uses include automobile repair shops, automobile sales lots, bottling or distribution of liquids for human consumption and restaurants with take-out windows or drive-in service. The review of new or altered building facades and new signage is required. Developers must obtain a variance to overrule the special controls.

**Current Comprehensive or Master Plan Characterization of Station Area:** There is no specific plan for this area, however, the Girard station is part of the Philadelphia Empowerment Zone/Renewal Community, which is a federally funded initiative to foster economic development in distressed urban and rural communities. The program offers a set of tax incentives to existing businesses and new businesses to locate within the designated zone, including federal wage credits, tax deductions, and tax-exempt facility bonds.

**Special Studies or Districts:**

*Girard Avenue Physical and Economic Development Strategy* (pending), a 2002 DVRPC TCDI project, will create a physical and economic development strategy that will look at several different factors including a market analysis, development potential, a land use plan, a public space improvement element, façade improvements, urban design standards, traffic circulation and calming, and finally, an implementation plan for action. The City of Philadelphia's Empowerment Zone, Local Initiatives Support Corporation (LISC) and the Girard Avenue Coalition are working toward a new face for the Girard Avenue Corridor. The corridor is a gateway and a link to several areas of the city. The project steering committee, made up of several key organizations, the City, several funding bodies and the Coalition, are guiding the consultants throughout the planning process and prioritizing projects for funding. A consultant team has been hired to create design elements for streetscape improvements and marketing efforts. In addition, the Corridor benefits from the active participation and backing of several community groups working for the Corridor's residential and commercial revitalization. The study's recommendations for the specific area of Broad Street and Girard Avenue include encouraging the development of mid-rise elder housing to take advantage of excellent transit access.

*New Century Neighborhoods* (July 2001) by the Philadelphia City Planning Commission presents a market-oriented framework to help create residential “products”—homes, apartments, city blocks and entire communities—that more effectively attract and retain households. The report highlights the need to update residential choices in the city to meet the demands of present and future generations.

*Extending the Vision for South Broad Street* (October 1999) by Avenue of the Arts, Inc. and Philadelphia City Planning Commission envisions development priorities and

opportunities along South Broad Street, from City Hall to Washington Avenue. While this report deals with the area south of Girard station, it illustrates the broader plans and goals of the entire Avenue of the Arts, whose northern section does include the intersection of Broad Street and Girard Avenue.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

\$ *Broad Street Subway Station Improvements* (TIP #S070) is a SEPTA project with funding in later TIP years. This project will provide for the construction of improvements to three stations on the Broad Street Subway Line. The stations to be improved are: Girard, Spring Garden, and Walnut-Locust on the Broad Street Line. These stations were originally constructed between 1924 and 1930 and are showing signs of disrepair and deterioration due to their age and use. Station elements to be improved by this project include lighting; wall, floor and ceiling finishes; passenger amenities; signage; passenger control and cashier facilities; platform tactile warning strips; audio-visual public address system; and the installation of elevators. Materials installed at these stations will be easy to maintain, have a long life expectancy, and possess vandal resistant qualities. These improvements will convert the three stations into modern, attractive, well-illuminated, functional and secure transit facilities. Construction for Walnut-Locust and engineering of Girard and Spring Garden Stations has already been funded in the previous TIP. This project will be re-evaluated as part of the FY2005 TIP development.

\$ *Girard Avenue Light Rail Program* (TIP# S073) is a SEPTA project that received \$20 million in funding in the previous Fiscal Year 2001 TIP. The project provided for the engineering and construction of improvements for the Girard Avenue Light Rail Line (Route 15); total project cost is about \$89 million. The rail line was temporarily converted to a bus operation in 1992, and runs 8.2 miles from Westmoreland and Richmond Streets in North Philadelphia to 63<sup>rd</sup> Street and Girard Avenue in West Philadelphia. Improvements made to the infrastructure will include: 1) renewal of track and overhead wire facilities 2) renewal and upgrading of power supply system to accommodate power requirements of light rail vehicle 3) implementation of selected "Transit First" improvements. To improve service reliability and speed, Transit First Improvements include exclusive transitway where possible, and improved transit stops designed to speed customer boarding and alighting and deter cars from illegally encroaching on to the right of way. In addition, this project provides for the retrofitting and modernization of bays at SEPTA's Callowhill vehicle maintenance facility to accommodate the storage and maintenance of light rail vehicles.

According to SEPTA, the first car for the Girard Avenue Light Rail Route 15 was delivered in September 2003. Car and system testing will take place before full service begins in the second quarter of 2004.



Also, the City of Philadelphia recently obtained State funds to improve Broad Street from City Hall north to Lehigh Avenue as part of the Avenue of the Arts North streetscape initiative. SEPTA is in the midst of a major upgrade of the entire length of Girard Avenue as part of the Girard Avenue Light Rail Project, and received a \$484,000 Transportation Enhancements grant for streetscape improvements in 2001.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There is vacant land in the station area, and a significant amount of abandoned properties are ripe for redevelopment.

Brownfields or Superfund site: The US Environmental Protection Agency lists one site in the station area in its CERCLIS database of hazardous waste sites. The Met Theater PCB Site is located at 858 North Broad Street. It is not included on the National Priorities List (NPL).

Market Characterization/Development Pressures: There is a new CVS drug store on the southwest corner of Broad and Girard. Given the reintroduction of trolley service along Girard, this intersection could be a good place for the city to concentrate its TOD efforts. More than in most areas, a public infusion of investment at Broad and Girard could kick-start its burgeoning market, given its good transit access, Avenue of the Arts location, and surrounding revitalization efforts.

In 2000, building permits for 1,333 new residential units were issued in the City of Philadelphia. Of these, over 1,200 were for dwellings in structures with three or more units. In 2001, the total number of residential building permits issued in the city fell to 772. This figure fell again in 2002, when permits were issued for just 554 new units. In contrast to 2000, more than 25 percent of the permits issued in 2002 were for single-unit dwellings.

Environmental Restrictions: None known.

**Other Information:**

Site Design: The area does contain architecturally detailed buildings, street walls, windows and doors located on the street, however there are some exposed, undesirable features, including dumpsters and loading docks, along with some overgrown vacant lots.

**Municipal Contact:**

Anthony Santaniello  
Philadelphia City Planning Commission  
215-683-4629



# Temple University

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**Address:** Berks Street between 9<sup>th</sup> and 10<sup>th</sup> Streets

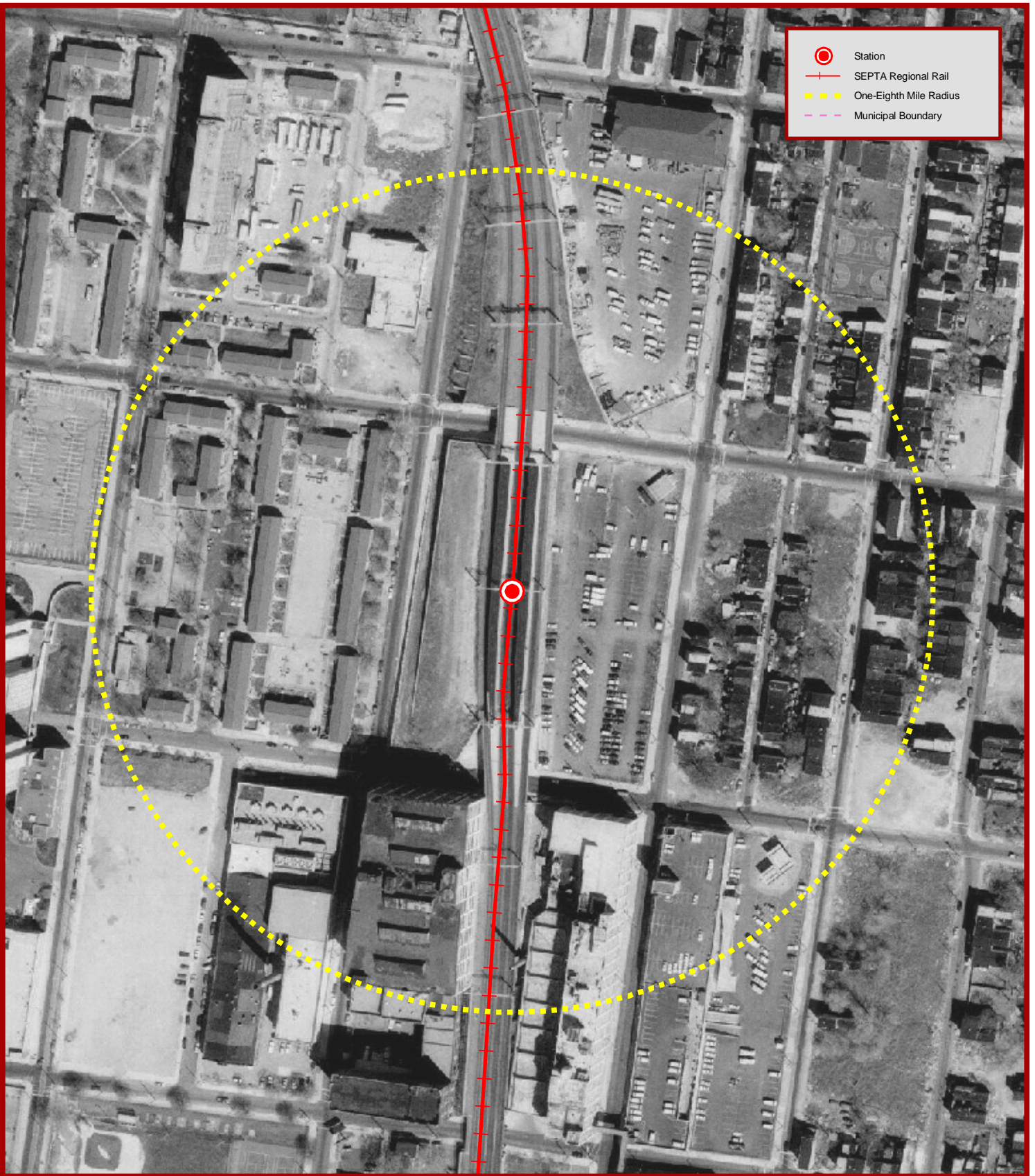
**Transit System/Line:** SEPTA's Regional Rail Lines R1 Airport, R2 Warminster, R2 Wilmington/Newark, R3 Media/Elwyn, R3 West Trenton, R5 Lansdale/Doylestown, R5 Thorndale/Paoli, R6 Norristown, R7 Chestnut Hill East, R7 Trenton, R8 Chestnut Hill West, R8 Fox Chase, and the proposed Schuylkill Valley Metro


**Municipality:** Philadelphia, Pennsylvania

**Station Type:** Elevated platform



*From left to right, the station parking lot, new residential development south of the station, vacant land near the rail line, and an underutilized building in the station area.*



-  Station
-  SEPTA Regional Rail
-  One-Eighth Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 30.1: Station Area Aerial Photo

# Temple University

SEPTA Regional Rail

Philadelphia Co., Pennsylvania



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# TOD Inventory

## Map 30.2: Station Area Land Use

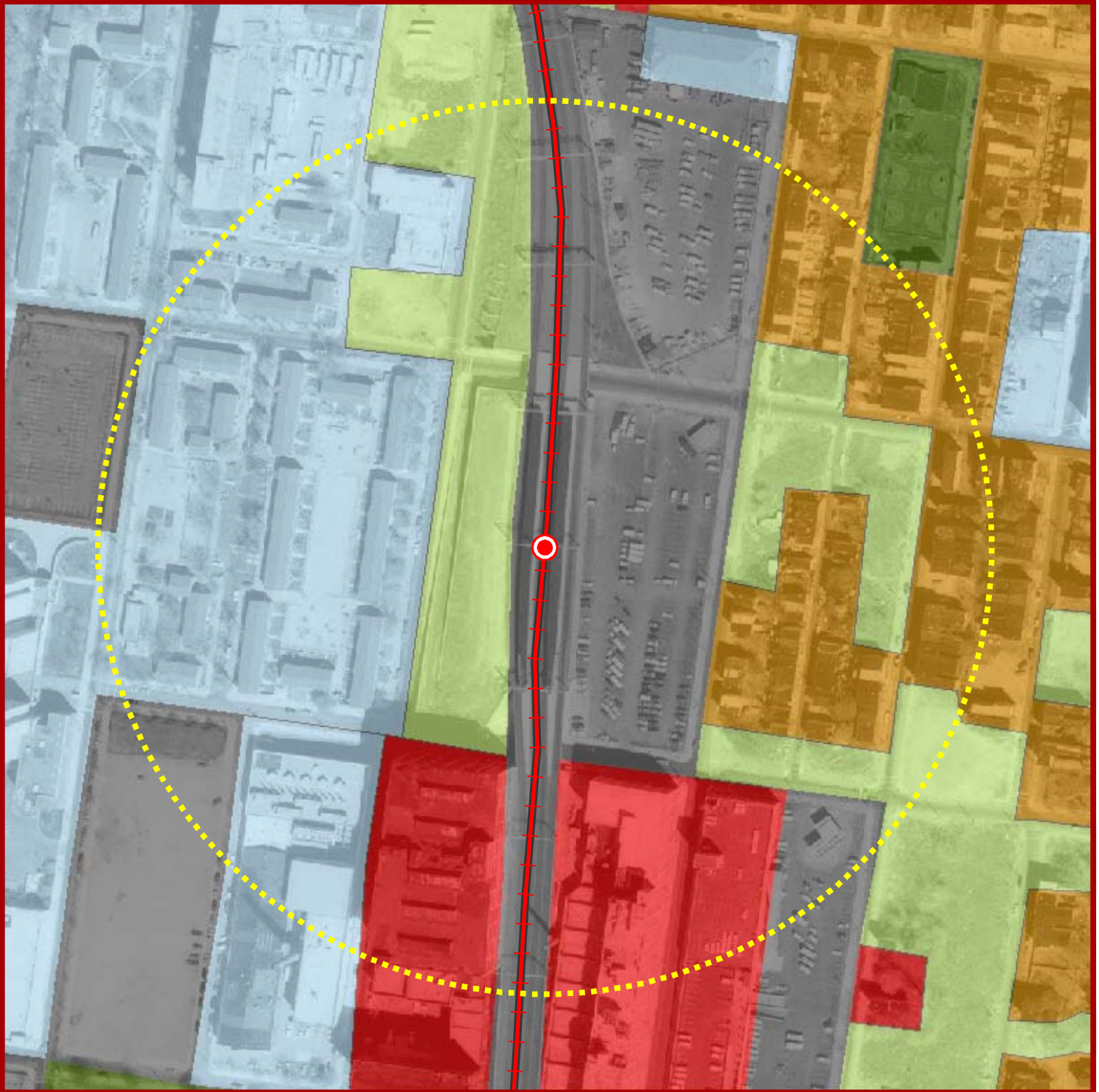
# Temple University

## SEPTA Regional Rail



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

Philadelphia Co., Pennsylvania



Residential - Single-Family Detached	Mnfg - Heavy Industrial	Community Services	Mining	Station
Residential - Multi-Family	Utility	Military	Wooded	SEPTA Regional Rail
Residential - Row Home	Transportation / Parking	Recreation	Vacant	One-Eighth Mile Radius
Mnfg - Light Industrial	Commercial	Agriculture	Water	Municipal Boundary

**Level of Service (# of trains/day):**

R1: On weekdays and weekends, 40 trains run in each direction. Trains stop at the station every half hour.

R2 Warminster: On weekdays, 21 trains run in each direction, about one train per hour with service increased to two trains per hour during peak commuting hours. On weekends, train service is hourly with 17 trains running in each direction per day.

R2 Wilmington/Newark: On weekdays, 25 trains run in each direction. Trains stop at the station hourly; twice per hour during peak commuting hours. On weekends, service is hourly. 17 trains run in each direction on Saturdays, 14 on Sundays.

R3 Media/Elwyn: On weekdays, 26 trains run outbound, while 27 run inbound. Service is every 10-25 minutes during the peak, and hourly off-peak. On weekends, no R3 Media/Elwyn trains stop at the Temple station.

R3 West Trenton: On weekdays, 24 trains run outbound, while 23 run inbound. Service is hourly and once every half hour during the peak commuting hours. On weekends, 18 trains run in each direction, with hourly service.

R5 Lansdale/Doylestown: On weekdays, 35 inbound trains to Philadelphia and 33 outbound, resulting in approximately one train in each direction every 30 minutes. Weekend service is approximately hourly with 17-19 trains running in each direction per day.

R5 Thorndale/Paoli: On weekdays, 42 trains run in each direction, servicing the station every half hour with increased service during peak commuting hours inbound. On weekends, 16 trains run inbound with hourly service, while 17 trains run outbound with hourly service.

R6 Norristown: On weekdays, 24 trains run inbound to Center City and 24 trains outbound – approximately one train in each direction every 30 minutes. On weekends, 17-19 trains run in each direction – approximately one train per hour in each direction.

R7 Chestnut Hill East: On weekdays, 34 trains run outbound, while 32 trains run inbound, for hourly service with increased service during peak commuting hours. On weekends, 17 trains run in each direction, for hourly service.

R7 Trenton: On weekdays, 34 trains stop inbound, and 32 stop outbound, with hourly service and increased service during the peak commuting hours. On weekends, 18 trains run in each direction, with hourly service.

R8 Chestnut Hill West: On weekdays, 34 trains run inbound, with 33 running outbound, with half hour service frequency. On weekends, no R8 trains stop at the Temple station.

R8 Fox Chase: On weekdays, 34 trains run inbound, with 33 running outbound, with

half hour service frequency. On weekends, no R8 trains stop at Temple station.

Schuylkill Valley Metro (proposed): Projected service headways of 15 minutes peak and 30 minutes off-peak.

**Current Ridership:** Total weekday boardings, inbound and outbound, is 3,740.

**Connecting Routes:** SEPTA bus routes 3 (links station to the Broad Street Subway Line) and 47.

**Parking:** No SEPTA lots. Private parking lots are located nearby at 12<sup>th</sup> Street and Oxford Street, 12<sup>th</sup> Street and Montgomery Avenue, Broad Street and Cecil B. Moore Avenue, 15<sup>th</sup> Street and Montgomery Avenue, and 15<sup>th</sup> Street and Berks Street.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Berks, Norris, 9<sup>th</sup> and 10<sup>th</sup> Streets surround station area. Broad, 6<sup>th</sup> and 7<sup>th</sup> Streets are among the major automobile routes in the area.

Street Network: The station area includes a network of short, frequent blocks and a defined street hierarchy including several narrower streets.

Bike Paths: None in the immediate station area. Cecil B. Moore Avenue on the southern edge of the Temple campus has bike lanes between 10<sup>th</sup> Street and Broad Street.

Trails: None.

Sidewalks: Wide sidewalks line most streets but many are in poor condition

Bus Routes: Yes, SEPTA routes 3 and 47.

Signage: Limited.

Wheelchair Accessible: Yes, ADA compliant.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: No.

Ticket Office: No.

Ticket Machines: Yes.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** The station area is a mix of residential, office (Philadelphia Gas Works) and institutional (Temple University) uses. Housing stock consists of mostly rowhouses or public housing.

Directly to the east of the station is a large parking lot. Beyond that are long blocks of rowhouses with the two blocks closest to the station mostly abandoned. The third block is comprised of new, low-density, detached residential units. The addition of new housing units is a positive step in the right direction for this station area. The blocks farther to the east are lined with empty lots, abandoned buildings, and older homes that have fallen into disrepair.

The northwest quadrant is filled with low-density public housing (shaded blue-institutional) and a surface parking lot. To the southwest are PGW offices and Temple facilities, including a storage facility for vehicles. Farther west of the station, beginning around 11<sup>th</sup> Street, the area is dominated by Temple University.

Throughout the station area, undesirable land uses include vacant lots, abandoned and poorly maintained properties, surface parking lots, auto-oriented development, and truck barns.

While the presence of large employers such as PGW and Temple benefits this area, some of the least TOD-friendly facilities managed by these organizations are located near the station. The auto-orientation of these structures and their large, windowless walls creates a hostile environment for pedestrians and may potentially deter redevelopment efforts in this area.

**Station Building Conditions:** Station is well secured and maintained. This is a relatively new station, having opened in 1992.

**Building Conditions of General Station Area:** In general, the area around the station does contain a fair amount of low-end housing, vacant lots, parking lots, abandoned and poorly maintained properties, auto-oriented development, and truck barns. The overall image of this area needs improvement, particularly as it serves as a gateway to Temple University.

**Current Zoning:** The station is surrounded, in large part, by land zoned G-2 for general industrial uses. To the west is Temple University, which comprises a large institutional development district (IDD). Most of the remaining land in the station area is zoned R-10 residential with some small pockets of C-2 commercial scattered throughout. Although the large amount of industrial zoning may do little to enhance the transit-supportive nature of this area, the presence of Temple and the large number of



students/staff traveling to and from this area every day still have a significant impact on this site.

- G-2 General industrial. Structures may occupy 100 percent of lot area; commercial/retail uses are prohibited.
- IDD Institutional Development District. Permits schools/colleges and their adjunct facilities, hospitals and health centers, museums, libraries, recreation centers, public buildings and services, places of worship, clubs and lodges. Retail commercial sales and services are permitted as accessory uses in IDD's covering 10 or more acres. Minimum land area is three acres. No height limit. No more than 70 percent of an IDD, exclusive of streets, may be occupied by structures.
- R-10 Single-family attached (row) houses are permitted in this zone, as are some non-residential uses, including places of worship, libraries, railroad stations, and some professional offices. Minimum lot area is 1,440 square feet. No setback requirements.
- C-2 Retail, restaurants, offices, entertainment uses, Laundromats, some auto care facilities, and personal and business services are permitted in this zone. Residential uses "permitted in any residential district" are also allowed. No lot size requirements, but structures cannot exceed three stories or 35 feet in height.

The City of Philadelphia Zoning Ordinance has designated two Special District Controls, also known as Zoning Overlays, which limit uses that would normally be allowed in the C-Commercial land use classification. These two overlays are relevant to any new development on the Avenue of the Arts. Section 14-1620, Avenue of the Arts North Special District Controls, is specifically related to new development on Avenue of the Arts North. Limits on development are stricter than the underlying zoning. The controls apply to all commercially zoned properties with frontage on the Avenue of the Arts between JFK Boulevard and Cambria Street. The purpose is to maintain the street scale, historical character and pedestrian-friendly atmosphere as future development and redevelopment progresses along Broad Street. Prohibited uses include automobile repair shops, automobile sales lots, bottling or distribution of liquids for human consumption, and restaurants with take-out windows or drive-in service. New or altered building facades and new signage must be reviewed. Developers must obtain a variance to overrule the special controls.

**Current Comprehensive or Master Plan Characterization of Station Area:** The *Neighborhood Revitalization Plan* prepared by Wallace Roberts and Todd for the Asociacion de Puertorriquenos en Marcha, the Pennsylvania Horticultural Society, and the Pennsylvania Environmental Council in August 2002 was created for a study area that reaches from 8<sup>th</sup> Street to American Street, and from York Street to Oxford Street.

Although the Temple University station does not lie within these boundaries, it is discussed in the report.

According to the study, bus service at the Temple Regional Rail station is insufficient, and no bus routes connect the new Cousin's Supermarket at Berks and 5<sup>th</sup> Streets to the neighborhood's existing subway and Regional Rail stations; hence, connectivity needs to be improved. In response, the report recommends re-routing SEPTA bus lines 3 and 47 to better connect Cousin's Supermarket and the Temple Regional Rail station. Additionally, the study concludes that Regional Rail service, while excellent, does not seem to provide much value to the community as the station is primarily used by the staff and students of Temple University. The plan advocates directing new development efforts to sites near key transit locations.

Included in the report is a ten-year plan for realizing transit-oriented development in this area, with four years dedicated to planning and acquisition, and six years to implementation. Additionally, the plan suggests developing an optional transit overlay zone that would provide incentives and flexibility to developers that incorporate TOD design principles into their work. Such a zone, the report asserts, may help to attract new development to the area.

The report identifies the blocks directly north of the Temple station (now largely comprised of parking lots) as a potential site for transit-oriented development. South of the station, the plan proposes a new North Philadelphia Education Center, and the conversion of the Kardon Building at 10<sup>th</sup> and Berks Streets into housing. A new Gateway Park would be constructed to the east of the station between 8<sup>th</sup> and 9<sup>th</sup>, and Berks and Norris Streets. The report recommends targeting new housing development to Berks Street between Cousin's Supermarket and Temple University, and converting the road into a two-way street. It also advocates diversifying development densities as a means of creating a more mixed-income community.

#### **Special Studies or Districts:**

*New Century Neighborhoods* by Philadelphia City Planning Commission (July 2001) presents a market-oriented framework to help create residential "products"—homes, apartments, city blocks and entire communities—that more effectively attract and retain households. The report highlights the need to update residential choices in the city to meet the demands of present and future generations.

*Transit Strategies for Neighborhood Revitalization* (June 2002) by the Philadelphia City Planning Commission in conjunction with Gannett-Fleming and CHPlanning, sought to explore the possibility of improving community sustainability and livability through transit in three prototypical NTI (Neighborhood Transformation Initiative) neighborhoods. The area immediately surrounding the Temple University Regional Rail station was one of the neighborhoods. Major recommendations of this study included the slight rerouting of bus routes 3 and 47 to more directly serve the station as well as the supermarket.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

\$ *Schuylkill Valley Metro* (TIP # S074) is a SEPTA and BARTA project with funding of \$5 million in Fiscal Year 2003 and \$10 million in Fiscal Year 2004. The Schuylkill Valley Metro is a proposed rail line that will run from Philadelphia to Reading, a 62-mile corridor. The Board of Directors of SEPTA and BARTA have selected MetroRail as the Locally Preferred Alternative for the Schuylkill Valley Metro Project. MetroRail is an innovative approach that combines the speed, capacity and safety of commuter rail, with the operating efficiency, rider convenience and economy of light rail. MetroRail will use high level platforms at all stations, as well as subway type doors, making boarding easier and faster for everyone. Every station will be wheelchair accessible. The total estimated cost of the MetroRail project will be developed during the engineering phase.

The City Streets Department is proposing a Cecil B. Moore Avenue streetscaping project.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: Yes, vacant land is present in the southeast quadrant of the station area next to the PGW truck barn, as well as to the east, west, and northwest of the station. The large parking lot/yard east of the station could be a significant parcel for redevelopment.

Brownfields or Superfund site: According to the Pennsylvania Department of Environmental Protection, there are two Brownfield sites within half a mile of the station (although there are none within a quarter mile). These are the Broad/Moore Development Project (part completed, part in progress) at 1600-1636 North Broad Street, and Progress Plaza (completed) at 1501 North Broad Street.

Market Characterization/Development Pressures: In 2000, building permits for 1,333 new residential units were issued in the city of Philadelphia. Of these, over 1,200 were for dwellings in structures with three or more units. In 2001, the total number of residential building permits issued in the city fell to 772. This figure fell again in 2002, when permits were issued for just 554 new units. In contrast to 2000, more than 25 percent of the permits issued in 2002 were for single-unit dwellings.

Several new buildings have opened at Temple University in the last few years, including the Liacouras Center, Tuttleman Learning Center, Shusterman Hall, Temple Entertainment and Community Education Center, Barnes & Noble Bookstore, the "1300" Student Resident Hall, and a new Student Activities Center. Also, many retail and commercial establishments have opened recently, particularly along Park Mall, but also along Cecil B. Moore Avenue west of Broad Street. Future projects include the Beech Interplex Student Housing, a proposed student residence hall on 15<sup>th</sup> Street between Cecil B. Moore Avenue and Master Street. It will have 230 units with room for 280 residents. Construction will begin in fall 2003 for completion in fall 2004.

Also slated to be developed in this area is BroadWay Philadelphia, a proposed mixed-use retail complex featuring Magic Johnson movie theaters, 140,000 square feet of retail space, and full service restaurants at the intersection of Broad Street and Cecil B. Moore Avenue. Groundbreaking is planned for fall 2003 with completion in fall 2004. Another proposed project is the renovation of Progress Plaza, a shopping center and completed Brownfield site on Broad Street between Jefferson and Oxford Streets. The plaza will be redeveloped into an open format retail center with a full-service 42,000 square foot Fresh Grocer supermarket as the anchor tenant, along with 33,400 square feet of retail space and 12,700 square feet of office/conference/banquet space. There is also potential to incorporate up to 90,000 square feet of market-rate residential units into this project. A new restaurant, Delilah's, at 1528 Cecil B. Moore Avenue is also proposed.

Environmental Restrictions: None known.

**Other Information:**

Site Design: Negative design elements include blank walls, exposed dumpsters and loading docks, poor lighting, and overgrown parcels. Little effort has been made to enhance the look of the streetscape, and there are an insufficient number of windows and doors on the street.

**Municipal Contact:**

Anthony Santaniello  
Philadelphia City Planning Commission  
215-683-4629

## **Section VI: Stations in Burlington County**

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**Burlington City**

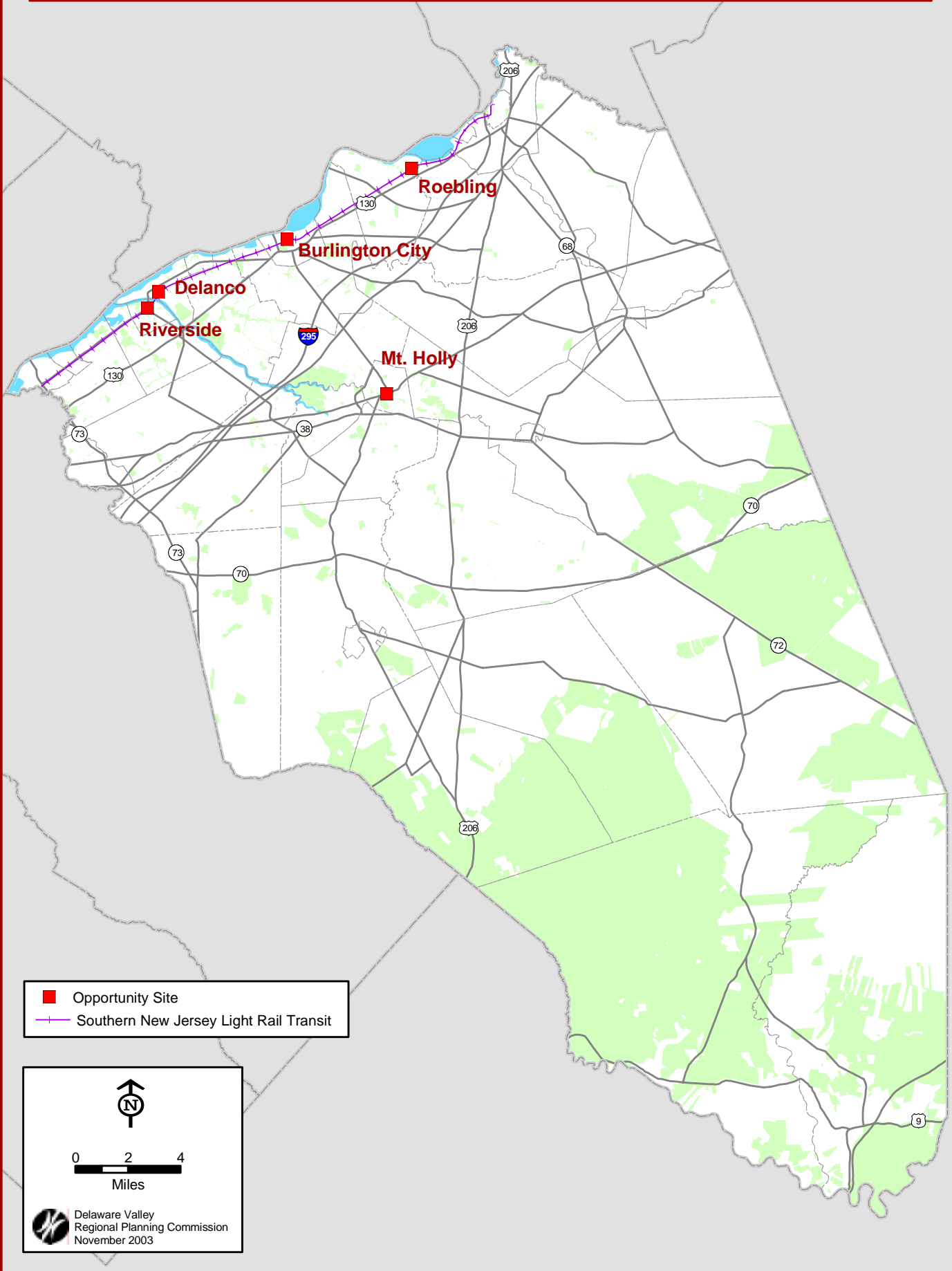
**Delanco**

**Mt. Holly**

**Riverside**

**Roebing**

# Map VI: Burlington County Stations



- Opportunity Site
- Southern New Jersey Light Rail Transit

0 2 4  
Miles

Delaware Valley  
Regional Planning Commission  
November 2003

# Burlington City

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**Address:** West Broad Street, between Locust Avenue and High Street

**Transit System/Line:** NJ Transit's SNJLRTS





**Municipality:** City of Burlington, New Jersey

**Station Type:** Platform along single track that runs down the center of Broad Street



*From left to right, the Burlington City platform, the intersection of Broad and High Streets, a new senior housing development at the intersection of Broad and High Streets, and the view up High Street looking toward the Delaware River.*



-  Station
-  Southern NJ Light Rail Transit
-  One-Quarter Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 31.1: Station Area Aerial Photo

# Burlington City

Southern NJ Light Rail Transit

Burlington Co., New Jersey



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000



# TOD Inventory

## Map 31.2: Station Area Land Use

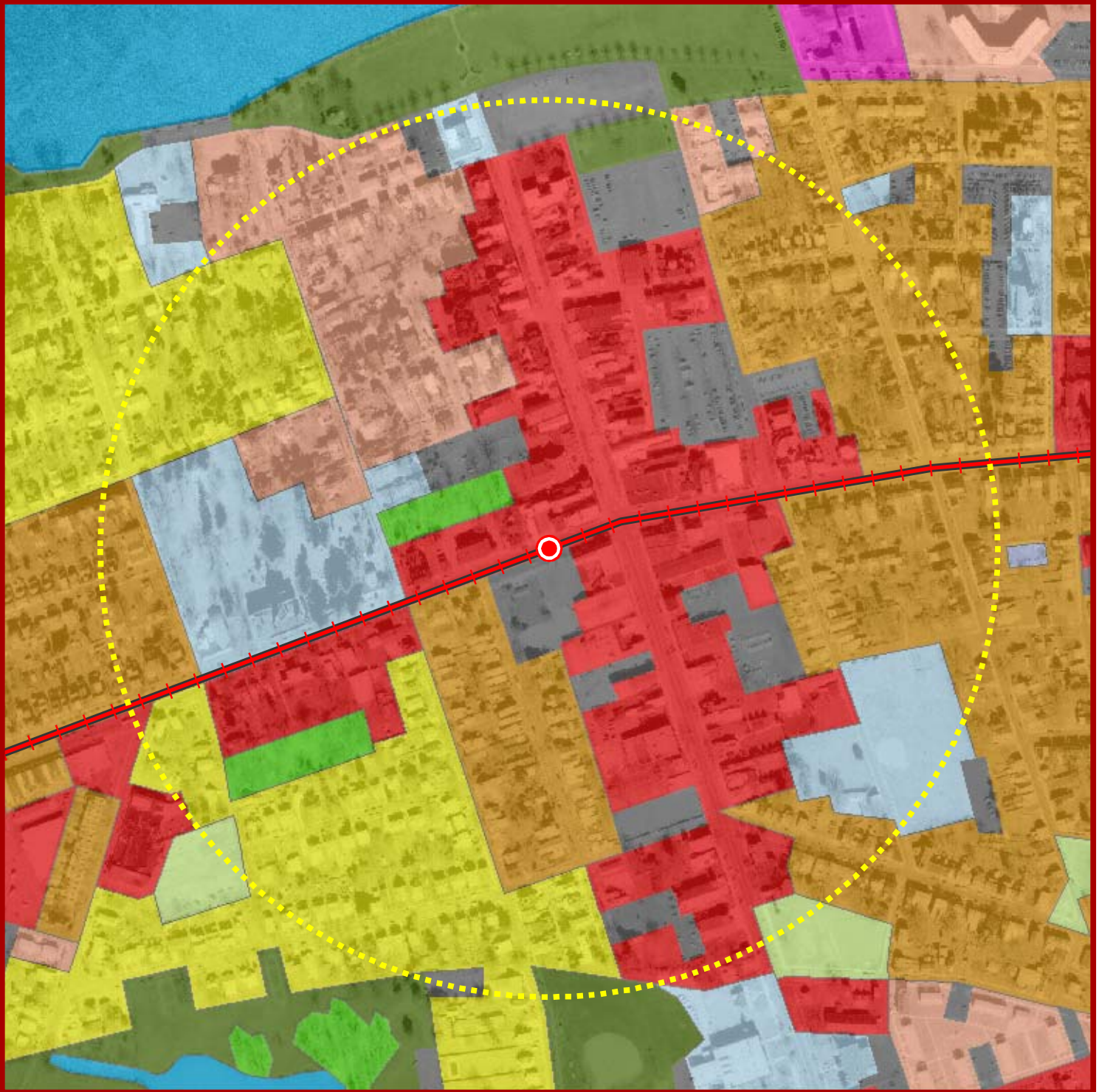
# Burlington City

## Southern NJ Light Rail Transit



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

Burlington Co., New Jersey



Residential - Single-Family Detached	Mnfg - Heavy Industrial	Community Services	Mining	Station
Residential - Multi-Family	Utility	Military	Wooded	Southern NJ Light Rail Transit
Residential - Row Home	Transportation / Parking	Recreation	Vacant	One-Quarter Mile Radius
Mnfg - Light Industrial	Commercial	Agriculture	Water	Municipal Boundary

**Level of service:** Based on New Jersey Transit's projections for the soon to open light rail line, trains will stop once every 30 minutes with service increased to once every 15 minutes during peak travel times. On weekdays, the station will be served by 42 trains in each direction; on weekends service will drop to 28 trains in each direction.

**Current Ridership:** NJ Transit estimates 660 daily boardings (forecast reflects the number of trips predicted to originate each weekday in Year 2020).

**Connecting Routes:** NJ Transit bus routes 409, 413, and 419. New bus feeder service will also be provided to LRT riders. Most stations will be served either by existing NJ Transit bus routes (mostly the parallel Route 419 service), or by new County-operated shuttle services (both Burlington and Camden County plan to operate service) funded from the Congestion Mitigation-Air Quality (CMAQ), Job Access Reverse Commute (JARC), and NJ Transit Community Shuttle programs. In addition to providing bus connections to the new light rail stations, Burlington County is also working to improve pedestrian linkages and make operations and safety improvements to nearby roads.

**Parking:** NJ Transit will build no spaces for this station, as 415 are available at the Burlington South station, located a half-mile to the south. This station is designed to be a “kiss and ride” station, allowing walk-up customers and quick drop-offs at the station (as opposed to “park and ride” stations that provide ample parking but are not as conducive to walk-up customers). Parking will also be available in area parking lots and along streets in the station area in downtown Burlington.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** West Broad Street and High Street are the major roads that drivers will use to reach the station. West Broad Street is four lanes wide, and High Street is Burlington City's main commercial street.

**Street Network:** Burlington City is on a grid street network. The street hierarchy is defined to the extent that High Street and Broad Street, which run perpendicular to each other, are the major roads. Blocks are short and frequent, and residential streets are relatively narrow.

**Bike Paths:** Paved pathways run through Burlington's waterfront park on the Delaware River.

**Trails:** The proposed route of the New Jersey leg of the National Park Service's Delaware River Heritage Trail runs through Burlington City.

**Sidewalks:** Yes. Pedestrian crossings at major intersections are well marked.

**Bus Routes:** Yes, NJ Transit routes 409, 413, and 419.

Signage: Not applicable – station under construction. Signage proposal outlined in DVRPC’s 2002 report *Transit Village Design in Burlington County*.

Wheelchair Accessible: Yes.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: No.

Ticket Office: No.

Ticket Machines: Yes.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** The station area is located in the middle of Burlington City’s historic downtown. The City of Burlington was founded in 1677, making it one of the oldest places in New Jersey. It served as the capitol of the colony of West Jersey, and later the capitol of the State of New Jersey. As such, land uses are diverse, with a healthy balance of residential, retail, commercial, office, service, institutional, and light industrial uses. Residential uses include single and multi-family, mostly rowhouses, at an approximate density of 11-15 dwellings per acre. Retail uses include more than 30 stores, most of which are located on High Street and West Broad Street. There are more than 60 office uses, most of which are small proprietorships. Thirty parcels are listed as institutional uses, which includes governmental, religious, and educational facilities. It is one of the most diverse land use mixes in the region.

**Station Building Conditions:** New platform.

**Building Conditions of General Station Area:** Very good. The station is located in an urban historic district dating from the eighteenth century.

**Current Zoning:** Station area is surrounded by Urban Commercial Districts (C-1), Open Space Districts (OS-1), Medium Residential (R-2), and Mixed Density Residential (R-3). In 1975, Burlington’s downtown was placed on the National Register of Historic Places and much of the station area falls within the boundaries of the Historic District (HD). Overall, the zoning within the station area is transit supportive.

C-1 Permits retail, restaurants, service establishments, banks, and offices, on the first and upper floors of buildings. Residential uses are permitted above the first floor. Minimum lot size is 2,500 square feet with a 25-foot minimum lot width and 35 foot cap on building height.

- OS-1 Permits public parks, outdoor/recreational uses, community centers, schools, and floodplains. Minimum setback is 35 feet.
- R-2 Allows single-family detached dwellings with a minimum lot area of 7,000 square feet. The minimum lot width is 50 feet and the required minimum setback is 30 feet.
- R-3 Mixed-density residential district that permits the highest density and most transit-supportive land use mix in Burlington City. Permits single-family detached, with a minimum lot area of 5,000 square feet, a minimum lot width of 40 feet, and a minimum setback of 25 feet. Permits single-family semi-detached with a minimum lot area of 3,500 square feet, a minimum lot width of 35 feet, and a minimum setback of 25 feet. Permits single-family attached with a minimum lot area of 2,000 square feet for interior units (2,700 square feet for end units), a minimum lot width of 20 feet for interior units (30 feet for end units), and a minimum setback of 25 feet for all units. Permits two-family detached with a minimum lot area of 7,000 square feet, a minimum lot width of 70 feet, and a minimum setback of 25 feet.
- HD Uses permitted within the historic district are the same as those permitted in the underlying zoning district. Residents in control or possession of structures or improvements within the district (or classified as a historical site) must apply for review by the historic commission to obtain a certificate of appropriateness by the planning board prior to receiving a building permit or beginning any work on the exterior features of any property.

**Current Comprehensive or Master Plan Characterization of Station Area:**  
 Burlington City was updating its master plan at the time this report went to press.

**Special Studies or Districts:**

*Transit Village Design in Burlington County* (March 2002), a study by DVRPC, recommends using TOD in Burlington City to revitalize its downtown historic district and strengthen its appeal to travelers as a destination for historic tourism. It recommends updating the zoning ordinance by creating a Retail Zoning District or Retail Overlay District along High and Broad Streets, to allow for shared parking for mixed-use developments, as well as creating design guidelines. The plan recommends updating the master plan with transit-supportive language and provisions for station area planning objectives. The study also supports access improvements, such as new traffic signals, residential parking program, and pedestrian crosswalks.

*Burlington City--Transit-Oriented Development Study and Gateway from Route 130 To Broad Street Project* (pending), a 2002 DVRPC TCDI Project, will examine Burlington City's three downtown zoning districts in depth, while also examining parking, traffic

circulation, and multimodal connections, in anticipation of the arrival of the light rail line. In addition, a Gateway from Route 130 to Broad Street along High Street (the "main street" of downtown) will provide an important connection between the highway, the downtown, and the waterfront. This "Gateway" will continue streetscape work begun in the 1980's along High Street, and the project will prepare preliminary plans and cost estimates for these enhancements.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

- *Southern New Jersey Light Rail Transit System - SNJLRTS* (DB #T107) is a NJ Transit project with funding of \$48 million in Fiscal Years 2003, 2004, and 2005, for a total of \$144 million. In Fiscal Year 2006 and 2007, "out-years", the project will be funded for \$48 million and \$121 million respectively, for an out-year total of \$169 million. This TIP allocation provides funds for the first segment of the Southern New Jersey Light Rail Transit System (SNJLRTS) from Camden to Trenton. This project is being implemented as a turnkey project to accelerate construction and reduce overall costs. This funding provides for property acquisition and initial reimbursement to the design, build, operate and maintain (DBOM) contractor for final design and construction activities.
- *The Delaware River Heritage Trail* (DB#02390) is a planned bi-state, non-motorized recreational trail that will run along both sides of the Delaware River. The New Jersey portion of the trail will extend from Trenton to Palmyra and comprise of both on- and off-road sections. Burlington and Mercer Counties were awarded a total of \$50,000 in TIP funding for Fiscal Year 2003 for final scope development. The trail will link several of the existing neighborhoods, parks and pathways located along its route.

In late 2003, the new Centerton Square shopping center will open in Mount Laurel Township (between Marter Avenue, Marne Highway, and NJ Route 38). NJ Transit is working with Burlington County and the developer's consultants to reroute the #413 bus line to directly serve this shopping center on all trips, in order to offer job and shopping opportunities to residents of the City of Camden, Mt. Holly, and Burlington City.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: While there is limited vacant land, there are several large parking lots behind the stores on High Street that could be better utilized or improved upon.

Brownfields or Superfund site: No.

Market Characterization/Development Pressures: According to DVRPC's March 2002 report Transit Village Design in Burlington County, the market is expanding in Burlington City and the town's new focus on historic tourism has the potential to help revitalize its downtown. Burlington City has a charming historic commercial district along High

Street, great waterfront acreage along the Delaware River, and many historic properties. A new website by the City of Burlington Tourism Council promotes historic tourism by offering maps and information on events, historic sites, self-guided walking tours, and group tours. This can be found at <http://www.tourburlington.org>.

In the City of Burlington, 11 residential building permits were granted in 2000, followed by 13 in 2001 and 8 in 2002. All the permits issued in the City during these three calendar years were for single-unit structures.

Pennrose Properties, Inc. of Philadelphia has recently redeveloped The Metropolitan Inn at High and Broad Streets, a four-story structure built in 1856 that was once the city's premier hotel. It was once the home to the Blue Anchor Tavern where New Jersey's provincial Congress met on July 2, 1776 and formally declared independence from Great Britain. The structure is listed on the National Register of Historic Places. The Inn will offer 16 one-bedroom age-restricted "senior" apartment units and a ground floor bar/restaurant. The bar will feature the original bar built in 1751 that was visited by famous historical figures such as Abraham Lincoln and Ulysses S. Grant. The bar can also be seen in early episodes of Bonanza. The Inn will include a community room, elevator, laundry facilities, and convenience to downtown shops and the light rail line. Each unit will be handicap accessible, and rent will be \$420 per month.

Although outside the station area's quarter-mile radius, but approximately five blocks from downtown, Pennrose Properties has also recently redeveloped the J. Frank Budd Building at 235 Penn Street into age-restricted senior apartments. The building was originally home to the J.F. Budd Baby Shoe Factory, which at the turn of the century was one of the largest shoe manufacturers in the world, and later West Electronics. The building is also listed on the National Register of Historic Places. The Budd Building will offer 31 age-restricted apartment units, as well as a community facility, elevators, laundry facilities, and adjacency to a waterfront park. These units will also be handicap accessible and rent for \$420 per month. For both buildings, gross annual income may not exceed \$22,150 for one person and \$25,300 for two persons. The minimum annual income for residents is \$14,400.

Both Pennrose developments are historic rehabilitation projects, and abide by affordable housing provisions for lower-income senior residents, reserving apartments for those earning less than sixty percent of the area's median income. Both of these developments required public-private financing.

According to the Burlington County Department of Economic Development and Regional Planning, in June 2003, a total of 1,952 dwelling units were slated for development or under construction along the route of the new SNJLRTS line. Assuming a population increase of 2.65 persons per dwelling unit and a median household income of \$50,689 annually, this new development is expected to attract 5,173 residents and \$98.9 million in annual income into the communities along the new rail corridor. Additionally, 6.6-8.7 million square feet of industrial space is planned or under construction along the Burlington County section of the SNJLRTS corridor.

Between 3,190 and 5,215 jobs will be created at a value of \$111-\$182 million annually (assumes an average salary of \$35,000). The total value of residential and non-residential construction planned or underway in this section of Burlington County is valued at \$477.2 million.

Environmental Restrictions: Burlington City is situated on the Delaware River and has a large waterfront area.

**Municipal Contact:**

Alexander Shultz  
Municipal Clerk, Burlington City  
609-386-0200, ext. 101





# Delanco

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**Address:** Cooper Street and Pennsylvania Avenue

**Transit System/Line:** NJ Transit's SNJLRTS





**Municipality:** Delanco Township, New Jersey

**Station Type:** Two platforms with covered seating



*From left to right, Delanco platform, agricultural land and new residential development beyond the platform, existing housing stock near the station, and a view of the rail line from the platform.*



-  Station
-  Southern NJ Light Rail Transit
-  One-Quarter Mile Radius
-  Municipal Boundary

## TOD Inventory

Map 32.1: Station Area Aerial Photo

## Delanco

Southern NJ Light Rail Transit

Burlington Co., New Jersey



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# TOD Inventory

## Map 32.2: Station Area Land Use

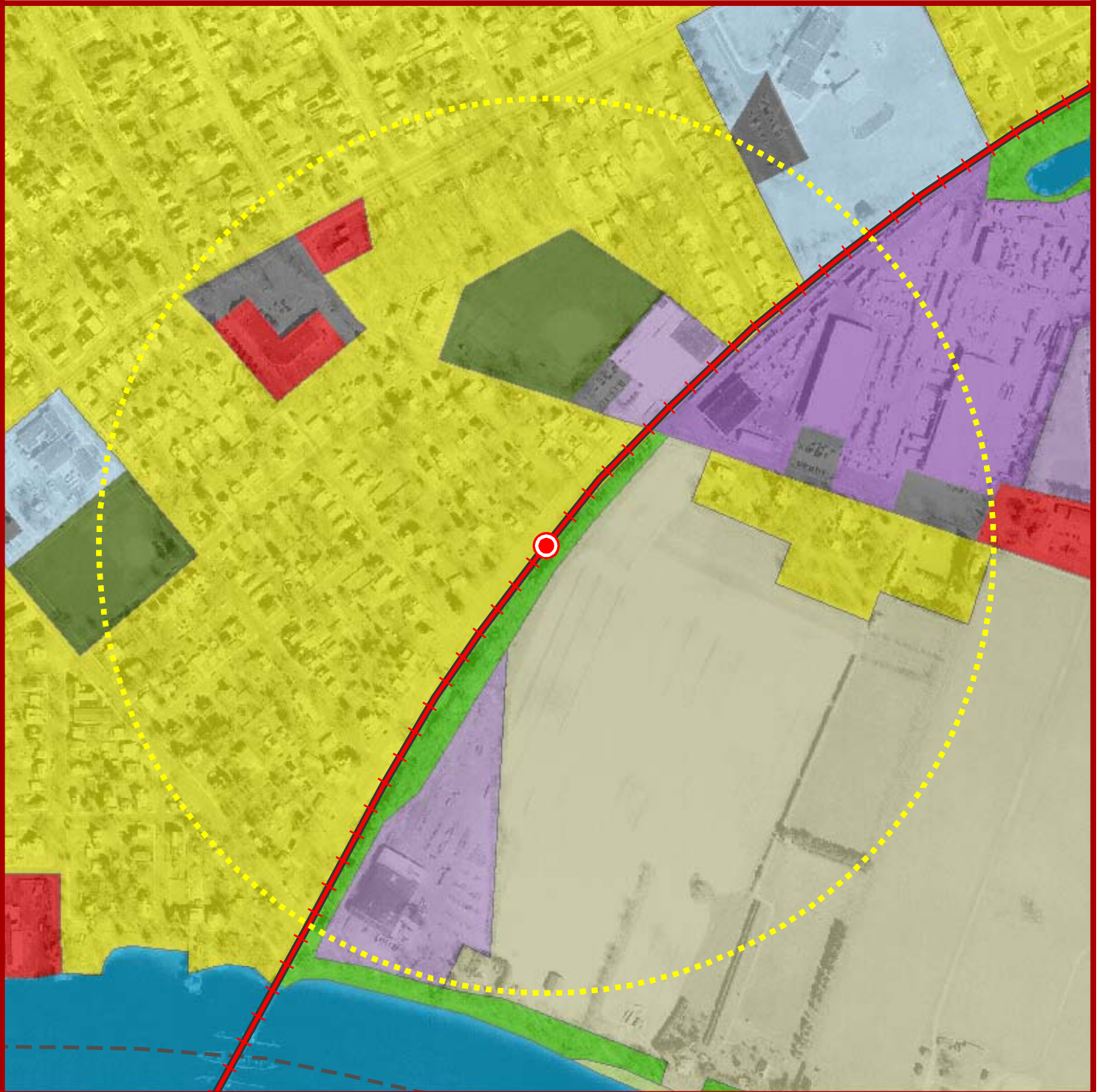


Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# Delanco

## Southern NJ Light Rail Transit

Burlington Co., New Jersey



- |                                      |                          |                    |        |                                |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                        |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Southern NJ Light Rail Transit |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius        |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary             |

**Level of Service (# of trains/day):** Based on New Jersey Transit's projections for the soon to open light rail line, trains will stop once every 30 minutes with service increased to once every 15 minutes during peak travel times. On weekdays, the station will be served by 42 trains in each direction; on weekends service will drop to 28 trains in each direction.

**Current Ridership:** Forecast daily boardings are 320 in the Year 2020 (number of trips in both directions each weekday).

**Connecting Routes:** NJ Transit bus route 419; New bus feeder service will also be provided to LRT riders. Most stations will be served either by existing NJ Transit bus routes (mostly the parallel route 419 service), or by new, county-operated shuttle services (both Burlington and Camden County plan to operate service) funded from the CMAQ, JARC, and NJT Community Shuttle programs. In addition to providing bus connections to the new light rail stations, Burlington County is also working to improve pedestrian linkages and make operations and safety improvements to nearby roads.

**Parking:** 50 spaces in a surface parking lot, no information on whether it is free or paid (NJ Transit data).

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Cooper Street and Pennsylvania Avenue will be major access roads. Burlington Avenue and Creek Road, which will feed cars onto Cooper and Penn, will also be impacted.

Street Network: Station has a drop-off/turn-around area with dedicated park-and-ride spaces on the east side of the tracks. To the east of the rail line, the street network is limited to Cooper Street, which runs east-west. West of the rail line and south of Cooper Street, the street network is on a grid with relatively short, frequent blocks. North of Cooper Street and west of the rail line, blocks are longer, with more angled streets.

Bike Paths: No.

Trails: The proposed route of the New Jersey leg of the National Park Service's Delaware River Heritage Trail runs through Delanco Township.

Sidewalks: There are sidewalks on neighboring residential streets, and improved sidewalks are recommended for Cooper Street and Pennsylvania Avenue.

Bus Routes: Yes, NJ Transit route 419.

Signage: Not applicable, as station is under construction. Signage proposal outlined in DVRPC's 2002 report *Transit Village Design in Burlington County*.

Wheelchair Accessible: Yes.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: No.

Ticket Office: No.

Ticket Machines: Yes.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** Within the station area, land use is mostly detached single-family residential homes (5-7 dwelling units per acre), with some industrial uses, and a large agricultural tract directly east of the station. An age-restricted development and an extension of the county park system are being constructed on these agricultural parcels adjacent to the station. A mixed-use transit village with a town green has been recommended (by DVRPC) for the agricultural parcel closest to the station. There is one small shopping center, the Camp Meeting Grounds, which contains a bank, pizza parlor, hair salon, office, post office, and convenience store. There are very few vacant lots and no empty storefronts.

**Station Building Conditions:** New station for SNJLRTS.

**Building Conditions of General Station Area:** Surrounding area is residential and light industrial in good condition.

**Current Zoning:** Residential (R-1B), Commercial (C), Municipal Services (MS), Light Industrial (LI) and Planned Residential Development/Village (PRD/V) [has been proposed to replace current Planned Industrial (PI) zone within catchment area]. According to the DVRPC report, *Transit Village Design in Burlington County*, Delanco plans to update its zoning ordinance to reflect its new master plan. With the creation of the PRD/V zone, the area surrounding the Delanco station has the potential to be fairly transit-supportive.

R-1B            Allows single-family detached homes with a minimum lot area of 7,500 square feet and a minimum lot width of 75 feet.

C                Allows residential uses permitted in R-1, along with tourist/rooming/boarding houses, retail, offices, studios, hotels, restaurants, entertainment facilities, banks, printing establishments and parking lots. Minimum lot size for dwelling units is 1,500 square feet per

family, with maximum lot coverage set at 70 percent. No minimum lot sizes or setback requirements for commercial uses.

MS Permits municipal buildings, parks, recreation facilities, public garages, firehouses, utility buildings and other uses deemed necessary and appropriate – including off-street parking. No bulk/area/building requirements. MS zones within the station catchment area contain playfields.

LI Permits offices, some manufacturing (all processes must occur within completely enclosed buildings), and retail garden centers. Minimum lot area is 25,000 square feet, minimum setback is 100 feet, minimum lot width is 100 feet.

PRD/V TOD development district that provides for a small commercial area near the train station, village greens, open space along Rancocas Creek, and a mix of residential types. Maximum gross density in mixed-use developments is 2.75 units per acre, but incentives exist to increase densities up to four units per acre.

**Current Comprehensive or Master Plan Characterization of Station Area:** DVRPC helped Delanco update their master plan in 2001 to provide the basis for a Planned Residential Development/Village Land Uses District (PRD/V) to facilitate TOD in the area – in particular the construction of a transit village. The PRD/V district is proposed for the area currently zoned Planned Industrial. The agricultural areas currently undergoing redevelopment are located in this zoning district.

**Special Studies or Districts:**

DVRPC's *Transit Village Design in Burlington County* (March 2002) recommends creating a PRD/V Planned Residential Development/Village Land Use Zoning District to permit compact residential dwellings with a small-scale commercial component to capitalize on the planned light rail station. The plan also recommends updating the master plan to reflect the new PRD/V zoning district, and improving vehicular and pedestrian access to the station.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

\$ *Southern New Jersey Light Rail Transit System - SNJLRTS* (DB #T107) is a New Jersey Transit project with funding of \$48 million in Fiscal Years 2003, 2004, and 2005, for a total of \$144 million. In Fiscal Year 2006 and 2007, “out-years”, the project will be funded for \$48 million and \$121 million respectively, for an out-year total of \$169 million. This TIP allocation provides funds for the first segment of the Southern New Jersey Light Rail Transit System (SNJLRTS) from Camden to Trenton. This project is being implemented as a turnkey project to accelerate construction and reduce overall costs. This funding provides for

property acquisition and initial reimbursement to the design, build, operate and maintain (DBOM) contractor for final design and construction activities.

\$ *The Delaware River Heritage Trail* (DB#02390) is a planned bi-state, non-motorized recreational trail that will run along both sides of the Delaware River. The New Jersey portion of the trail will extend from Trenton to Palmyra and comprise of both on- and off-road sections. Burlington and Mercer Counties were awarded a total of \$50,000 in TIP funding for Fiscal Year 2003 for final scope development. The trail will link several of the existing neighborhoods, parks and pathways located along its route.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There is the large agricultural parcel next to the station that may become a transit village. Much of the character of the “new” Delanco will be influenced by the development that occurs on this site. There is great potential for an attractive, medium-density, mixed-use community on this site, one that could also bring much needed retail uses to the township.

Brownfields or Superfund site: No.

Market Characterization/Development Pressures (over last decade): According to the Burlington County Department of Economic Development and Regional Planning, as of June 2003, a total of 1,952 dwelling units were slated for development or under construction near the route of the new SNJLRTS line. Assuming a population increase of 2.65 persons per dwelling unit and a median household income of \$50,689 annually, this new development is expected to attract 5,173 residents and \$98.9 million in annual income into the communities along the new rail corridor.

In Delanco Township, potential exists for constructing a 90-unit residential development on the former Rhawn Farm, a site adjacent to the SNJLRT station. Currently, the average home sales price in Delanco is around \$119,000. Although the Township did not grant any residential building permits in 2000, it issued 36 in 2001 followed by 52 in 2002. All the permits granted in Delanco during these three calendar years were for single-unit structures.

Additionally, 6.6-8.7 million square feet of industrial space is planned or under construction along the Burlington County stretch of the SNJLRTS corridor. Between 3,190 and 5,215 jobs will be created at a value of \$111.650-\$182.525 million annually (assumes an average salary of \$35,000). The total value of residential and non-residential construction planned or underway in this section of Burlington County is valued at \$477.2 million.

NVR Building Products, a manufacturer of housing structural components, is moving their operations into a new 131,000 square foot building on 50 acres along Delanco Road. The new building is expected to open in November 2003 and will employ 200 workers, possibly increasing to 350. Employees will be able to walk to the site from the

Delanco light rail station. NVR operates in 11 states and builds and sells homes under the trade names of Ryan Homes, NVHomes and Fox Ridge Homes. Regarding office development, Delanco Township is probably too far from a major interchange to attract much interest from large corporations.

Environmental Restrictions: None observed on field visit, though the area's low elevation and close proximity to both the Delaware River and Rancocas Creek may make flooding an issue.

**Municipal Contact:**

Roseann Lameiras  
Township Administrator, Delanco Township  
609-461-0561



# Mount Holly

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**Address:** Downtown Mount Holly, High Street. NJ Transit buses 413 and 409 stop at Fairgrounds Plaza at High and Ridgeway Streets; 413 also stops at Washington and Madison Streets and Virtua Memorial Hospital; 317 stops at Washington and King. The BurLink shuttle stops at Fairgrounds Plaza and at Washington near High/Mill Streets, and Madison Street at the Hospital, and at Main Street before Route 541.

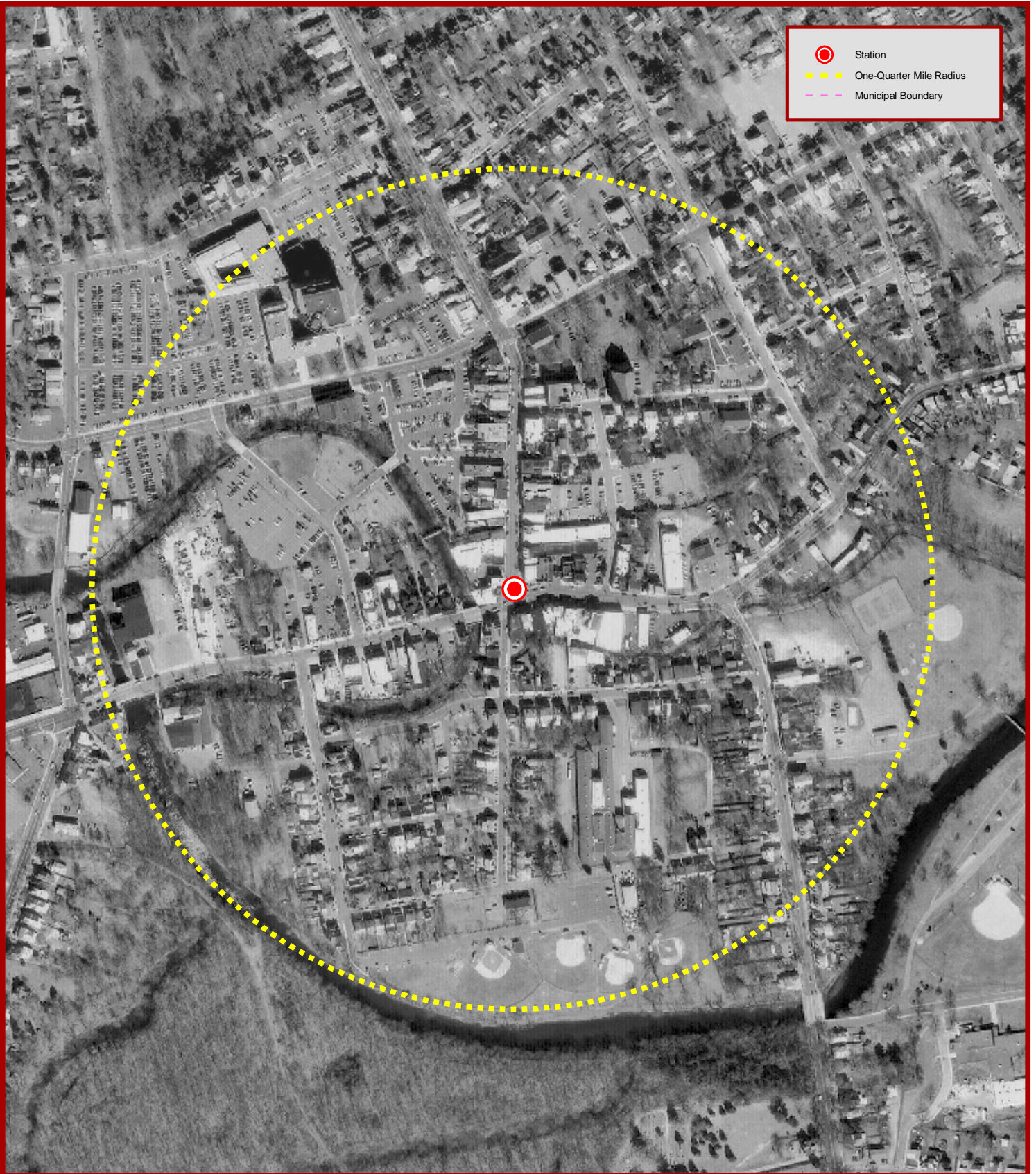
**Transit System/Line:** NJ Transit Buses 317, 409, 413 (to Philadelphia). BurLink, a shuttle run by the Burlington County Board of Chosen Freeholders and the Cross County Connection TMA, runs from Mt. Holly to Pemberton, from Mt. Holly to Willingboro, and an Express route from Willingboro to Burlington County College in Pemberton, connecting with NJ Transit bus routes.




**Municipality:** Mount Holly Township, New Jersey

**Station Type:** NJ Transit bus stops



*From left to right, sidewalk café in downtown Mount Holly, midday traffic on High Street, retail shop in a converted Victorian home, and the intersection of High and Mill Streets.*



-  Station
-  One-Quarter Mile Radius
-  Municipal Boundary

## TOD Inventory

Map 33.1: Station Area Aerial Photo

## Mount Holly

NJ Transit Bus Rtes 317, 409, 413

Burlington Co., New Jersey



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# TOD Inventory

## Map 33.2: Station Area Land Use

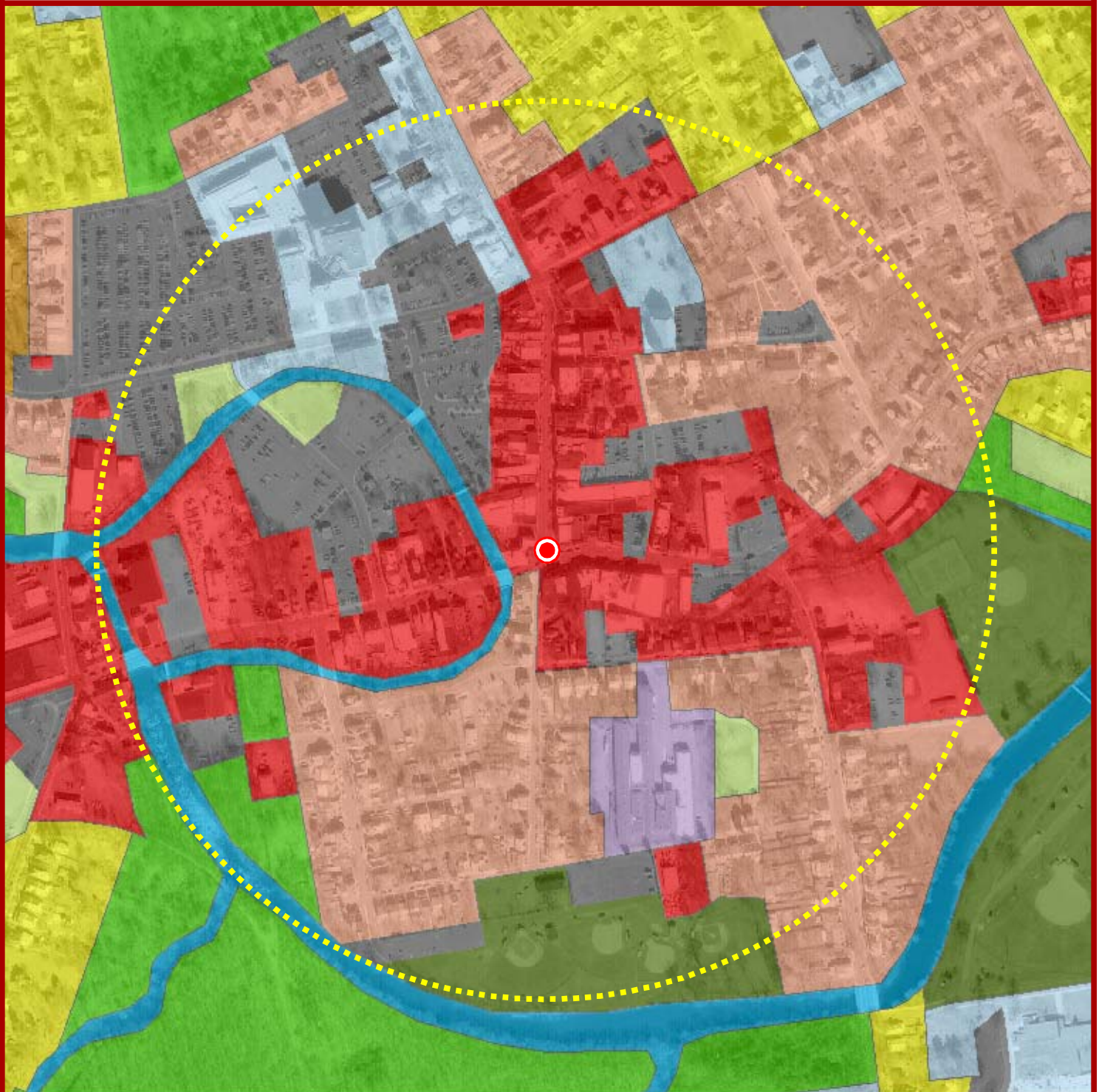
# Mount Holly

NJ Transit Bus Rtes 317, 409, 413

Burlington Co., New Jersey



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000



- Residential - Single Family Detached
- Residential - Multi-Family
- Residential - Row Home
- Mnfg - Light Industrial

- Mnfg - Heavy Industrial
- Utility
- Transportation / Parking
- Commercial

- Community Services
- Military
- Recreation
- Agriculture

- Mining
- Wooded
- Vacant
- Water

- Station
- One-Quarter Mile Radius
- Municipal Boundary

**Level of Service (# of busses/day):** New Jersey Transit: 69 buses per day. BurLink Red and Green Routes: 38 buses per day. BurLink shuttles run Monday through Friday, 6:15 a.m. to 8:00 p.m.

**Current Ridership:** NJ Transit ridership information, by bus route, for the Mount Holly zone (weekdays):

317 Asbury Park-Fort Dix-Philadelphia: 73 boardings

413 Philadelphia-Mount Holly-Burlington: 414 boardings

409 Trenton-Willingboro-Philadelphia (limited peak hour service): Nine boardings

Total: Approximately 496 boardings per weekday

BurLink ridership: For the three routes mentioned above, average weekday ridership is 199 boardings.

**Connecting Routes:** See bus routes listed above.

**Parking:** No dedicated parking for bus passengers was observed on field visit.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Major streets in central Mount Holly include High Street, Jacksonville Road, Rancocas Road/Garden Street, Madison Avenue/King Street, Washington Street/Mill Street, and Pine Street.

Street Network: Downtown Mount Holly has a confusing street network, which is further complicated by the area's lack of signage. As a result, the Township is planning to institute a way-finding system to assist drivers and pedestrians. Although streets northeast of High Street and northwest of Garden Street generally follow a grid pattern, there are many smaller streets within the grid that only last for a block or two. Also, Union Street cuts through at an angle, creating irregularly shaped blocks. Elsewhere, some streets are winding or angled, making it difficult for someone unfamiliar with the area to maintain a sense of direction or form a mental map. Streets are not particularly narrow, but there is a defined street hierarchy

Bike Paths: No.

Trails: No.

Sidewalks: On most streets, though sometimes narrow. There are well-demarcated pedestrian crossings (brick crosswalks are used in the town center). Buffers between pedestrians and motorists are few and mostly limited to street trees along High Street.

Bus Routes: NJ Transit routes 317, 409, and 413.

Signage: Insufficient street signs throughout downtown Mount Holly.

Wheelchair Accessible: Not applicable. No transportation center currently exists.

**Station Patron Amenities:**

Bike Storage or Racks: Not applicable. No transportation center currently exists.

Waiting Room: Not applicable. No transportation center currently exists.

Ticket Office: Not applicable. No transportation center currently exists.

Ticket Machines: Not applicable. No transportation center currently exists.

Existing Uses: Not applicable. No transportation center currently exists.

Restrooms: Not applicable. No transportation center currently exists.

**Land Uses in Station Area:** Since Mount Holly is a proposed bus TOD and multiple bus routes run through the town, this description covers the general land uses in downtown Mount Holly, using the intersection of High and Mill Streets as the center point to the station area quarter mile radius.

A mix of uses can be found in downtown Mount Holly. The southern end of High Street is a traditional main street with two and three story buildings built to the lot-line with street-level retail. Parking in this area is accommodated in municipal lots behind the buildings. Farther north and northwest, uses along the western side of High Street include the Burlington County office complex and prison, large eighteenth and nineteenth century homes which have been converted to offices, and the parish complex for Sacred Heart church and school, which occupies a square block. Grand old homes line the eastern side of High Street.

South of Garden Street, housing is comprised of modest twins and rowhouses. Single-family detached houses and twins, generally in a state of slight disrepair, characterize the neighborhood east of High Street. South of High Street, along Washington/Mill Street, are a mix of traditional main street, old industrial, and auto-oriented uses.

There is some variety in housing types in Mount Holly. Newer housing appears farther from the center of town. Parking is mostly on-street and in surface lots behind buildings. For the most part, auto-oriented uses are confined to the periphery of the downtown area.

**Station Building Conditions:** Not applicable. No transportation center currently exists.

**Building Conditions of General Station Area:** Good. Mount Holly has an older town center with a significant amount of street level commercial development. Most buildings are well maintained and occupied.

**Current Zoning:** Zoning in the vicinity of the proposed bus TOD is fairly transit-supportive. Located in downtown Mount Holly, the area is defined by a walkable commercial/government center surrounded by relatively high-density housing.

- R-2 Permits single-family dwellings and some public buildings. Minimum lot size is 7,200 square feet with 60 feet of frontage. Building height limited to 2.5 stories and 35 feet.
- R-3 Permits single-family dwellings and some public buildings. Minimum lot size is 5,000 square feet with 50 feet of frontage. Building height limited to 2.5 stories and 35 feet.
- B-1 Central business district. Permits commercial, retail, and service establishments. Allows for upstairs residential units above ground floor commercial provided there is a lot area of 2,500 square feet per dwelling. Building heights may not exceed three stories or 45 feet.
- G-S Government services district. Not described in township ordinance.
- MRV Mill Race Village district. Permits a wide variety of uses, including retail shops, offices, public and quasi-public spaces, residential dwelling units and apartments. Zoning allows for relatively high-density development. The minimum lot size for single-family detached houses is 4,000 square feet. Restrictions on building height vary by use but do not exceed three stories.

**Current Comprehensive or Master Plan Characterization of Station Area:**

According to the Township’s April 2000 master plan, Mount Holly has high interest in improving and revitalizing its downtown. Mount Holly is the Burlington County seat and wants to take advantage of its role as a regional center. The Township hopes to achieve the “proper balance of historic preservation and economic development.” Additionally, Mount Holly was designated as an Urban Enterprise Zone (UEZ) community in 1995. The New Jersey Legislature adopted the UEZ program as a means of creating jobs, leveraging new investment, and revitalizing communities.

Downtown Mount Holly, according to the Master Plan, should be a major focus of any revitalization effort in the Township, and new downtown investment should center on the area’s competitive advantages (restaurants, niche retail, etc.). Improvements should focus on historic preservation, economic development, and the creation of a unified design theme. Marketing studies have shown that downtown Mount Holly is widely believed to be dull.

Just south of Mount Holly’s central business district is the Rancocas district, which is designated in the Master Plan as a key location for new investment in mixed-use development. Currently the area is defined by underutilized properties and incompatible

industrial uses. New, high-density residential development in this area could create a 24 hour presence in and around central Mount Holly.

Discussion of transportation in the Mount Holly plan is limited, and neither congestion nor road maintenance appear to be major issues in the Township. A Rails-to-Trails project that utilizes a former Pennsylvania Railroad right-of-way is briefly discussed in the report, but no mass transit proposals are mentioned.

In 2002, following the adoption of the most recent version of its master plan, Mount Holly was designated a 'Main Street' community, making it eligible for State technical assistance in promoting and managing its downtown.

**Special Studies or Districts:** None.

**Pending Transit Agency or DOT Improvements (including service changes):**

There are no major service changes (either operating or capital) pending for the Mount Holly bus routes (317, 409-limited service, and 413). The only project on the horizon is for late in 2003 when the new Centerton Square shopping center will open in Mount Laurel (between Marter Avenue, Marne Highway, and NJ 38). NJ Transit is working with Burlington County and the developer's consultants to reroute the 413 line to directly serve this shopping center on all trips, in order to provide job and shopping opportunities to residents of Camden, Mount Holly, and Burlington City. According to the Cross County Connection, several more routes will be added to connect with the new SNJLRTS light rail system in 2004.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: Development opportunities exist on the parking lots behind the retail buildings that line the west side of High Street. There is a large amount of parking in this area northwest of the center of town.

Brownfields or Superfund site: There is a Superfund Site, the Mount Holly Landfill, located on South Pemberton Road on the outskirts of Mount Holly. The 200-acre site was opened as a sand and gravel pit in 1940, and operated as a landfill from 1963 to 1986. Aquifers underneath the site are contaminated. Area homes have been connected to potable public water or provided with bottled water. As of April 2002, treatment and cleanup options were still being investigated, but a plan proposal was anticipated for later in the year.

According to the New Jersey Department of Environmental Protection's 2001 list of known contaminated sites, there are a number of contaminated sites in Mount Holly. Pending sites include Agway Incorporated at 203 Pine Street, Ankokas Dye and Process Co. at 14 King Street, and Eagle Dyeing and Finishing Company at Eagle Avenue. Active sites include Burlington County Courts at 49 Rancocas Road, Holly Chemical Company Incorporated at 12 Charles Street, Mount Holly Coal Gas (PSE&G) at Washington and King Streets and Mount Holly Industrial Commons at Washington Street and Lippincott Lane. Sites closed with restrictions are Memorial Hospital of

Burlington County at 175 Madison Avenue and Mount Holly Township Department of Public Works at 250 Rancocas Road.

Market Characterization/Development Pressures: In Mount Holly Township, two residential building permits were granted in 2000, followed by two in 2001 and four in 2002. All the permits issued in the Township during these three calendar years were for single-unit structures.

Environmental Restrictions: Given the presence of creeks in the study area, downtown Mount Holly may be situated on a floodplain.

**Other Information:**

Site Design: Many of the commercial and residential properties in downtown Mount Holly are architecturally detailed. Commercial buildings often are built to the lot line and have windows and doors on the street. Pedestrian-scale lighting and street trees enhance the look of the area's streetscape.

**Municipal Contact:**

Arthur Liston  
Township Manager, Mount Holly Township  
609-267-0170



# Riverside

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**Address:** Bridgeboro Road and Franklin Street

**Transit System/Line:** NJ Transit's SNJLRTS





**Municipality:** Riverside Township, New Jersey

**Station Type:** Two platforms with covered benches



*From left to right, Riverside platform, Keystone Watch Case Company building, construction and leasing signs outside the Keystone building, and the intersection of Pavilion Avenue, Lafayette Street, New Jersey Avenue and Franklin Street.*



-  Station
-  Southern NJ Light Rail Transit
-  One-Quarter Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 34.1: Station Area Aerial Photo

# Riverside

Southern NJ Light Rail Transit

Burlington Co., New Jersey



 Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# TOD Inventory

## Map 34.2: Station Area Land Use

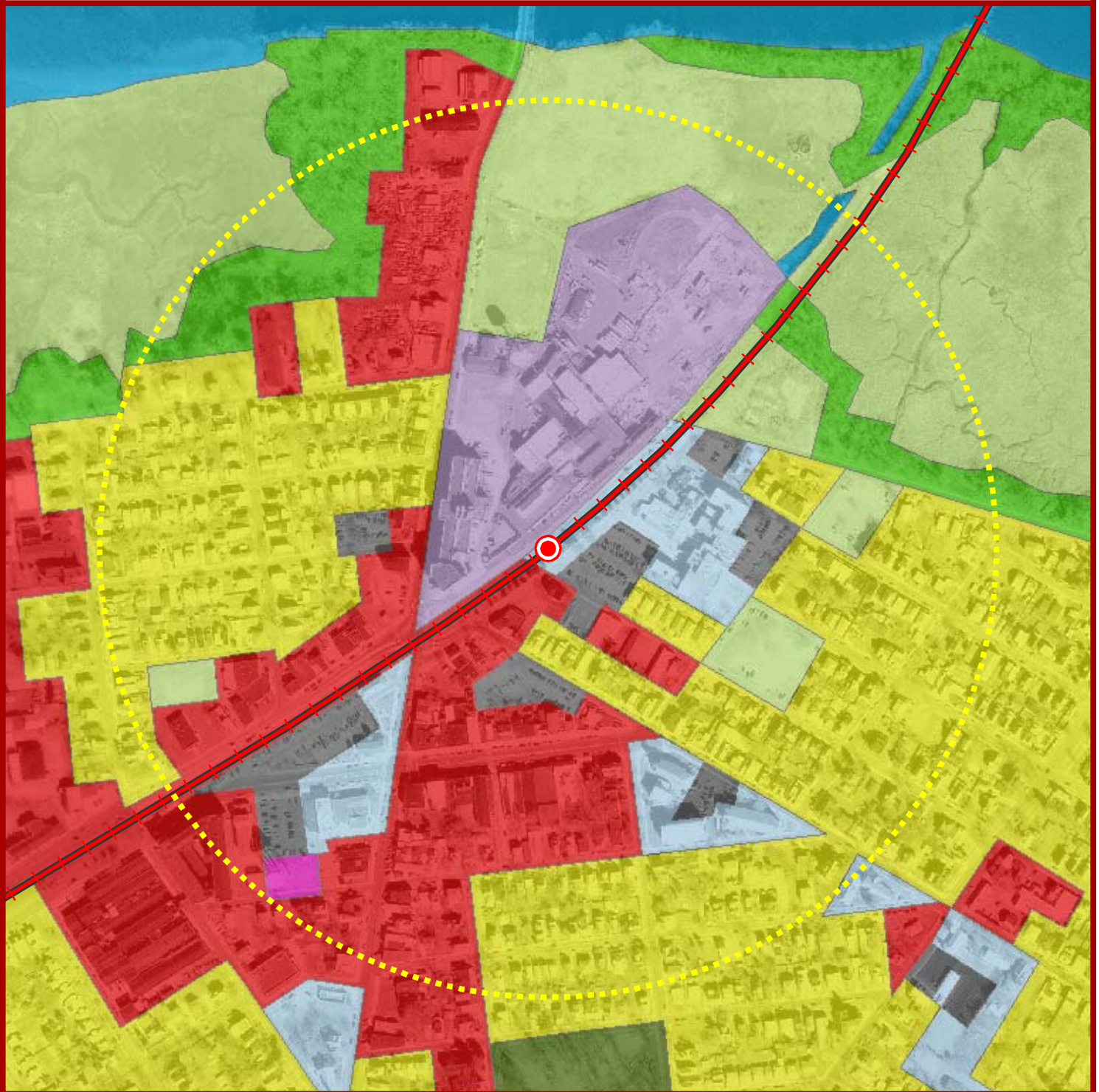
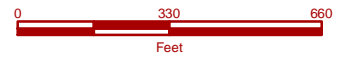


Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# Riverside

## Southern NJ Light Rail Transit

Burlington Co., New Jersey



- |                                      |                          |                    |        |                                |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                        |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Southern NJ Light Rail Transit |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius        |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary             |

**Level of Service (# of trains/day):** Based on New Jersey Transit's projections for the soon to open light rail line, trains will stop once every 30 minutes with service increased to once every 15 minutes during peak travel times. On weekdays, the station will be served by 42 trains in each direction; on weekends service will drop to 28 trains in each direction.

**Current Ridership:** Forecast daily boardings are 670 in the Year 2020 (number of trips in both directions each weekday).

**Connecting Routes:** NJ Transit bus route 419. New bus feeder service will also be provided to LRT riders. Most stations will be served either by existing NJ Transit bus routes (mostly the parallel route 419 service), or by new, county-operated shuttle services (both Burlington and Camden County plan to operate service) funded from the CMAQ, JARC, and NJT Community Shuttle programs. In addition to providing bus connections to the new light rail stations, Burlington County is also working to improve pedestrian linkages and make operations and safety improvements to nearby roads.

**Parking:** Initial capacity of 300 spaces in surface parking lot.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Franklin Street is a narrow road that provides direct access to the station. Bridgeboro Street links Franklin Street with Route 130. Fairview Street also links the station area with Route 130. Pavilion Avenue is the primary access road serving station traffic from the north, and Kossuth Street is a one-way road leading away from station to the south/southeast.

Street Network: The street network surrounding the light rail station is a grid network that is bisected by the rail line and a large triangular parcel known as the "Golden Triangle". Since traffic volume can be expected to increase and the road adjacent to the station, Franklin Street, is only 29 feet wide, this may cause congestion. To better connect the grid, a new street could be created through the Golden Triangle parcel to connect Harrison and Polk Streets.

Bike Paths: No.

Trails: The proposed route of the New Jersey leg of the National Park Service's Delaware River Heritage Trail runs through Riverside Township.

Sidewalks: Insufficient pedestrian access to station platforms.

Bus Routes: Yes, NJ Transit route 419.

Signage: Not applicable as station is under construction. Signage proposal outlined in DVRPC's 2002 report *Transit Village Design in Burlington County*.

Wheelchair Accessible: Yes.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: No.

Ticket Office: No.

Ticket Machines: Yes.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** Riverside contains a healthy mix of commercial, institutional, single-family residential, and light industrial uses within a quarter-mile of the station. To the north of the station is the Keystone Watch Case building, on the parcel known as the “Golden Triangle”, at the intersection of Franklin and Kossuth Streets. The Keystone building, which is six stories and largely unoccupied except for offices on the first floor, is on the National Register of Historic Places. There is developer interest in turning this area into a mixed-use development with age-restricted housing. Much of the rest of the land north of the station is wooded or “vacant”, though of much of is within a flood plain.

To the south and east of the station is the former Zurbrugg Hospital, now converted to an assisted living facility. This is surrounded by surface parking lots, as well as two vacant lots that are also used as parking. Also south of the station, Scott Street is the main shopping street of Riverside with a variety of retail shops, restaurants, and office uses, and is less than a five minute walk from the station. Compared to other station areas along the SNJLRTS light rail line, Riverside has an above average amount of these uses, as well as a greater amount of light industry. (However, it also has more than the average number of parking lots, vacant lots, and empty storefronts). Most of the housing in Riverside is single-family detached. Also south of the station are other institutional uses, including churches, schools, city hall, the post office, and municipal parking lots.

**Station Building Conditions:** New platform.

**Building Conditions of General Station Area:** A thriving community for much of the early 20<sup>th</sup> century, Riverside is beginning to improve its downtown and create a new “Main Street” feel.

**Current Zoning:** Zoning in the station area includes Neighborhood Commercial (C-1), Downtown Commercial (C-2), and a Special Development District (S-D), which is

located across the street from the station site and comprises the area around the historic Keystone Watch Case Company building and between Franklin and Pavilion Streets. S-D permits mixed-use development and much of the land in the S-D district is former industrial property. All three zones permit transit-supportive development.

- C-1            Allows retail, offices, restaurants, studios, childcare facilities, personal care establishments, and park/recreational areas. A variety of residential types are permitted including attached and detached dwellings for single and multiple families. Apartments are allowed above stores, as is on-street parking.
  
- C-2            Allows the same commercial uses as C-1, as well as nightclubs (but not “adult entertainment”), various types of food markets, government buildings, movie theaters, electronics/appliance stores, and dry cleaning / laundry facilities. Residential development limited to apartments above stores. No setback requirements.
  
- S-D            Allows (but does not require) a mix of residential and non-residential uses within individual parcels. Permits the same uses as C-2, as well as manufacturing, warehousing, wholesaling, research/testing, auto parts sales and microbreweries. Residential development including single-family detached, single-family attached, two family detached and townhouses are all permitted.

**Current Comprehensive or Master Plan Characterization of Station Area:**

Riverside’s master plan, which was updated in 1997, mentions the proposed light rail transit station but does not specifically address the possibilities it will generate for transit-oriented development. The plan does, however, support transit-friendly land uses such as the conversion of the upper floors of downtown commercial/retail buildings into apartments, and the maintenance of transit-supportive residential densities. The plan also expresses a desire to bring tourism, entertainment, destination retail, professional firms, incubator industries, and an intermodal transportation system to the area. The importance of redeveloping the Keystone Watch Case Company is also addressed in the plan. (From DVRPC’s *Transit Village Design in Burlington County*).

**Special Studies or Districts:**

DVRPC’s *Transit Village Design in Burlington County* (March 2002) recommends updating the zoning ordinance with minor additions to the S-D Special Development District to require mixed-uses, not just allow them, reorienting the list of mixed-uses into a more transit-supportive mix, and encouraging shared parking. The plan recommends exploring higher minimum densities as a conditional use within the highest density residential district, R-3 Single and Two Family Residential District. The plan also recommends instituting a residential parking permit in the neighborhoods surrounding the station, along with eliminating some on-street parking, constructing sidewalks, and considering new street connections.

*Riverside Transit Village Project* by the New Jersey Institute of Technology Graduate Program in Infrastructure Planning (Spring 2000) produced three proposals for the Golden Triangle site, and a final consolidated urban design framework that includes residential and commercial uses adjacent to the station, a continuance of the street pattern, a pedestrian plaza next to the station, and a waterfront park occupying one-third of the triangle.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

\$ *Southern New Jersey LRT-SNJLRTS* (DB #T107) is a New Jersey Transit project with funding of \$48 million in Fiscal Years 2003, 2004, and 2005, for a total of \$144 million. In Fiscal Year 2006 and 2007, “out-years”, the project will be funded for \$48 million and \$121 million respectively, for an out-year total of \$169 million. This TIP allocation provides funds for the first segment of the Southern New Jersey LRT (SNJLRT) from Camden to Trenton. This project is being implemented as a turnkey project to accelerate construction and reduce overall costs. This funding provides for property acquisition and initial reimbursement to the design, build, operate and maintain (DBOM) contractor for final design and construction activities.

\$ *The Delaware River Heritage Trail* (DB#02390) is a planned bi-state, non-motorized recreational trail that will run along both sides of the Delaware River. The New Jersey portion of the trail will extend from Trenton to Palmyra and comprise of both on- and off-road sections. Burlington and Mercer Counties were awarded a total of \$50,000 in TIP funding for Fiscal Year 2003 for final scope development. The trail will link several of the existing neighborhoods, parks and pathways located along its route.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: Yes, there are several vacant parcels south of the station, as well as north of the station, though these are within a flood plain. There are underutilized parcels in the station area, including the Golden Triangle site, and multiple surface parking lots.

Brownfields or Superfund site: No official brownfields or superfund sites, though the Keystone Watch Case Building and the steel plant on the Golden Triangle site are underutilized industrial buildings.

Market Characterization/Development Pressures: Average home price is \$87,000 and the market is relatively solid with homes generally selling within a couple months of being placed on the market. Riverside’s distance from major interchange makes attracting large-scale commercial development a challenge.

In Riverside Township, four residential building permits were granted in 2000, followed by seven in 2001 and 16 in 2002. All the permits issued in the Township during these

three calendar years were for single-unit structures. According to the Burlington County Department of Economic Development and Regional Planning, in June 2003, a total of 1,952 dwelling units were slated for development or under construction along the route of the new SNJLRTS line. Assuming a population increase of 2.65 persons per dwelling unit and a median household income of \$50,689 annually, this new development is expected to attract 5,173 residents and \$98.9 million in annual income into the communities along the new rail corridor. Additionally, 6.6-8.7 million square feet of industrial space is planned or under construction along the Burlington County section of the SNJLRTS corridor. Between 3,190 and 5,215 jobs will be created at a value of \$111-\$182 million annually (assumes an average salary of \$35,000). The total value of residential and non-residential construction planned or underway in this section of Burlington County is valued at \$477.2 million.

Environmental Restrictions: Some of the Golden Triangle parcel and others north of the station are within a flood plain.

**Municipal Contact:**

Gary LaVenja  
Township Administrator, Riverside Township  
609-461-0284



# Roebling

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**Address:** Just east of the intersection of Hornberger and Alden Avenues

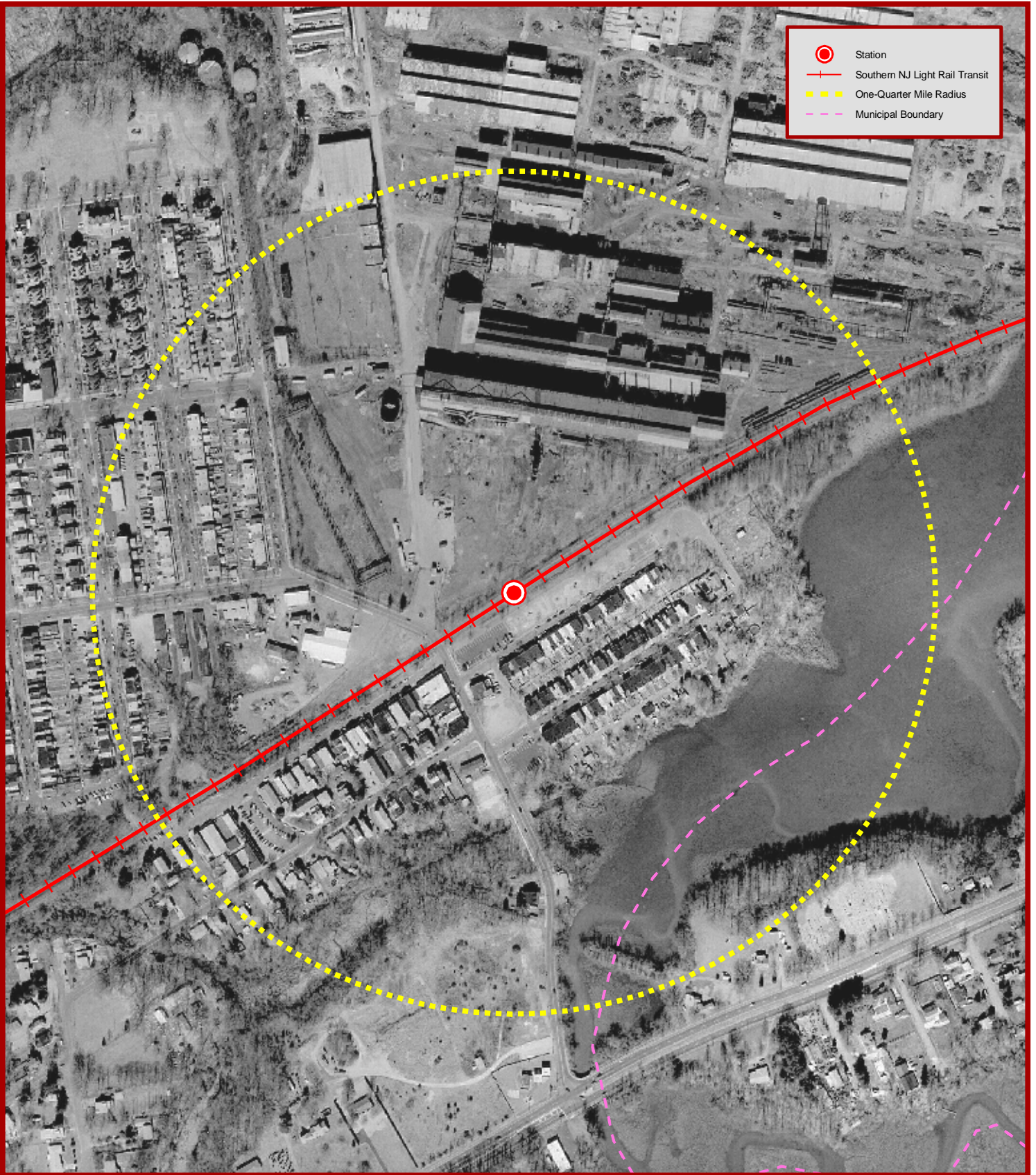
**Transit System/Line:** NJ Transit's SNJLRTS





**Municipality:** Florence Township, New Jersey

**Station Type:** Single platform



*From left to right, Roebling train platform, typical Roebling street, former Roebling steel Plant, and downtown Roebling.*



-  Station
-  Southern NJ Light Rail Transit
-  One-Quarter Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 35.1: Station Area Aerial Photo

# Roebling

Southern NJ Light Rail Transit

Burlington Co., New Jersey



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# TOD Inventory

## Map 35.2: Station Area Land Use

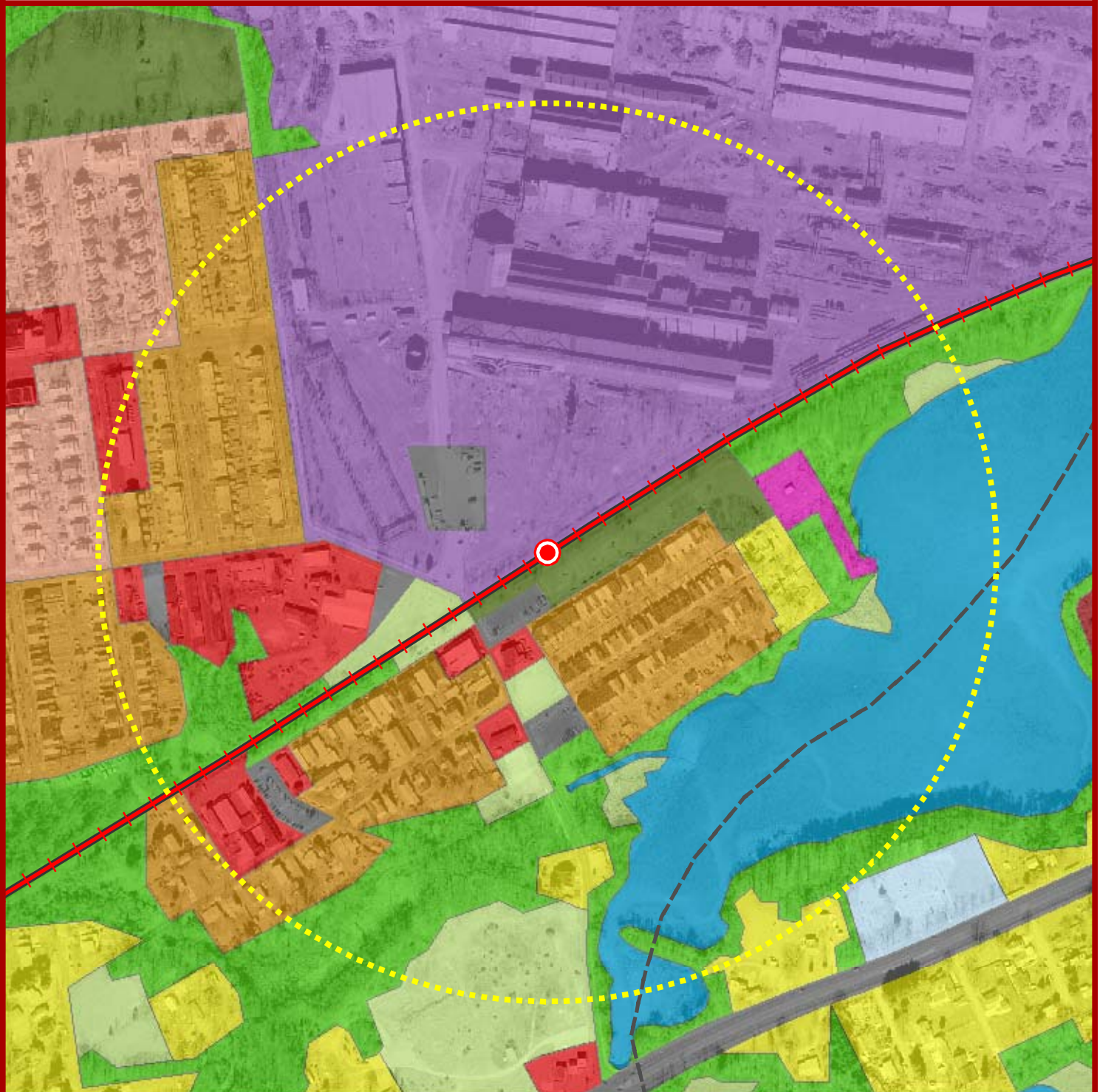


Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# Roebling

## Southern NJ Light Rail Transit

Burlington Co., New Jersey



- |                                      |                          |                    |        |                                |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                        |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Southern NJ Light Rail Transit |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius        |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary             |

**Level of Service (# of trains/day):** Based on New Jersey Transit's projections for the soon to open light rail line, trains will stop once every 30 minutes with service increased to once every 15 minutes during peak travel times. On weekdays, the station will be served by 42 trains in each direction; on weekends service will drop to 28 trains in each direction.

**Current Ridership:** NJ Transit estimates 550 daily boardings (forecast reflects the number of trips predicted to originate each weekday in Year 2020).

**Connecting Routes:** NJ Transit bus route 409. New bus feeder service will also be provided to LRT riders. Most stations will be served either by existing NJ Transit bus routes (mostly the parallel route 419 service), or by new, county-operated shuttle services (both Burlington and Camden County plan to operate service) funded from the CMAQ, JARC, and NJT Community Shuttle programs. In addition to providing bus connections to the new light rail stations, Burlington County is also working to improve pedestrian linkages and make operations and safety improvements to nearby roads.

**Parking:** Initial capacity of 215 spaces in surface parking lot with the option of expanding to 500 spaces.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Hornberger Avenue is the main road serving the station area; US Route 130 is about a third of a mile away.

Street Network: Roebling has a fairly well defined street hierarchy. Residential blocks are often long, but most are lined with buffered sidewalks. Some of the area's wider streets, such as Main Street, have grassy medians that give them the look of an attractive boulevard.

Bike Paths: No.

Trails: The proposed route of the New Jersey leg of the National Park Service's Delaware River Heritage Trail runs through Florence Township.

Sidewalks: On most streets, many with grass buffers, particularly in the residential areas west of the station.

Bus Routes: Yes, NJ Transit route 409.

Signage: Not applicable as line is not yet open. Signage proposal outlined in DVRPC's 2002 report *Transit Village Design in Burlington County*.

Wheelchair Accessible: Yes, ADA compliant.

**Station Patron Amenities:**

Bike Storage or Racks: No.

Waiting Room: No.

Ticket Office: No.

Ticket Machines: Yes.

Existing Uses: No.

Restrooms: No

**Land Uses in Station Area:** The station area is dominated by the former home of the Roebling steel mill, and the company town that grew up around the plant. The station is surrounded by high-density rowhouses, industrial areas, and the vacant land and building of the former Roebling steel mill, now a Superfund site. There is minimal office space and a few food-based commercial uses. There are no retail activities or service providers. Housing densities decrease as one moves farther from the station. The blocks closest to the light rail station include a fair amount of surface parking and a scattering of abandoned or unkempt properties. There is also a fair amount of wooded land to the south of the station, though much of this may be within a flood plain.

**Station Building Conditions:** New platform.

**Building Conditions of General Station Area:** Early 20<sup>th</sup> century company town for employees of a large steel mill and wire rope factory.

**Current Zoning:** Most of the station area falls within the boundaries of a Historic District (H) overlay. Within walking distance of the station are General Manufacturing (GM), Neighborhood Commercial (NC), and High-Density Residential (RC) zones. According to the DVRPC report *Transit Village Design in Burlington County*, the high residential densities, mixed-use zoning, and historic character of the Roebling station area provide an excellent base setting for transit-oriented development.

GM            General Manufacturing. This zoning applies to the site of the old Roebling steel mill, now a Superfund site. GM permits offices, manufacturing plants, warehouses, and related accessory uses. Minimum lot size is 60,000 square feet (approximately 1.5 acres). Building heights may not exceed 75 feet or three stories.

NC            Neighborhood Commercial. Designed to allow small-scale, neighborhood-oriented commercial development. Permitted uses include retail shops, service providers, offices, restaurants, public buildings, and single-family homes. Minimum lot size is 20,000 sq. feet.

RC High-Density Residential. Allows high-density residential development of up to 12 units per acre. Both single- and multi-family dwellings are permitted. At least 25 percent of each tract must be set aside for open space. The original parcel must be at least five acres in size, and no more than ten units are permitted in a single structure.

**Current Comprehensive or Master Plan Characterization of Station Area:** Florence Township was updating its master plan at the time this report went to press.

**Special Studies or Districts:**

DVRPC's *Transit Village Design in Burlington County* (March 2002) recommends modifying the zoning ordinance to allow for more transit-oriented development, such as allowing a greater range of permitted uses in the General Manufacturing zone, and increasing the maximum height limitations in this zone. The plan recommends updating the master plan to convey a transit-supportive vision for the station area. The study also supports road improvements, better signage, pedestrian facilities, and gateway treatments to the intersection of Route 130 and Hornberger Avenue.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

\$ *Southern New Jersey LRT-SNJLRTS* (DB#T107) is a New Jersey Transit project with funding of \$48 million in Fiscal Years 2003, 2004, and 2005, for a total of \$144 million. In Fiscal Year 2006 and 2007, "out-years", the project will be funded for \$48 million and \$121 million respectively, for an out-year total of \$169 million. This TIP allocation provides funds for the first segment of the Southern New Jersey LRT (SNJLRT) from Camden to Trenton. This project is being implemented as a turnkey project to accelerate construction and reduce overall costs. This funding provides for property acquisition and initial reimbursement to the design, build, operate and maintain (DBOM) contractor for final design and construction activities.

\$ *The Delaware River Heritage Trail* (DB#02390) is a planned bi-state, non-motorized recreational trail that will run along both sides of the Delaware River. The New Jersey portion of the trail will extend from Trenton to Palmyra and comprise of both on- and off-road sections. Burlington and Mercer Counties were awarded a total of \$50,000 in TIP funding for Fiscal Year 2003 for final scope development. The trail will link several of the existing neighborhoods, parks and pathways located along its route.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: The 250-acre site of the old Roebling steel mill presents a major opportunity for redevelopment and renewal of the Village of Roebling. Roebling already possesses the density and street layout of a transit village, but needs the redevelopment of the steel mill to revitalize the area. There are also some scattered

site vacant parcels. Roebling has formed a Redevelopment Authority to oversee redevelopment of the site.

Brownfields or Superfund site: Yes, the former Roebling steel mill is now a Superfund site. A significant portion of the site is located within the station area. Cleanup at the site is ongoing.

Market Characterization/Development Pressures: Florence Township has a strong residential real estate market and demand for rowhouses and semi-detached homes is rising. New three and four bedroom homes are selling for around \$200,000. Roebling has almost no office space and a limited retail market; however, Florence Township recently developed an industrial park that will generate an estimated \$500 million in tax revenues.

In Florence Township, 81 residential building permits were granted in 2000, followed by 78 in 2001 and 21 in 2002. All the permits issued in the Township during these three calendar years were for single-unit structures.

According to the Burlington County Department of Economic Development and Regional Planning, in June 2003, a total of 1,952 dwelling units were slated for development or under construction along the route of the new SNJLRTS line. Assuming a population increase of 2.65 persons per dwelling unit and a median household income of \$50,689 annually, this new development is expected to attract 5,173 residents and \$98.9 million in annual income into the communities along the new rail corridor. Additionally, 6.6-8.7 million square feet of industrial space is planned or under construction along the Burlington County section of the SNJLRTS corridor. Between 3,190 and 5,215 jobs will be created at a value of \$111-\$182 million annually (assumes an average salary of \$35,000). The total value of residential and non-residential construction planned or underway in this section of Burlington County is valued at \$477.2 million.

Environmental Restrictions: Cleanup of the Superfund site is an issue, though progress is being made. There is also a creek within the station area, located between Amboy Avenue and Route 130, which may impede development.

**Municipal Contact:**

Richard A. Brook  
Township Administrator, Florence Township  
609-499-2525





## **Section VII: Stations in Camden County**

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**Cherry Hill**

**Collingswood**

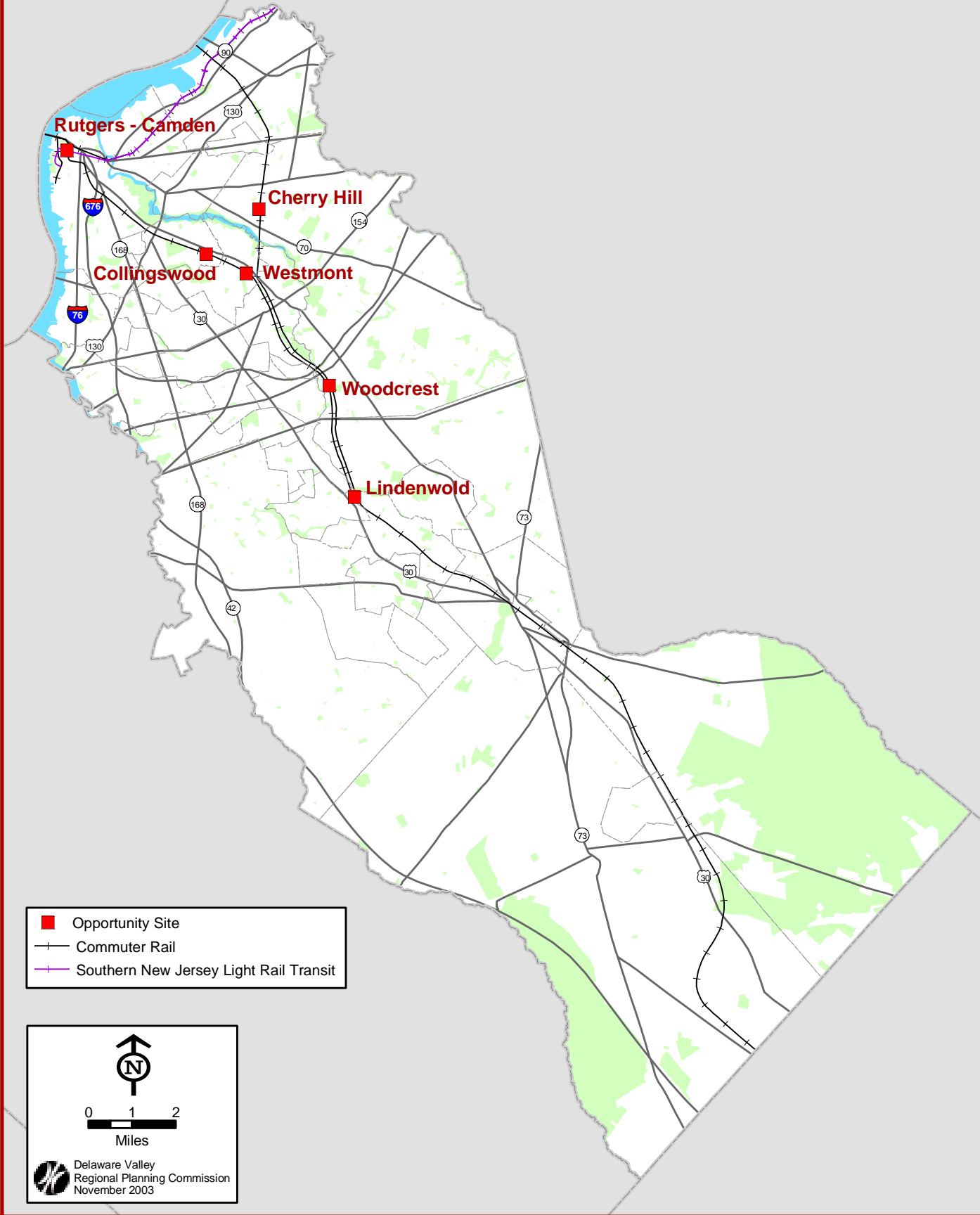
**Lindenwold**

**Rutgers-Camden**

**Westmont**

**Woodcrest**

# Map VII: Camden County Stations



- Opportunity Site
- +— Commuter Rail
- Southern New Jersey Light Rail Transit

0 1 2  
Miles

Delaware Valley  
Regional Planning Commission  
November 2003

# Cherry Hill

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**Address:** Garden State Racetrack near Route 70

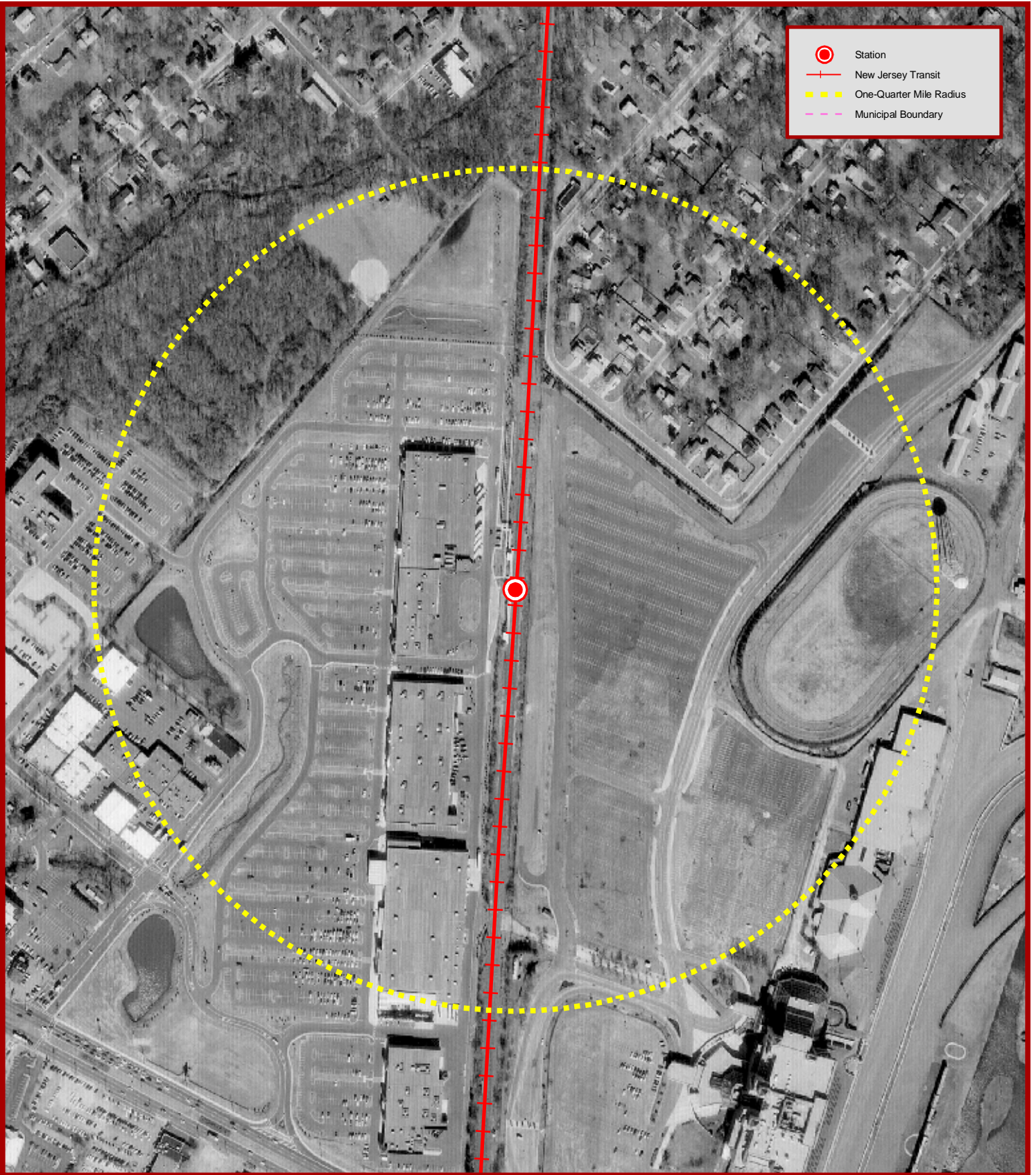
**Transit System/Line:** NJ Transit's Atlantic City Line





**Municipality:** Cherry Hill Township, New Jersey

**Station Type:** Single platform with shelters. Inbound and outbound trains stop at same platform.



*From left to right, Cherry Hill platform, station parking lot, view of Garden State Pavilions shopping center from platform, and the site of the former Garden State Racetrack.*



-  Station
-  New Jersey Transit
-  One-Quarter Mile Radius
-  Municipal Boundary

**TOD Inventory**  
 Map 36.1: Station Area Aerial Photo

**Cherry Hill**  
 NJT Atlantic City Line

Camden Co., New Jersey



Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000

# TOD Inventory

## Map 36.2: Station Area Land Use

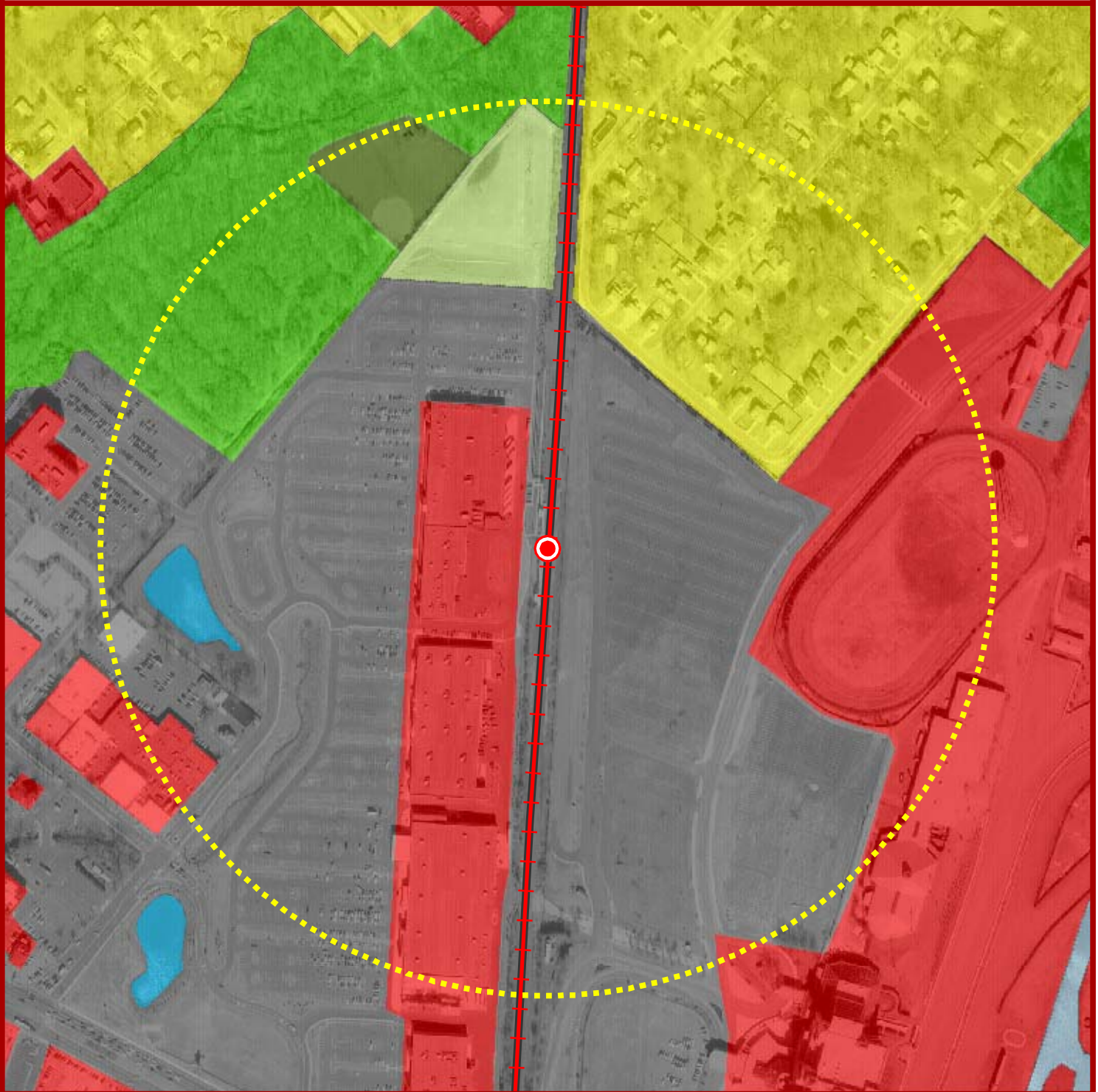


Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# Cherry Hill

NJT Atlantic City Line

Camden Co., New Jersey



**Level of Service (# of trains/day):** NJ Transit Atlantic City Line runs 14 trains per day in each direction, seven days per week. Trains run once every one to two hours during the day, once every four hours during the night.

**Current Ridership:** 168 NJ Transit boardings per weekday (half toward Atlantic City, half toward Philadelphia).

**Connecting Routes:** Two bus routes serve the area. NJ Transit bus route 406 to Philadelphia/Medford Lakes stops about a quarter mile away at Marlton Pike and South Cornell Ave. NJ Transit bus route 450 to Camden/Cherry Hill Mall stops at the train station.

**Parking:** 350 free spaces, managed by NJ Transit.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Route 70/Marlton Pike runs east-west and is the primary road in the station area. Haddonfield Road/Route 644 runs north-south to the east of the station. Park Boulevard/Route 628 runs east-west to the south of the station area and is linked to Route 70 by several smaller streets, including Sayer Avenue and South Cornell Avenue near the station. The station is situated behind the Shop Rite, and is accessed via South Cornell Avenue.

Street Network: The street network is very confusing. Northwest of Marlton Pike, the majority of the station area is made up of a network of parking lots for the shopping center, train station, and some office buildings. Northwest of Marlton Pike is the Garden State Race Track, now closed. South of Marlton Pike and west of the rail line, the streets only go one block to Park Boulevard. On the east side of the rail line, the streets go roughly three blocks to Park Place Drive. Blocks south of Marlton Pike are irregular in length, although most are fairly long, and the streets are generally narrow. There is no evidence of traffic calming measures. There is a defined street hierarchy, with Marlton Pike being the major arterial.

Bike Paths: Across Route 70 from the station area, paths run along the Cooper River in Cooper River Park.

Trails: Not in immediate station area, but the Cooper River Trail in the Cooper River Park extends from Haddonfield to Camden, passing through Cherry Hill and not far from the station.

Sidewalks: There are some sidewalks in the parking lot around the station, while sidewalks are intermittent in residential areas south of Marlton Pike. Pedestrian crossings are not well marked and there are no buffers between pedestrians, cyclists, and autos. There is currently no method of crossing from the racetrack site to the station.

Bus Routes: Yes, NJ Transit routes 406 and 450.

Signage: Inadequate. A small sign on Route 70 is hard to see, and is more suited to slower speeds. Once the turn onto South Cornell Avenue is made, the station is not visible (since it is behind the shopping center) and the signs are very confusing.

Wheelchair Accessible: Yes.

**Station Patron Amenities:**

Bike Storage or Racks: Yes, though limited, as there are two racks each able to hold two bikes.

Waiting Room: No, but covered shelters with benches.

Ticket Office: No.

Ticket Machines: Yes, two NJ Transit machines.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** The station area is comprised of a large amount of surface parking, some commercial development, the now closed Garden State Racetrack, some wooded land, and single-family detached homes.

East of the station is a large parking lot, next to which is the Garden State Racetrack. The racetrack is closed and plans for a residential/office/retail mixed-use development are in review. More information on this plan can be found under Special Studies. Northeast of the station is a neighborhood of single-family detached homes.

West of the station, land uses are primarily commercial, office, and surface parking. The commercial complex, Garden State Pavilions, includes several big-box retail stores. There is also some vacant land northwest of the station.

South of the station and outside the study area is Marlton Pike (Route 70), which is home to auto dealerships, strip retail, and suburban-style office parks, all with surface parking.

**Station Building Conditions:** The station appears new and is in good condition. It is a one-sided station, with both inbound and outbound trains using the same platform.

**Building Conditions of General Station Area:** Building conditions in the general area are mixed. The shopping center and office buildings are relatively new and in good condition. Most of the residential buildings south of Marlton Pike appear to be in fair to poor condition.

**Current Zoning:** Zoning around the station area is primarily business/commercial (B3, B4), with some residential (R2). See descriptions below. A substantial portion of the land zoned B4 is the former site of the Garden State Park (racetrack), which has great potential for redevelopment. Current zoning, given the minimum lot sizes it mandates, seems more in-line with auto-oriented development than with TOD.

- R2 Permits single-family detached homes and parks. Minimum lot size is 9,200 square feet (10,350 square feet for corner lots). The frontage of each lot must span at least 80 feet (90 for corner lots), and front setbacks must be at least 35 feet. Development is restricted to single-family homes.
- B3 Shopping Center Business Zone. Permits shopping centers, office buildings, grocery and other food stores, banks, laundry/dry cleaning, and personal service retail. Minimum lot size is one acre.
- B4 Regional Business Zone. This zone provides for the creation of a business district that serves the greater Southern New Jersey region. Development in this zone is intended to complement and supplant the existing business uses in the surrounding area. This zoning district was also established to encourage comprehensive planning and development of large areas in Cherry Hill Township. Minimum lot size is 20,000 square feet.

**Current Comprehensive or Master Plan Characterization of Station Area:**

Cherry Hill's most recent master plan was adopted in 1996, and a new one is currently being prepared. The *2003 Cherry Hill Draft Master Plan* endorses the creation of a new town center, using smart growth principles, on the site of the former Garden State Race Track. This mixed-use development would include shopping, entertainment, offices, and housing created around the transit station. The design of the new buildings would be pedestrian-oriented with an inviting streetscape that creates enjoyable public spaces. The development would also include its fair share of affordable housing, as designated by the New Jersey Council on Affordable Housing (COAH).

**Special Studies or Districts:** Cherry Hill has received planning and visioning assistance from New Jersey Transit's Transit-Friendly Communities Program.

The conceptual design for the reuse of the Garden State Racetrack includes a diverse mix of 1,191 residential units, one million square feet of office space, 500,000 square feet of retail and restaurants, and 65 acres of open space. This would create a town center for the otherwise sprawling Cherry Hill Township. The plans also include an arts center, an upscale Wegmans grocery store and café, and office space accessible to the train station on the racetrack property. The former operators of the racetrack, Philadelphia Park owner Greenwood Racing and Penn National Gaming, plan to build a \$3-million off-track betting parlor on a 10-acre parcel fronting Route 70. The off-track betting parlor would be 50,000 square feet, and include seating for more than 1,000



simulcast fans, including a 325-patron bar and lounge, 225-seat dining room and 250-seat theater, 70-seat theater lounge, and 50-seat VIP lounge.

The developer, Turnberry Associates of Florida, has joined with M&M Properties, to form Turnberry Cherry Hill LLC, a collaboration of New Jersey developers, to form a partnership that will oversee the project. Turnberry purchased the track from International Thoroughbred Breeders in December 2000 for \$30 million. The Cherry Hill Planning Board approved the plan in February 2002. Prior to partnering with M&M Properties, Turnberry had joined with Realen Properties Inc. of Berwyn to develop the site, though this partnership fell apart in February 2003 due to a number of concerns. These included traffic congestion, back taxes, and affordable housing construction. As of April 2003, Turnberry Cherry Hill LLC was considering building an additional 468 housing units (285 affordable, 183 market-rate) as a means of ending an affordable housing lawsuit. In order to avoid having this housing encroach on the open space in the site plan, some of the planned office development may be replaced with residential structures and some of the townhouse apartment buildings may be increased in height. As of July, the first phase of the development will likely be an over-55 housing community on the section of the 223-acre parcel that fronts Chapel Avenue and Haddonfield Road.

**Pending Transit Agency or DOT Improvements (including service changes):**

A request by the developers of the Garden State Racetrack site to construct a new, at-grade crossing on the rail line is currently under consideration by the New Jersey Department of Transportation.

**Development or Redevelopment Potential:**

**Vacant Land Present in Station Area:** There is extensive vacant land, most notably the racetrack property to the west, where there are plans for a large mixed-use development. The extensive surface parking lots also provide opportunity for redevelopment. Just outside the station area, there are vacant lots to the west of the rail line along Marlton Pike and to the south of Marlton Pike.

**Brownfields or Superfund Site:** There are three active Brownfield sites in the station area, according to the New Jersey Department of Environmental Protection. These sites are the Garden State Racetrack, at Haddonfield Road and Marlton Pike, next to the rail line, the New Jersey Department of Military and Veteran Affairs, at Grove Street and Park Boulevard, and the Service Station Cherry Hill Township site at 2025 Marlton Pike.

**Market Characterization/Development Pressures:** In Cherry Hill Township, 121 residential building permits were granted in 2000. Of these, 45 were for single-unit structures and 76 were for dwellings in buildings with three or more units. In 2001, 49 residential permits were issued in the township. Among them were 43 permits for single-unit structures, and six for dwellings in buildings with three or more units. In 2002, 364 permits were granted – 52 for single-unit structures and the remainder for units in structures with three or more dwellings.

Environmental Restrictions: The Cooper River runs along the southern edge of the station area. Additionally, the strip mall and office developments around the station (Garden State Pavilions) are surrounded by what appear to be man-made wetlands. Further research might include an investigation into why and how these wetlands were created.

**Other Information:**

Site Design: Suburban style development (large setbacks and surface parking lots) with little architectural detailing. The retail/office developments located in the immediate station area are well landscaped, well lighted (pedestrian-scale lighting in some places), and maintained. The residential area south of the station that stretches from Marlton Pike to Park Boulevard/Park Place has sidewalks along many blocks (some with buffers) and includes an attractive park that runs along the Cooper River.

**Municipal Contacts:**

Steve Musilli  
Director of Engineering, Cherry Hill Township  
856-424-3203

Dave Benedetti  
Director of Community Development, Cherry Hill Township  
856-488-7870

# Collingswood

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**Address:** Atlantic and Bilson Avenues

**Transit System/Line:** PATCO High-Speedline

**Municipality:** Collingswood Borough, New Jersey

**Station Type:** Street-level building with upstairs/elevated exterior platform



*From left to right, Collingswood station, view of the station platform from the parking lot, Haddon Avenue in Collingswood's commercial district, and a Victorian home near the station.*



**TOD Inventory**  
 Map 37.1: Station Area Aerial Photo

**Collingswood**  
 PATCO



Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000

Camden Co., New Jersey



# TOD Inventory

## Map 37.2: Station Area Land Use

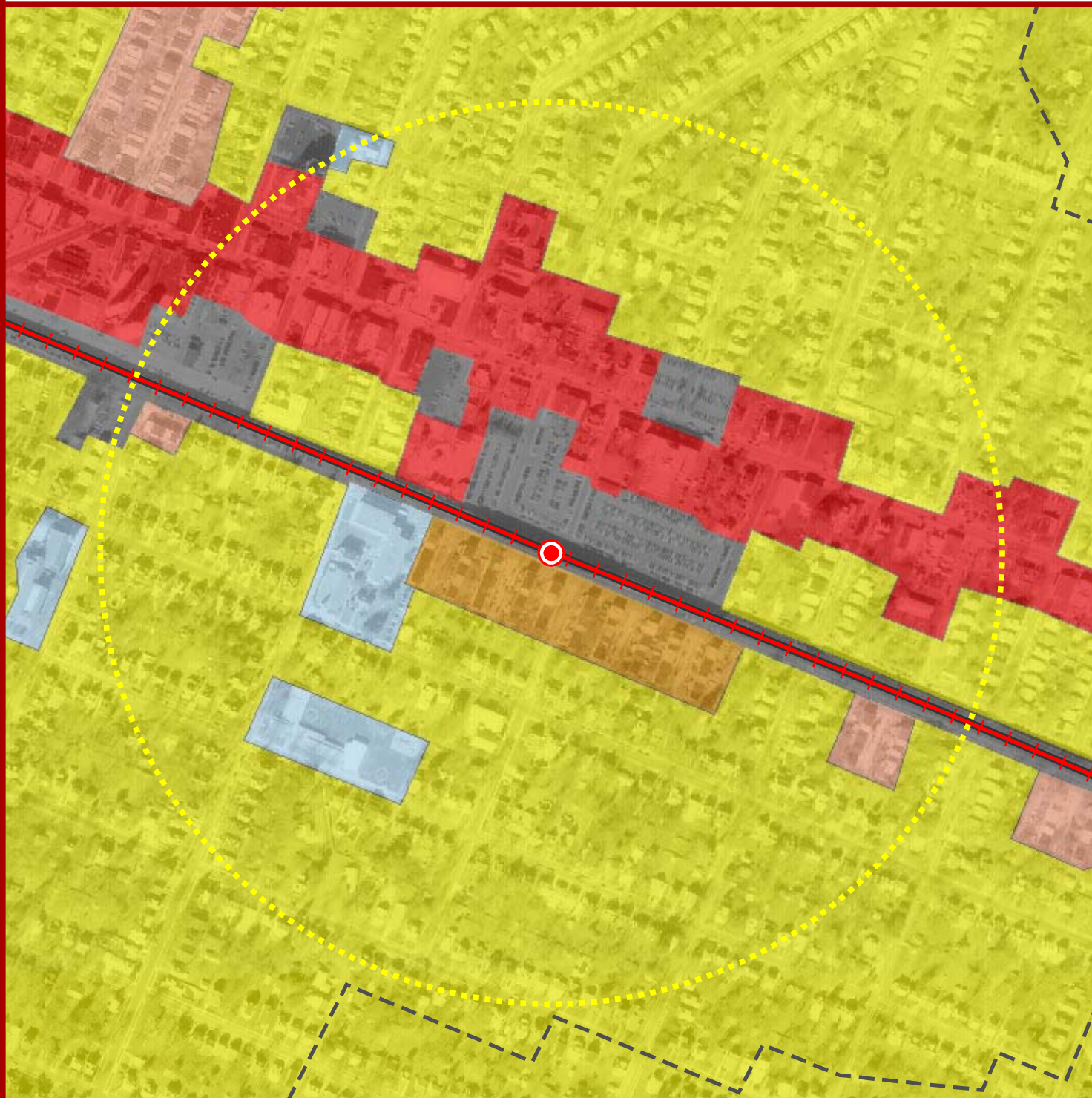
# Collingswood

PATCO

Camden Co., New Jersey



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*



- |                                      |                          |                    |        |                         |
|--------------------------------------|--------------------------|--------------------|--------|-------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                 |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | PATCO Line              |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary      |

**Level of Service (# of trains/day):** Normal schedule is 243 trains on weekdays, 193 trains on weekends.

**Current Ridership:** 2002 average is 1,547 boardings on weekdays, 556 boardings on Saturdays, 345 boardings on Sundays.

**Connecting Routes:** NJ Transit bus route 403 (to Lindenwold-Turnerville and Philadelphia), and 451 (to Camden and Echelon Mall). At the intersection of Kaighn and Haddon Avenues (0.2 miles from the station), bus route 452 collects riders heading toward Camden or Pennsauken.

**Parking:** 705 parking spaces, 119 of these are paid and 586 are free. According to pre-2002 data, 12 of these spaces are designated handicapped.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Good connectivity. The main connector roads at the PATCO station are east-west Haddon Avenue and Atlantic Avenue, and north-south connectors Lees, Bilson, Stiles, Homestead, and Conrad Avenues. The street network connects to the main commercial district along Haddon Avenue. Fern, Park, Collings and Beetlewood Aveues are other major roads that run near the station area.

**Street Network:** The station area includes relatively short and frequent blocks and a defined street hierarchy. Many of the residential streets are fairly narrow. There is little evidence of traffic calming.

**Bike Paths:** No defined facilities near the station, though many residential streets in the area are suitable for biking.

**Trails:** No.

**Sidewalks:** The pedestrian network is very good. Four dead-end streets to the south of the station platform do add some confusion, but other streets provide good access. Residential streets have landscaping and continuous sidewalks. Two areas are less desirable for pedestrians: Bilson and Stiles Avenues just north of the station are surrounded by PATCO parking; and the paved area along the northern edge of the PATCO corridor just west of the station does not have defined sidewalks or formal streets. Pedestrian crossings are not always well demarcated.

**Bus Routes** Yes, NJ Transit route 451 travels along Haddon Avenue, paralleling the PATCO line through Collingswood.

**Signage:** Limited, with only a few PATCO signs along Haddon Avenue. Signage directing PATCO riders to Haddon Avenue and vice versa is needed and can promote shopping along Haddon Avenue.

Wheelchair Accessible: Not ADA compliant. Platform may only be reached by stairs or escalator.

**Station Patron Amenities:**

Bike Storage or Racks: Yes, racks are available, and appear to be well utilized according to Haddon Avenue Study.

Waiting Room: No.

Ticket Office: Yes, though hours are not listed.

Ticket Machines: Yes.

Existing Uses: No.

Restrooms: No public restrooms, one employee restroom.

**Land Uses in Station Area:** The station area is comprised of single-family detached residential, healthy commercial, institutional uses, some surface parking, and some rowhouses and multifamily residential land uses. To the immediate south of the station, there are several blocks of attached rowhouses between the rail line and Park Avenue. South of Park Avenue, the station area is mostly comprised of single-family detached housing, as well as some twins. Non-residential uses in this area are limited to parks and schools.

One block north of the station is Haddon Avenue, which is lined with shops, restaurants, professional offices, and some auto-oriented uses such as gas stations and a few retail establishments with front end parking. At the western end of the station area, Haddon Avenue runs through Collingswood's revitalized downtown, which is a busy, pedestrian-friendly commercial district.

The area between the station and Haddon Avenue is filled mostly with parking lots (for the station), some of which are used for a farmers market on weekends. There also appear to be a few vacant, paved, fenced-off lots in this area, mostly west of the station.

The area north of Haddon Avenue is primarily residential and the blocks within the station area include single-family homes and a greater concentration of twins than is found south of the station. Some of the twins are quite modest, especially in the northwestern quadrant, close to Haddon Avenue.

**Station Building Conditions:** Fairly good. The station is clean, well-maintained, and currently undergoing renovations.

**Building Conditions of General Station Area:** Generally good. The Haddon Avenue corridor is busy with cars and pedestrians and is well maintained. Housing is generally in good condition as well. The higher-density rowhouses just south of the station area

are not maintained quite as well as the single-family detached and twin homes that lie just beyond them; however, they are occupied and the neighborhood seems safe.

**Current Zoning:** The Collingswood station is located at a site where three zoning districts converge: a single-family attached residential zone (SF-A), a central business district (CBD) and a professional office district (POD). Nearby are two other residential zones for single-family detached homes (SF-D2 and SF-D3). Bulk/area requirements could not be located in the zoning ordinance; however, given the (presumed) high density of the SF-A district and the mix of uses allowed in the CBD and POD zones, permitted land use in the station area is likely quite transit supportive.

- SF-D2      Single-Family Detached Residential District Two. District intended for mature neighborhoods that contain significant single-family, owner-occupied units on smaller lots. Permits detached single-family homes, parks/playgrounds, schools, and in-home daycares. Conditional uses include public utility facilities, churches, and home offices.
- SF-D3      Single-Family Detached Residential District Three. District intended for transitional single-family residential neighborhoods that have walkable access to the Borough's business districts. Promotes alternative living arrangements in stable, owner-occupied homes. Same permitted uses/conditional uses as SF-D2 with some additional conditional uses, including bed and breakfasts and boarding houses.
- SF-A        Single-Family Attached Residential District. District intended for mature residential neighborhoods that consist of original rowhouses and similar, attached single-family homes. Promotes their upkeep and restoration as owner-occupied units. Permits single-family attached and detached housing, parks/recreational areas, and schools.
- CBD        Central Business District. District intended for traditional downtown shopping and service opportunities. It supports creative infill and redevelopment opportunities to supplement strong, existing businesses. Permitted uses include retail stores, service establishments, restaurants (not fast food), parking lots, pharmacies, and libraries. Conditional uses include outdoor cafes, convenience stores, childcare facilities, and specialty shopping centers.
- POD        Professional Office District. District intended to support existing significant buildings, while permitting conversion of existing single-family, detached residential homes to professional offices and cultural-oriented business without changing the architectural features of the area. Permits professional offices, home offices, studios, bed and breakfasts, clubs/lodges, and funeral homes, as well as single-family detached homes. Conditional uses include theaters, restaurants, childcare facilities, and convenience stores.



**Current Comprehensive or Master Plan Characterization of Station Area:**

Collingswood's master plan, completed in 1999, recommends more commercial and retail services in the station area, along with more civic, commercial, and residential uses along Atlantic Avenue, south of the PATCO station and the main business district. The master plan recommends mixed-use development in this area to better connect PATCO with the rest of the borough, and to expand the existing business district on Haddon Avenue.

**Special Studies or Districts:**

The *Haddon Avenue/PATCO High-Speedline Corridor Study* (2002), by Kise, Straw & Kolodner for Camden County, found that Collingswood has an intact traditional "Main Street" (Haddon Avenue), such that any recommendations should focus on sensitive infill development and redevelopment. The study also recommends streetscape improvements for Haddon Avenue that link all four of the stations studied (Ferry Avenue, Westmont, Collingswood, and Haddonfield).

*Heart of Collingswood Plan* (pending), a 2002 DVRPC TCDI project, will look at alternative solutions to traffic as well as conduct a market feasibility study in order to develop a plan to manage and direct new growth. While the Borough of Collingswood has experienced success in re-inventing its downtown, it now must investigate innovative transportation alternatives to handle the increase in both vehicle and pedestrian traffic.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

- *Station Modernization – PATCO Lindenwold High-Speedline* (DB# DR047), a Delaware River Port Authority project, will receive \$500,000 in funding in Fiscal Year 2005, as well as in "out-years" Fiscal Year 2006 and 2007, for a total of \$1.5 million. The project will implement improvements to various stations on the PATCO High-Speedline.

**Development or Redevelopment Potential:**

**Vacant Land in Station Area:** There are a few underutilized paved lots between the rail line and Haddon Avenue, especially west of the station. The Haddon Avenue/PATCO High-Speedline Corridor Study by Kise, Straw & Kolodner found that there are only two vacant properties (Carroll Studios and Mohrfeld Fuel Company) in the station area itself, though there are several underutilized properties along Haddon Avenue near the station.

**Brownfields or Superfund site:** According to the New Jersey Department of Environmental Protection, there are six active Brownfield sites in the station area, and one closed site (with restrictions). The active sites are: the 22 Linden Avenue East site, the 24 Frazer Avenue site, the 602 Park Avenue site, the 711 Merrick Avenue site,

Mohrfeld Incorporated at 24 Lees Avenue, and Peter Lumber Company at 616 Haddon Avenue. The closed site is the First United Methodist Church at 201 Dayton Avenue.

Market Characterization/Development Pressures: In Collingswood Borough, three residential building permits were granted in 2000 for single-unit structures. No permits were issued in 2001 or 2002.

According to a fairly recent *New York Times* article, "What Saved Collingswood? Teamwork" (November 3, 2002), Collingswood's downtown was declining five or six years ago and failing to compete with area shopping malls. The downtown vacancy rate hovered around 30-40%. Collingswood began its comeback by forming a Special Improvement District in 1999. This was made possible through state legislation, enacted in 1984, that allows towns to assess commercial property owners an additional tax, based on property evaluation, and use the proceeds for security, lighting, sidewalks, building renovation, business recruitment, and promotions. Collingswood's district raises \$200,000 annually. Local officials also aggressively recruit new businesses. Specialty retail (children's clothing boutiques, high end hardware and furniture, unique gift stores, gourmet takeout) appears to be a growing market niche in Collingswood. Thirty new businesses have opened up in the town in 2002, and as of late 2002, there were no unoccupied spaces for rent downtown. Residential values also continue to rise, and have been particularly strong in the last five years.

According to the Kise Straw & Kolodner and Real Estate Strategies market assessment of Haddon Avenue (May 2002), office occupancy rates in the station area approach 95 percent, with office rental rates along the Haddon Avenue corridor ranging from \$16-20 per square foot plus electric. Office space close to the PATCO stations leases easily. Retail space along the corridor rents from \$10-20 per square foot, with Collingswood properties generally falling near the lower end (as compared to the rest of the Haddon Avenue corridor). Occupancy of retail space hovers around 90 to 95 percent. The home sales market in the area has remained strong throughout the recent economic downturn and several new developments of townhouses and single-family homes are currently under construction. Real estate brokers state that proximity to a PATCO station typically reduces a property's selling time, but not its sales price. They believe proximity to mass transit is more important to an area's renters than to its homeowners. The rental market in western Camden County and along Haddon Avenue is extremely strong and vacancy rates are quite low. Rents increase as one moves farther east and southeast along Haddon Avenue.

In addition, and quite importantly, there is local support for TOD among borough officials, who are actively engaged in promoting TOD uses that are visible and accessible to the existing station.

Environmental Restrictions: Nothing apparent, no creeks or waterways.

**Other Information:**

Site Design: Residential properties are situated relatively close to the street and many have unique, architectural character. Sidewalks and trees line many streets. Lighting is more oriented toward cars than pedestrians. There appear to be few abandoned or unkempt properties. The PATCO station does represent an underutilized “back door” to the Main Street of Haddon Avenue. A better linkage and relationship between the two would attract more riders to PATCO, and more shoppers and residents to Collingswood.

**Municipal Contact:**

Bradford C. Stokes  
Borough Administrator, Collingswood Borough  
856-854-2901, ext. 124



# Lindenwold

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**Address:** Berlin Road and White Horse Road

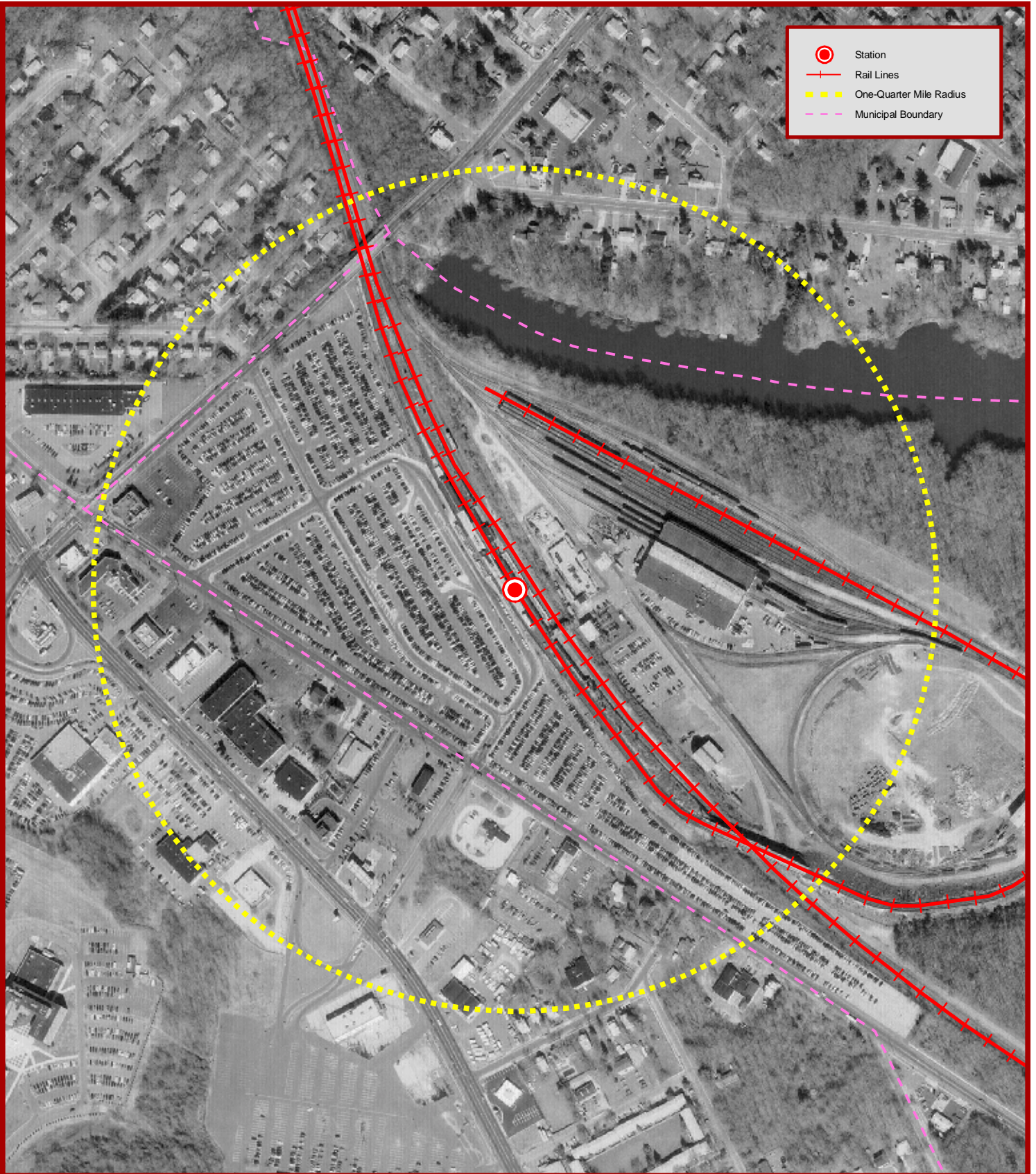
**Transit System/Line:** PATCO High-Speedline, NJ Transit's Atlantic City Line

**Municipality:** Lindenwold Borough, New Jersey

**Station Type:** Street-level building with upstairs/elevated exterior platform



*From left to right, station parking lot, residential development off White Horse Road, parking lot entrance on Berlin Road, and commercial development at the intersection of Berlin and White Horse Roads.*



	Station
	Rail Lines
	One-Quarter Mile Radius
	Municipal Boundary

# TOD Inventory

Map 38.1: Station Area Aerial Photo

# Lindenwold

PATCO / NJT Atlantic City Line

Camden Co., New Jersey



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# TOD Inventory

## Map 38.2: Station Area Land Use

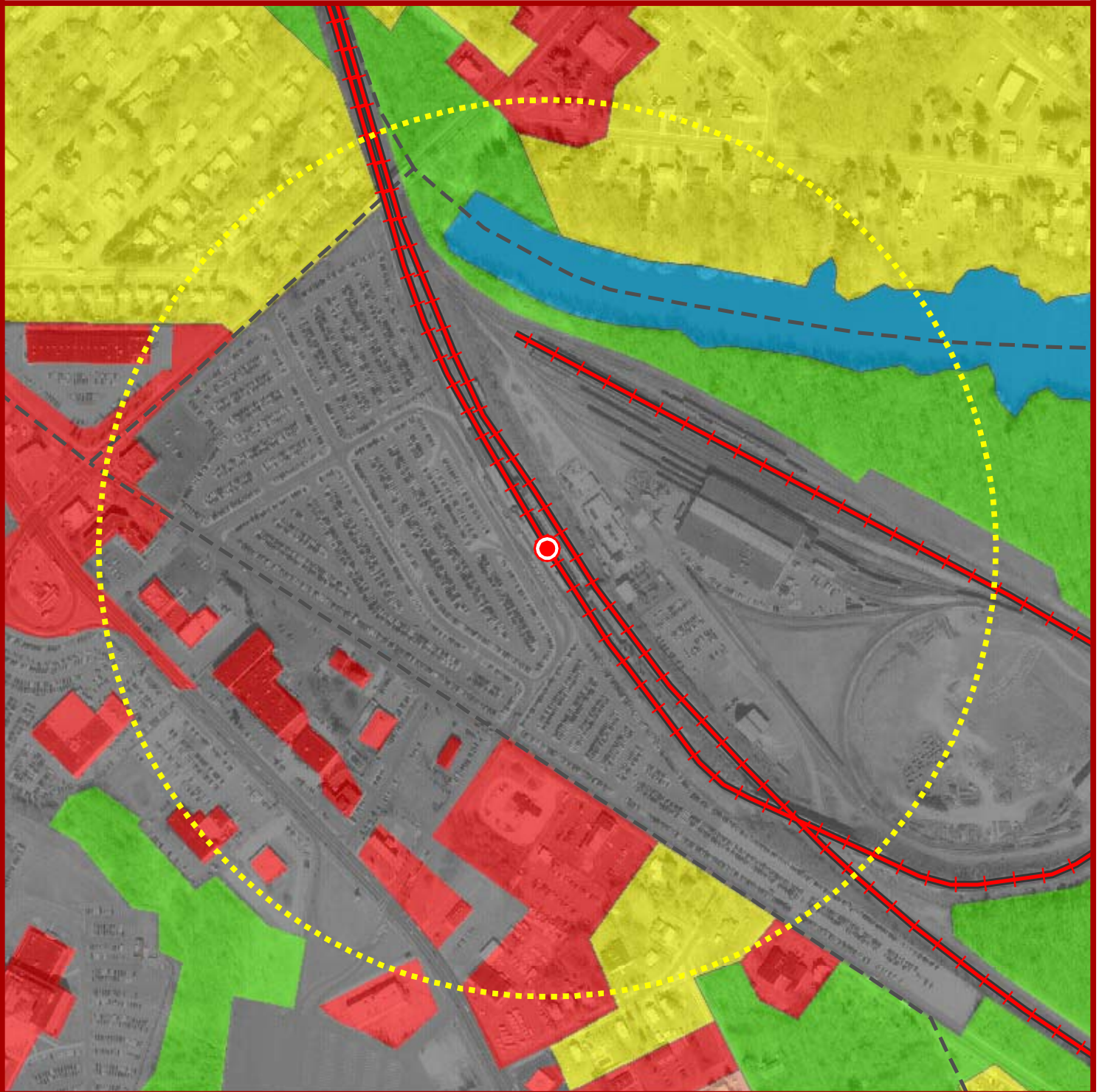


Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# Lindenwold

## PATCO / NJT Atlantic City Line

Camden Co., New Jersey



- |                                      |                          |                    |        |                         |
|--------------------------------------|--------------------------|--------------------|--------|-------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                 |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | PATCO / NJ Transit Line |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary      |

**Level of Service (# of trains/day):** PATCO runs 243 trains on weekdays, 193 on weekends.

NJ Transit Atlantic City Line runs 14 trains per day in each direction, seven days per week. Trains run once every one to two hours during the day, once every four hours during the night.

**Current Ridership:**

PATCO: 4,710 boardings per weekday; 1,530 on Saturdays; 982 on Sundays.  
New Jersey Transit: 479 boardings per weekday with most heading toward Atlantic City.

**Connecting Routes:** NJ Transit buses 403 (to Lindenwold-Turnerville and Philadelphia), 459 (to Avondale and Echelon Mall) and 554 (to Atlantic City).

**Parking:** 3,337 parking spaces, with 2,759 free spaces and 578 paid spaces. According to pre-2002 data, 45 of the total spaces are reserved as handicapped.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Several major roads intersect near the station area, including Berlin Road, Glendale Road, White Horse Pike, White Horse Road, Gibbsboro Road, and Laurel Road. Atlantic Avenue, which links these roads to the station area, also likely accommodates a significant portion of the station's traffic.

**Street Network:** The street network in the station area is limited. Directly south of the station is a parking lot, bordered by White Horse Road and Berlin Road, which meet just north of White Horse Pike. All are wide arterial roads. West of White Horse Road, as well as north of the rail line, are residential areas with grid street patterns, including relatively short blocks with fairly narrow streets.

**Bike Paths:** No.

**Trails:** No.

**Sidewalks:** Very limited, as they are narrow and not well marked. The major intersections are treacherous for pedestrians and do not have signalized pedestrian crossings.

**Bus Routes:** Yes, NJ Transit routes 403, 459, and 554.

**Signage:** Limited, only a few signs direct drivers to the station.

**Wheelchair Accessible:** Yes, elevator also available.



**Station Patron Amenities:**

Bike Storage or Racks: Yes.

Waiting Room: Yes, some seating is available inside the station building; however, it does not look out onto the platform.

Ticket Office: Yes, open 6:00 a.m. to 8:30 a.m. Monday through Friday.

Ticket Machines: Yes, two in station.

Existing Uses: No.

Restrooms: Yes, two for the public, two for employees.

**Land Uses in Station Area:** The station area is predominantly made up of station parking, with some commercial development and single-family detached housing. To the east of the station is a large rail yard, behind which is the south branch of the Cooper River. Beyond the river are low-density, single-family detached homes and some office/professional buildings. The western and southern portion of the Lindenwold station area is largely comprised of the station's parking lot. South and southeast of the parking lot, across Berlin Road and White Horse Pike, land use consists of auto-oriented commercial development, such as car dealerships and restaurants. Some of the buildings along Berlin Road are vacant. Nearly all of these commercial structures are surrounded by paved parking lots. Development caters to the automobile and is not mixed-use, housing is not varied, there is no increase in density closer to the transit station, and all parking is surface parking.

**Station Building Conditions:** Good, well maintained, some renovation work is currently underway.

**Building Conditions of General Station Area:** Auto-oriented commercial development including car dealerships, offices, and chain restaurants. Some buildings along Berlin Road look vacant. Automobile traffic is fairly steady but not overwhelming. This section of Lindenwold appears to be a commercial area in decline.

**Current Zoning:** Lindenwold station is located at the point where the municipalities of Stratford, Somerdale, Voorhees and Lindenwold all converge; hence, the station area encompasses small portions of four different communities. The portion of the station area that lies in Lindenwold proper (the largest portion – and also the municipality where the station is located) is zoned Light Industrial (L-I). The minimum lot size in this zoning district is one acre. Lots must have 200 feet of frontage and buildings must not exceed 60 feet in height. The portions of the station area located in Stratford and Somerdale Boroughs and Voorhees Township are separated from the station area by Berlin Road, Glendale Road, and Kirkwood Lake.

**Current Comprehensive or Master Plan Characterization of Station Area:** None.

**Special Studies or Districts:** None.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

\$ *Modernization of the Lindenwold Center Tower* (TIP # DR038) is a Delaware River Port Authority project with funding of \$1.5 million in Fiscal Year 2003, \$500,000 in Fiscal Year 2004, and \$200,000 in Fiscal Year 2005. These grants will provide for the fit-out of the second floor of a new Administration/Center Tower building at the Lindenwold station. Additionally, they will allow for the purchase and installation of new equipment for centralized train control, traction power control, and integrated customer service and communication facilities.

\$ *Station Modernization – PATCO Lindenwold High-Speedline* (DB# DR047), a Delaware River Port Authority project, will receive \$500,000 in funding in Fiscal Year 2005, as well as in “out-years” Fiscal Year 2006 and 2007, for a total of \$1.5 million. The project will implement improvements to various stations on the PATCO High-Speedline.

\$ *Lindenwold Yard Tie Renewal* (TIP # DR044) is a Delaware River Port Authority project with funding of \$1.5 million in Fiscal Year 2004. This grant will provide for new railroad ties at Lindenwold Yard. The existing ties are original to the system and are due for replacement.

\$ *Rehabilitation of Linden Interlocking* (TIP # DR043) is a Delaware River Port Authority project with \$100,000 of funding in Fiscal Year 2003. This project will extend the current signal system to the Lindenwold Yard limits, completing the new reverse signaling system.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: The large surface parking lots presents an opportunity for TOD, though PATCO needs to protect its ridership revenues by ensuring an unimpeded parking supply. Given the station’s amount of potentially developable land, and two transit lines, it may be possible to build a mixed-use TOD while also ensuring the availability of parking. There is also some wooded land to the south near the surface parking lots of the commercial businesses.

Brownfields or Superfund site: According to the New Jersey Department of Environmental Protection’s 2001 Known Contaminated Sites list, there are two active and two closed sites in the station area. The active sites are the Exxon Service Station in Stratford Borough at Lancaster Avenue and Laurel Road, and the Shell Service Station in Lindenwold Borough at White Horse Pike and Burnt Mill Road. The two sites closed with restrictions are the Amoco Service Station at 57 Whitehorse Pike and the Holman Lincoln Mercury Company at 40 White Horse Pike.

Market Characterization/Development Pressures: In Lindenwold Borough, two residential building permits were granted in 2000, followed by one in 2001 and three in 2002. All the permits issued in Lindenwold during these three calendar years were for single-unit structures.

Environmental Restrictions: The south branch of the Cooper River runs behind the rail yard across the rail line from the station.

**Other Information:**

Site Design: Development around the station is suburban style with large surface parking lots and setbacks. Sidewalks are almost nonexistent and street lighting is auto-oriented. Little effort has been made to enhance the streetscape through landscaping or any other means.

**Municipal Contact:**

Frank DeLucca, Jr.  
Mayor, Lindenwold Borough  
856-783-2121



# Rutgers-Camden

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**Address:** Northbound platform on Cooper Street, between Front Street and Second Street; southbound platform on Cooper Street, between Second Street and Third Street

**Transit System/Line:** NJ Transit's SNJLRTS

**Municipality:** Camden, New Jersey

**Station Type:** Two platforms



*From left to right, the southbound platform on Cooper Street, testing an LRT vehicle on Cooper Street, and the Victor Building redevelopment project.*



	Station
	SNJLRT Line
	One-Eighth Mile Radius
	Municipal Boundary

# TOD Inventory

Map 39.1: Station Area Aerial Photo

# Rutgers-Camden

Southern NJ Light Rail Transit

Camden Co., New Jersey



 Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# TOD Inventory

## Map 39.2: Station Area Land Use

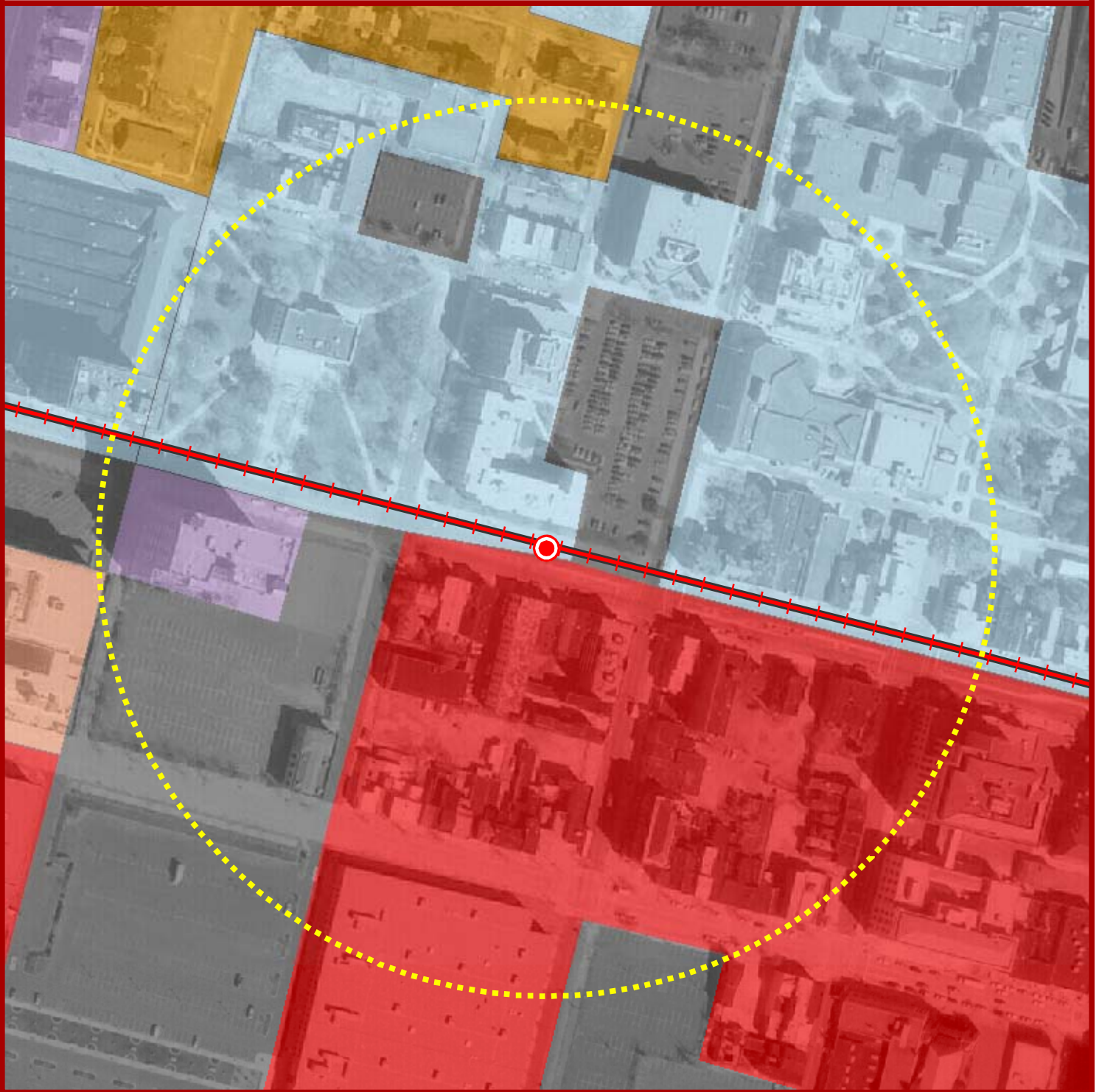
# Rutgers-Camden

## Southern NJ Light Rail Transit



Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

Camden Co., New Jersey



- |                                      |                          |                    |        |                                |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------------|
| Residential - Single-Family Detached | Mnf - Heavy Industrial   | Community Services | Mining | Station                        |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Southern NJ Light Rail Transit |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Eighth Mile Radius         |
| Mnf - Light Industrial               | Commercial               | Agriculture        | Water  | Municipal Boundary             |

**Level of Service (# of trains/day):** Based on New Jersey Transit's projections for the soon to open light rail line, trains will stop once every 30 minutes with service increased to once every 15 minutes during peak travel times. On weekdays, the station will be served by 42 trains in each direction; on weekends service will drop to 28 trains in each direction.

**Current Ridership:** NJ Transit estimates 370 daily boardings (forecast reflects the number of trips predicted to originate each weekday in Year 2020).

**Connecting Routes:** NJ Transit bus routes 452 to Pennsauken and 453 to Woodlynne stop at 3<sup>rd</sup> and Market Streets, one block south of the station. New bus feeder service will also be provided to LRT riders. Most stations will be served either by existing NJ Transit bus routes (mostly the parallel route 419 service), or by new, county-operated shuttle services (both Burlington and Camden County plan to operate service) funded from the CMAQ, JARC, and NJ Transit Community Shuttle programs.

**Parking:** No dedicated parking.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Major roads include Cooper and Market Streets, which run east-west through downtown Camden. Front, 2<sup>nd</sup> and 3<sup>rd</sup> Streets, which run north-south, also serve the station area. The station is also close to I-676 (exit/onramp connects to Cooper Street).

**Street Network:** Downtown grid runs throughout the station area. Blocks are relatively short. The street hierarchy is well defined with Cooper, Delaware and maybe Market and 3<sup>rd</sup> Streets serving as the major roads in this section of downtown. Minor streets are relatively narrow.

**Bike Paths:** No.

**Trails:** No.

**Sidewalks:** Yes. Streets have new, pedestrian-scale street lamps, street trees, and brick sidewalks along many blocks. Pedestrian crossings, for the most part, are well demarcated.

**Bus Routes:** NJ Transit routes 452 to Pennsauken and 453 to Woodlynne.

**Signage:** Not applicable, as station was under construction at time of site visit.

**Wheelchair Accessible:** Yes, ADA compliant.

**Station Patron Amenities:**

**Bike Storage or Racks:** No.



Waiting Room: No.

Ticket Office: No.

Ticket Machines: Yes.

Existing Uses: No.

Restrooms: No

**Land Uses in Station Area:** The station area is comprised of mostly institutional uses to the north, commercial uses to the south, and large surface parking lots to the north and south. To the north and northwest is the Rutgers University – Camden campus. To the north and northeast, just outside the station area, is the Cooper Grant neighborhood, which is comprised largely of old rowhouses. The area appears to be home to low-income households and students, though many of the houses are fairly well maintained. The Cooper Grant area also includes Rutgers Community Park, which is located on the north side of Linden Street, and several vacant lots interspersed between residential properties. Farther west, across Delaware Avenue, is Campbell's Field, home to the Camden Riversharks, a minor league baseball team.

To the south and southwest of the station is a mix of abandoned industrial buildings (2<sup>nd</sup> and Cooper), surface parking lots (2<sup>nd</sup> and Market) and new office development (3<sup>rd</sup> and Market). The redeveloped Victor Building, formerly the RCA Nipper Building, at Market and Delaware is also located just outside the 1/8 mile radius to the west.

To the southeast is a mix of office and retail development. Some buildings are low-rise rowhouses that have been converted into a variety of uses. There are some vacant lots and several buildings look abandoned or have fallen into disrepair. There is some commercial development along 3<sup>rd</sup> Street between Cooper and Market, and some along Market Street between 3<sup>rd</sup> and 4<sup>th</sup>.

Cooper Street functions as a major thoroughfare for this section of downtown. The north side of Cooper, from Front Street east, is dominated by the Rutgers campus. Most properties along this side and section of the street are well maintained. The south side of this section of Cooper Street has a higher level of abandonment and properties are not as well maintained. Recent streetscape improvements have improved the overall aesthetics of the street.

**Station Building Conditions:** New platform.

**Building Conditions of General Station Area:** Building conditions in the station area are varied. To the north and northeast of the station is the Rutgers-Camden campus, which is comprised of occupied institutional buildings on well-maintained grounds. To the southwest of the station is the RCA Nipper Building, which is being converted by

Dranoff Properties into luxury apartments. The new Campbell's Field stands at the western edge of the station area. Still, the area also includes a significant number of abandoned and underutilized properties. For example, on Cooper Street, directly south of the northbound SNJLRTS platform, is an abandoned, multi-story warehouse/commercial building that appears to have potential for conversion into residential lofts. The station area also includes a large amount of surface parking. This section of Camden appears to be receiving a significant amount of new investment; however, it still has some significant challenges to overcome. There are almost no retail, restaurant, or personal service outlets in this section of Camden.

**Current Zoning:**

The station will be located in an Institution-Residence Mixed-Use District (I-R) and surrounded by industrial (I-2), commercial (C-3), commercial waterfront (C-W) and City Center Flexible Development (C-C) districts. North of the Rutgers campus is a substantial area of land zoned R-2 residential. Except for R-2 and I-2, all these zones allow varying forms of mixed-use and generally high-density development that is transit-supportive.

- R-2            Establishes a zoning for single-family and multifamily dwellings at a maximum density of approximately one hundred nine (109) units per acre. Municipal buildings, parks, places of worship, planned unit developments, educational institutions and in-home businesses/home occupations are also permitted.
  
- I-R            Permits all uses outlined under R-2, as well as universities, health care facilities, sanitariums, business/professional/governmental offices, planned unit/residential developments, off-street parking.
  
- I-2            Provides for heavy manufacturing. Residential uses are prohibited (except for caretakers/watchmen), as is the production of flammable/hazardous materials.
  
- C-3            Allows range of uses including retail, restaurants, offices, institutional uses, off-street parking, hotels, government offices, transportation facilities/stations, multi-level parking lots, recreation centers, and health clubs.
  
- C-W            Permits all uses outlined under R-2, as well as business/professional offices, hotels, marinas, first floor retail/restaurants, and light industrial uses, including or similar to assembly, high-technology, robotics, electronics, science or research laboratories.
  
- C-C            Allows residential uses outlined in R-2, retail, offices, restaurants, amusement/entertainment establishments, and limited wholesaling.

**Current Comprehensive or Master Plan Characterization of Station Area:**

*FutureCamden*, the city's new master plan, has been adopted by the Camden City Council. However, the revised zoning ordinance proposed by the plan has not yet been approved. The guiding principles of the *FutureCamden* plan include seeking regional solutions, creating an urban center, empowering residents, and initiating a five-year plan of action to guide future investment in the city.

*FutureCamden* envisions the city becoming southern New Jersey's center for government, education, health care and entertainment. According to the plan, the city's downtown will be revitalized and its neighborhoods will be strengthened. The CBD will become a 24-hour downtown and additional commercial activity will be concentrated in compact retail corridors. Schools will improve, recreational facilities will be cleaned up and made safe, and public safety and social services will be expanded. New, living-wage jobs will be created as well, in part by new investment in the Port of Camden.

Transportation improvements outlined in the plan include upgraded public transit (improved bus service, extended light rail tracks, and ferry and tram enhancements), enhanced parking facilities in the CBD and along commercial corridors, expanded pedestrian and bicycle networks, and improved streetscaping.

*FutureCamden* seeks to improve neighborhoods and the existing housing stock through efforts to implement citywide policies that aim to manage vacancies, retain/attract middle-income residents, de-concentrate poverty, and develop public/private partnerships.

**Special Studies or Districts:**

The station area is part of the Camden Urban Enterprise Zone. The designation, prompted by the New Jersey Urban Enterprise Zone Act of 1983, authorized the provision of tax incentives and other benefits to businesses in distressed urban areas throughout the State of New Jersey. The intended impact of the Urban Enterprise Zone legislation was the revitalization of the State's struggling urban communities through the creation of private sector jobs and investment in targeted urban areas. The program is administered under the auspices of the Business Development Center (BDC). Business benefits of locating in the zone include sales and use tax exemptions, reduced sales taxes, employee tax credits, and unemployment insurance awards.

Camden is also home to a Federal Empowerment Zone, administered in Camden by the Camden Empowerment Zone Corporation. Business benefits for locating within the zone include tax-exempt bond financing (EZ facility bonds), employee tax credits, work opportunity tax credits, and a higher Section 179 expensing federal tax deduction.

*City of Camden Downtown Transit Plan*, a 2003 DVRPC TCDI project, will contribute to the creation of a comprehensive, parcel-by-parcel plan for the redevelopment of an area comprising eight to ten blocks of the City's downtown. The plan will focus on mixed-use development – both rehabilitation efforts and new construction – and discuss methods of increasing transit use by visitors, residents, students, and downtown workers. There

is substantial interest in attracting new, private investment to the transit, waterfront, and institutional areas that have received millions of public dollars in recent years.

*Camden Waterfront Master Plan* developed by the Cooper's Ferry Development Association envisions the Camden waterfront as a mixed-use community. In addition to advocating new residential, office, and retail development along the City's waterfront, CFDA has focused its efforts on promoting the waterfront (in conjunction with the Philadelphia side of the river) as an entertainment and recreation destination. Since the early 1990s, a number of new attractions have been built in this section of Camden, including the New Jersey State Aquarium (opened in 1992, with annual attendance over 500,000) and the Tweeter Center (opened in 1995, with summer attendance of 450,000). New office development has also opened along the waterfront, including the Camden Aerospace Center (housing 1,200 employees) and One Port Center. Transportation and infrastructure investments have also been important elements of the redevelopment of the waterfront. The RiverLink Ferry, which opened in 1992, links Penn's Landing and the Camden Waterfront, and recent public investment has resulted in the construction of a 700-space parking garage as well as significant road improvements. The Delaware River Aerial Tram, which will link the Camden and Philadelphia waterfronts, is currently under construction.

The *Interior Gateway Initiative* is another effort by the Cooper's Ferry Development Association to improve the physical environment in the City of Camden. Conceived in 2000, the Interior Gateway Initiative channels \$35 million into improvements designed to increase the attractiveness of the city's entrances. Projects include streetscape enhancements, signage installation, underground utility replacement/repair, and building renovations.

In April 2003, a draft *Strategic Revitalization Plan* (SRP) for Camden was prepared for the New Jersey Economic Development Authority. This plan was developed to guide the work of the Economic Recovery Board as it directs investment in the City of Camden. Improving the City's tax ratable base and expanding Camden's role as a regional employment center are two central economic goals of the SRP. Additionally, the SRP seeks to put forth a revitalization strategy that will lead to the creation of jobs that are targeted to Camden residents, and improve housing and neighborhoods throughout the City. Unlike *FutureCamden*, the City's master plan, which articulates a long-term vision for future development, the SRP is a short-term tool designed to help allocate state resources to various projects in Camden. Recommendations included in the SRP that pertain to the Rutgers SNJLRTS station area include expanding the City's office base, linking academic and health care institutions to other development efforts, improving pedestrian linkages between the waterfront and the City's downtown activity centers, and expanding residential options by creating a wide range of new housing opportunities together with retail and support services that cater to local residents. The report also cites the mortgage programs developed by Yale University and the University of Pennsylvania to encourage their employees to purchase homes in the neighborhoods that surround their institutions. It goes on to suggest that a few of

Camden's larger institutions may want to consider undertaking similar efforts. The plan also advocates providing additional housing for the City's student population.

*Center City Camden: The Economic Engine of Camden's Revitalization* was released by the Greater Camden Partnership in April 2003. The proposals outlined in the report aim to create a unified downtown Camden that capitalizes on the City's existing assets and links its various districts by introducing new uses/projects in key areas. In general, the projects included in the plan are very dependent on public subsidies.

The major goals outlined in the report include 1) blending new and existing attractions into a single continuous experience, 2) converging all sectors into a critical mass of synergistic uses, 3) capitalizing on downtown's compactness and walkability, and 4) using public transportation as a framework for new development. According to the report, one commodity downtown Camden has in abundance is public transit.

The redevelopment of Camden's waterfront, the expansion of the Rutgers campus, and the conversion of the Nipper building into loft apartments, has led forecasters to conclude that visits to Camden will rise markedly over the next few years. In response, the report outlines several recommendations, including the promotion and management of the Light Rail system as a safe and convenient mode of travel linking the communities between Camden and Trenton.

The *Camden Hub Plan*, is a two-year study by the Walter Rand Institute at Rutgers-Camden, along with Wallace Roberts & Todd, Urban Partners, and the Voorhees Transportation Policy Institute at Rutgers-New Brunswick. It is funded by a \$261,000 grant from the Office of State Planning. The plan covers the City of Camden and thirteen surrounding communities, in an effort to declare the area an "urban complex", in order to qualify for priority funding from state agencies. The vision for the plan is to engender "county leadership for a clear and sustainable network of healthy communities". The plan recommends: developing green infrastructure; improving transit service, such as expanding PATCO to Gloucester County, and encouraging TOD in Merchantville and East Camden; improving access management on roadways; promoting center development over ribbon or strip development; and supporting "corridors of character".

New Jersey Transit's Transit-Friendly Communities Program is set to begin a study of the station in fall 2003.

#### **Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

\$ *Southern New Jersey LRT-SNJLRT* (DB #T107) is a New Jersey Transit project with funding of \$48 million in Fiscal Years 2003, 2004, and 2005, for a total of \$144 million. In Fiscal Year 2006 and 2007, "out-years", the project will be funded for \$48 million and \$121 million respectively, for an out-year total of \$169 million. This TIP allocation provides funds for the first segment of the

Southern New Jersey LRT (SNJLRT) from Camden to Trenton. This project is being implemented as a turnkey project to accelerate construction and reduce overall costs. This funding provides for property acquisition and initial reimbursement to the design, build, operate and maintain (DBOM) contractor for final design and construction activities.

**Development or Redevelopment Potential:**

**Vacant Land Present in Station Area:** There are large surface parking lots in the station area that could and should (given its urban setting) be redeveloped. There is vacant land beyond the eighth-mile radius and vacant properties within the station area and beyond.

**Brownfields or Superfund site:** There are no sites in the station area currently on the National Priorities List (NPL). However, the ABC Barrel site (also known as the Container Recyclers site) at 308-322 North Front Street is listed in the Environmental Protection Agency's CERCLIS database of contaminated sites.

According to the New Jersey Department of Environmental Protection's 2001 list of known contaminated sites (2001) identified five Brownfield sites in the area, four of which are currently being redeveloped or have been identified as sites of future development. The ABC Barrel Company at 314 to 322 North Front Street is an active site, which is also listed by the EPA (see above). Martin Marietta Communications Systems at Front and Cooper Streets is being redeveloped by Dranoff Properties as the Victor Building. The Palko Designs and Manufacturing Incorporated site at 5 Linden Street has been demolished and is included in the now constructed Rutgers Community Park Athletic Fields. The Campbell Soup Company site at 100 Market Street is currently vacant land owned by the Delaware River Port Authority (DRPA) and is the site of future expansion of the Kean Aquarium, and the now constructed U.S. Court House Annex at 406 Cooper Street.

**Market Characterization/Development Pressures:** The station area has seen a significant amount of new development over the past few years. The Victor Building at One Market Street is currently being converted into luxury loft apartments, and the new Campbell's Field ballpark stands at Penn and North Delaware Streets. Just south of the station area, the striking One Port Center serves as a major employment center, while the New Jersey State Aquarium and the Tweeter Center bring thousands of visitors to the Camden waterfront each year. In addition, Steiner and Associates will soon break ground to expand the Aquarium, with an adjacent 30-acre, \$135 million development of homes, offices, retail, an IMAX theatre, and a hotel/conference center.

Additionally, the Builders League of South Jersey, at the request of the Cooper's Ferry Development Association, has developed a plan for South Camden that includes 2,000 to 3,000 units of new and rehabilitated housing, and calls for state funding to improve the community's infrastructure. The area included in the study stretches from Mickle Boulevard south to Atlantic Avenue, and from I-676 west to Locust or Third Street. Conservative estimates suggest the project will cost \$500 million and create 12,000

jobs. The proposed residential units include single-family homes, condos and townhouses, and range in price from \$90,000 to \$200,000. The plan calls for 40 percent of the housing to be for lower-income households. The Builders League has been meeting with community groups and working to design the plan around their needs.

In the City of Camden, five residential building permits were granted in 2000 followed by 40 in 2001. All the residential permits issued during these two calendar years were for single-unit structures. In 2002, 242 residential building permits were issued in the City, including 226 permits for single-unit structures and 16 permits for units in structures comprised of three or more dwellings.

Environmental Restrictions: None known.

**Other Information:**

Site Design: Buildings are situated close to the street and many include unique architectural detailing. Streets are lined with trees and pedestrian-scale lights. Several blocks have new brick sidewalks. Buildings range from the historic Victor Building, to non-descript, low-rise office development, to old rowhouses, to academic buildings owned by Rutgers. Many structures appear vacant and have fallen into disrepair. Several vacant lots dot the station area. About 50 percent of the southern half of the station area is surface parking. Acres of surface parking also cover the area between Delaware Avenue and the Delaware River.

**Municipal Contact:**

Arijit De  
Director of Development and Planning, City of Camden  
856-757-7600





# Westmont

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**Address:** Crystal Lake and Haddon Avenues

**Transit System/Line:** PATCO High-Speedline



**Municipality:** Haddon Township, New Jersey

**Station Type:** Street-level building with upstairs elevated exterior platform



*From left to right, elevated platform at Westmont station, traffic on Haddon Avenue, single-family and twin homes near the station, and garden apartments south of the rail line.*



-  Station
-  PATCO / NJT Atlantic City Line
-  One-Quarter Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 40.1: Station Area Aerial Photo

# Westmont

PATCO

Camden Co., New Jersey



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# TOD Inventory

## Map 40.2: Station Area Land Use

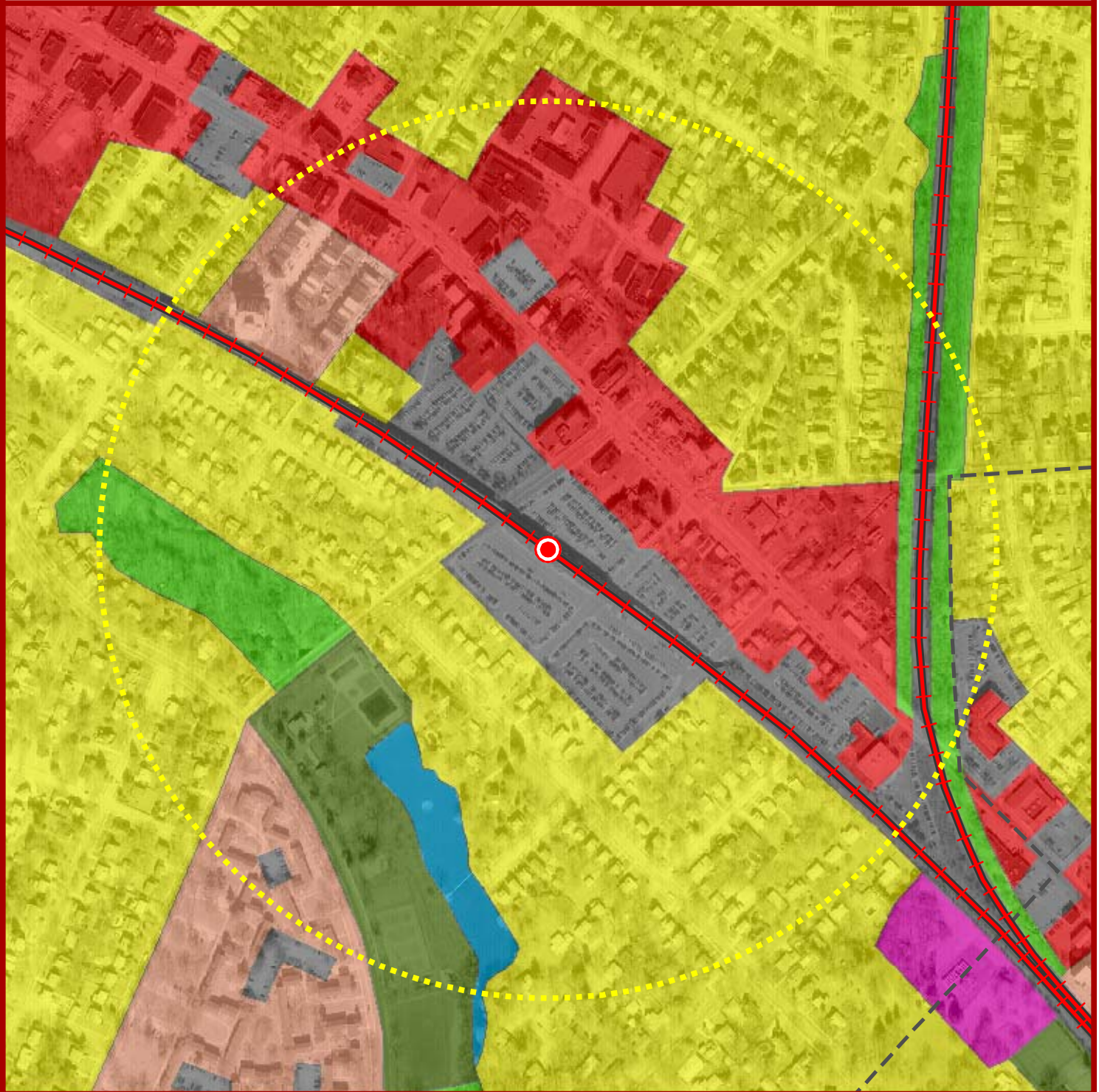
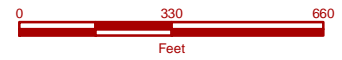


Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# Westmont

## PATCO

Camden Co., New Jersey



- |                                      |                          |                    |        |                         |
|--------------------------------------|--------------------------|--------------------|--------|-------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                 |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Rail Lines              |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary      |

**Level of Service (# of trains/day):** Normal schedule is 243 trains on weekdays, 193 trains on weekends.

**Current Ridership:** 2002 average is 1,623 boardings on weekdays, 399 boardings on Saturdays, 247 boardings on Sundays.

**Connecting Routes:** At station: NJ Transit bus #451 to Camden and Echelon Mall; At Crystal Lake and Atlantic Avenues (0.1 miles southwest of station): NJ Transit bus #450 to Camden and Cherry Hill Mall.

**Parking:** 1,149 parking spaces, of these 226 are paid spaces and 923 are free spaces. According to pre-2002 data, 19 of these spaces are designated handicapped.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Haddon Avenue, Crystal Lake Avenue, Park Road and Maple Avenue are the major roads that run through the station area. Locust Avenue, a smaller road that extends north from the station, may also be significantly impacted by traffic running into/out of the station area.

Street Network: Short/frequent blocks south of the station, longer blocks north of the station. The street hierarchy in the station area is fairly well-defined and includes several blocks of narrow, sidewalk-lined residential streets.

Bike Paths: No.

Trails: No.

Sidewalks: On most streets, though quality varies. Demarcated pedestrian crossings are few.

Bus Routes: Yes, NJ Transit routes 451 and 450.

Signage: Limited, with only a few PATCO signs directing drivers to the station.

Wheelchair Accessible: Not ADA compliant. Platform may only be accessed by stairs or escalator.

**Station Patron Amenities:**

Bike Storage or Racks: Yes, racks.

Waiting Room: No.

Ticket Office: Yes, open from 6:00 a.m. to 9:30 a.m. Monday through Friday.

Ticket Machines: Yes.

Existing Uses: No.

Restrooms: No public restrooms, one employee restroom.

**Land Uses in Station Area:** To the south and southwest of the rail line, the station area is largely comprised of nicely maintained residential neighborhoods. Most properties are single-family detached homes, though there are also a few scattered twins. Additionally, at the southern/southwestern edge of the station area is a large, attractive, low-rise brick apartment and townhouse complex covering several grassy acres. The complex appears to pre-date World War II. North of the apartments and just inside the southern boundary of the station area is a very attractive park/recreation center that includes a pool, wooded trails, a creek, and other outdoor athletic facilities. In general, homes to the southwest of the station are a bit more modest than homes to the southeast, and lots (and houses) become larger as distance from the station increases.

To the north of the station, much of the area between the rail line and Haddon Avenue is covered by parking (there is also some parking on the southern side of the rail line). Haddon Avenue includes a mix of office, restaurant, retail and other uses, and there is no cohesive identity to this stretch of the road. Some commercial properties are vacant but structures are generally in good condition. Haddon Avenue also includes some auto-oriented uses (mini-marts, pharmacies, etc.) with front-end parking. The station area north of Haddon Avenue is comprised of residential streets lined with older, single-family homes on modest lots with parking in the rear.

**Station Building Conditions:** Fairly good. The station is clean, well-maintained, and currently undergoing renovations.

**Building Conditions of General Station Area:** Good. Haddon Avenue includes a mix of uses and nearby residential structures are very well maintained. Haddon Avenue has some front-end parking, but many structures are older buildings that are situated close to the street. There are a few commercial vacancies along Haddon Avenue.

**Current Zoning:** The station area is comprised of a mix of residential (R-1, R-2, R-H) and commercial zoning (C-1, C-4). With the exception of the properties zoned R-1 and R-2, most of the existing zoning is transit-supportive.

R-1            Allows single-family detached homes and parks. Minimum lot size is 10,000 square feet, minimum frontage width is 75 feet, and the minimum setback is 30 feet.

R-2            Permits single-family detached homes with the same lot size specifications outlined under R-1. The R-2 district was designed to provide

for the single-family detached dwellings found in the borough's older and denser residential areas.

- R-H Allows high-rise apartment buildings three to ten stories in height. Densities may not exceed 30 units per acre, and buildings may not exceed 100 feet in height.
- C-1 Downtown Commercial. This zoning designation was designed to recognize older commercial corridors, such as Haddon Avenue, where the original development form was two-story buildings at the sidewalk line. The C-1 zone was created to help retain small-scale retail uses at the street level in order to encourage pedestrian traffic. Front yard parking in this zoning district should be visually buffered from the street by plantings, and the size and design of signage should be unified, with the placement of signage restricted to building facades. Permitted uses in this zone include retail sales and services, restaurants, upstairs apartments, theaters, gymnasiums, offices, and municipal, quasi-public and charitable uses.
- C-4 Office and Business District. This zone was designed to provide for the development of a downtown office and business district for the Township. In addition to enhancing the existing pattern of offices, commercial uses, and high employment areas along East Haddon Avenue, this zone was also created to help maximize accessibility to the PATCO High-Speedline. Permitted uses in this zone include restaurants and taverns, offices, gyms and health clubs, banks, public utilities, wholesale business offices, and industrial/scientific research facilities, provided said facilities do not have frontage on Haddon Avenue.

**Current Comprehensive or Master Plan Characterization of Station Area:**

The most recent version of Haddon Township's master plan was prepared by the township's planning board and adopted in 1999. Several of the goals outlined in the plan are tied to the revitalization of Haddon Avenue. The plan advocates redeveloping the corridor as a Downtown Main Street District, creating a Haddon Avenue business association, improving the corridor's streetscape, constructing new off-street parking facilities, developing a public meeting space along the avenue, realigning zoning district boundaries, and revising zoning densities to encourage the development of a thriving, mixed-use corridor with walkable, ground-level commercial uses and upstairs residential units. (The master plan includes specific recommendations for individual blocks along Haddon Avenue.) The plan also recommends the township work to gain permission from the Delaware River Port Authority to use the Westmont station parking lot for weekend market festivals and other secondary activities. Revising the existing zoning code to allow for new housing development between Haddon Avenue and the rail line is also discussed in the plan. According to data collected in 1990, over 25 percent of Haddon Township's working population commuted to jobs in Pennsylvania, with many of them making use of the PATCO High-Speedline.

**Special Studies or Districts:**

According to the *Haddon Avenue/PATCO High-Speedline Corridor Study (2002)* by Kise, Straw & Kolodner for Camden County, Haddon Township is working on a redevelopment plan for its business district along Haddon Avenue. The report also outlines other opportunities for redevelopment in the station area, including the site of a PATCO park-and-ride, and industrial properties such as the vacant Didee Diaper Factory and an underutilized building on Highland Avenue at Walton Street.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

- *Station Modernization – PATCO Lindenwold High-Speedline (DB# DR047)*, a Delaware River Port Authority project, will receive \$500,000 in funding in Fiscal Year 2005, as well as in “out-years” Fiscal Year 2006 and 2007, for a total of \$1.5 million. The project will implement improvements to various stations on the PATCO High-Speedline.

**Development or Redevelopment Potential:**

Vacant Land in Station Area: Little to none, though the station does have one of the larger parking lots on the PATCO system and there may be opportunities to consider possible development of some of this parking. The market would have to bear this out, and in general parking structures are quite expensive. PATCO also has a strong interest in protecting the needs of its ridership.

Brownfields or Superfund site: There are no Superfund sites in the station area. According to the New Jersey Department of Environmental Protection’s 2001 list of known contaminated sites, there are a number of Brownfields. The active sites in the station area are the 3 Albertson Avenue site, Dilisio Sons at Haddon and Albertson Avenues, and Morgan Brothers at 288 Highland Avenue. There are two pending sites, the 60 Albertson Avenue site and Wing Corporation at 215 Highland Drive. A portion of the Wing Corporation site is completed with continuing restrictions.

Market Characterization/Development Pressures: According to the Kise Straw & Kolodner and Real Estate Strategies market assessment of Haddon Avenue (May 2002), office occupancy rates in the station area approach 95 percent, with office rental rates along the Haddon Avenue corridor ranging from \$16-20 per square foot plus electric. Office space close to the PATCO stations leases easily. Retail space along the corridor rents from \$10-20 per square foot, with Collingswood properties generally falling near the lower end (as compared to the rest of the Haddon Avenue corridor). Occupancy of retail space hovers around 90 to 95 percent. The home sales market in the area has remained strong throughout the recent economic downturn and several new developments of townhouses and single-family homes are currently under construction. Real estate brokers state that proximity to a PATCO station typically reduces a property’s selling time, but not its sales price. They believe proximity to mass transit is more important to the area’s renters than its homeowners. The rental market

in western Camden County and along Haddon Avenue is extremely strong and vacancy rates are quite low. Rents increase as one moves farther east and southeast along Haddon Avenue.

In Haddon Township, 16 residential building permits were issued in 2000, followed by 15 in 2001 and 11 in 2002. With the exception of two permits for single-unit structures (one in 2000 and one in 2001), all permits issued during these three calendar years were for units in structures comprised of three or more dwellings.

Haddon Avenue has also recently formed a business improvement district for the corridor. Other assets nearby the station include the historic but underutilized Westmont Theater.

**Environmental Restrictions:** A few creeks and ravines are located in the station area; however, most are surrounded by development, suggesting the potential for flooding and/or landslides is minimal.

**Other Information:**

**Site Design:** Homes are situated relatively close to street and garages are generally in the rear of the property. Many structures have unique, architectural details. Most streets have sidewalks and are lined with trees. Some lighting in residential areas is pedestrian scale, but most is oriented toward automobiles.

**Municipal Contact:**

Eleanor Connell  
Zoning and Planning Administrator, Haddon Township  
856-854-1176, ext. 115



# Woodcrest

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**Address:** Woodcrest Road and Melrose Avenue

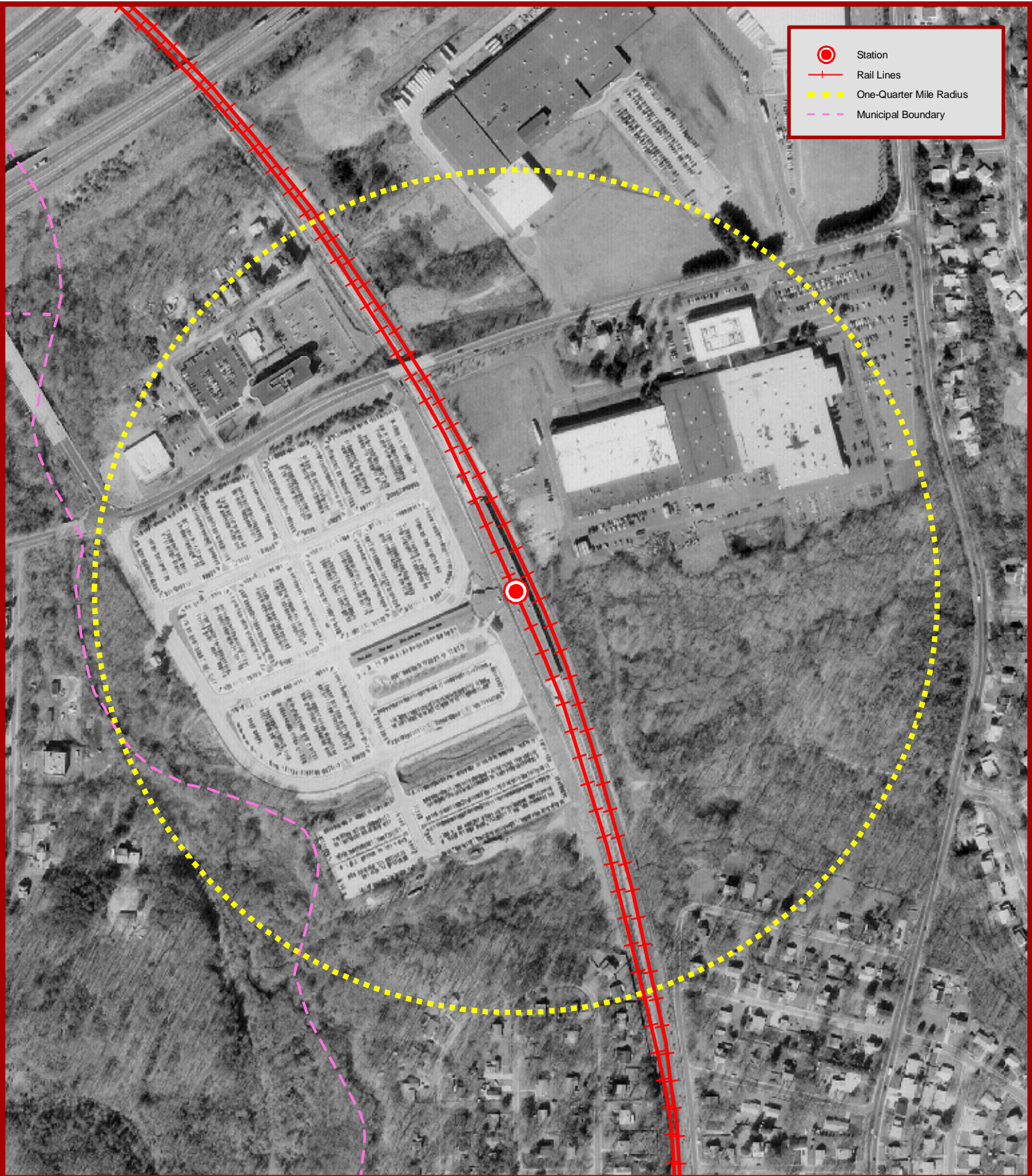
**Transit System/Line:** PATCO High-Speedline

**Municipality:** Cherry Hill Township, New Jersey

**Station:** Street-level building with upstairs/elevated exterior platform



*From left to right, exterior of Woodcrest station, interior of station, passenger parking lot, and nearby industrial uses on Melrose Avenue.*



	Station
	Rail Lines
	One-Quarter Mile Radius
	Municipal Boundary

**TOD Inventory**  
 Map 41.1: Station Area Aerial Photo

**Woodcrest**  
 PATCO



 Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000

Camden Co., New Jersey



# TOD Inventory

## Map 41.2: Station Area Land Use

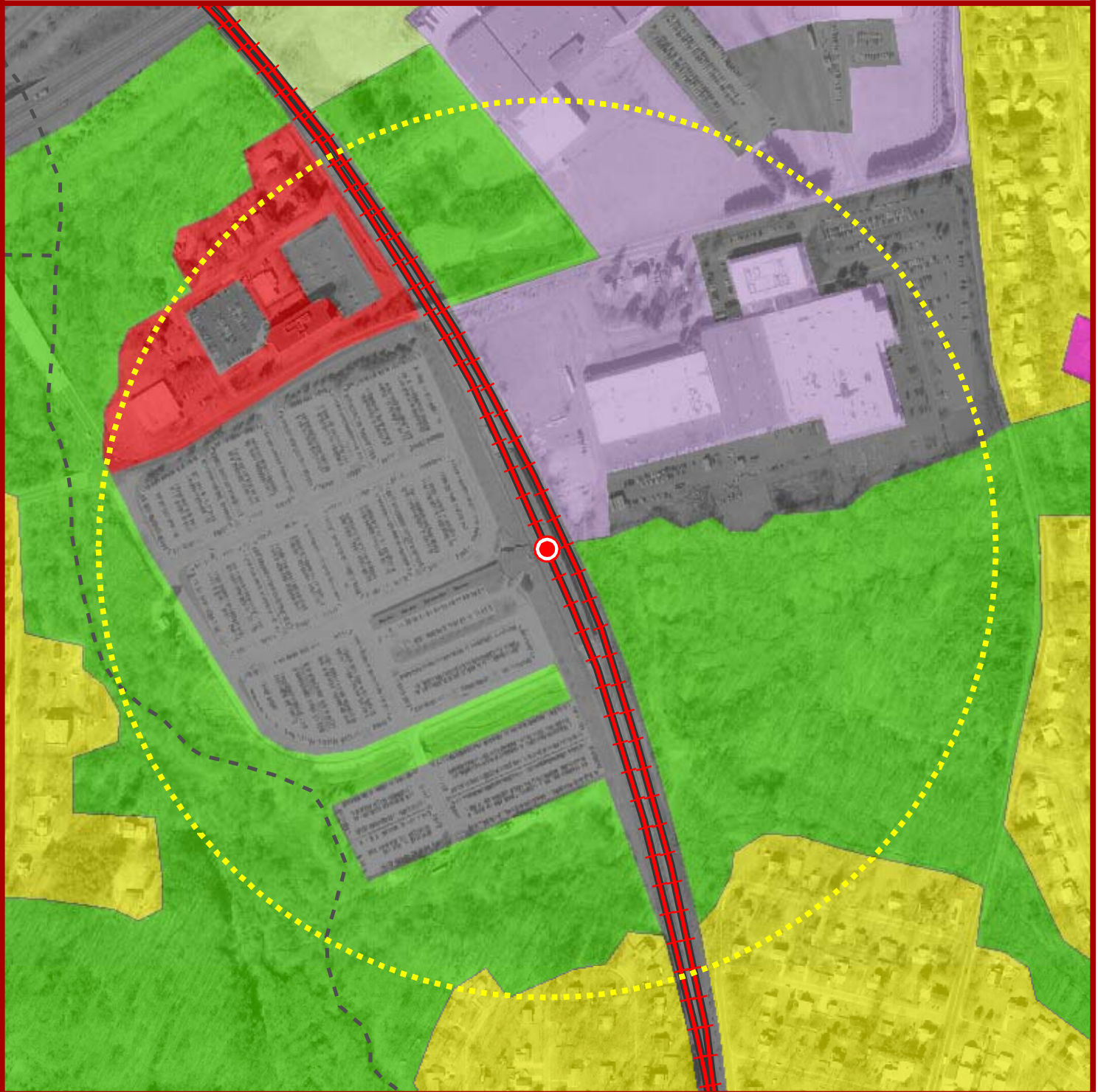


Delaware Valley  
Regional Planning Commission  
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*Orthophoto Date : 2000*

# Woodcrest

## PATCO

Camden Co., New Jersey



Residential - Single-Family Detached	Mnfg - Heavy Industrial	Community Services	Mining	Station
Residential - Multi-Family	Utility	Military	Wooded	Rail Lines
Residential - Row Home	Transportation / Parking	Recreation	Vacant	One-Quarter Mile Radius
Mnfg - Light Industrial	Commercial	Agriculture	Water	Municipal Boundary

**Level of Service (# of trains/day):** Normal schedule is 251 trains on weekdays, 193 trains on weekends.

**Current Ridership:** 2,723 boardings per weekday, 572 boardings on Saturdays, 337 boardings on Sundays.

**Connecting Routes:** No.

**Parking:** The station parking lot includes 1,243 fee spaces and 1,430 free spaces. Of the 2,673 total spaces, 38 are reserved for disabled passengers.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Woodcrest Road and Burnt Mill Road are the major streets in the station area. Essex Avenue, a smaller street, links Woodcrest Road to the station. Excellent highway access is available to I-295.

Street Network: Streets are wide and blocks are long and infrequent.

Bike Paths: No.

Trails: No.

Sidewalks: Few sidewalks outside the large parking lot area; pedestrian crossings are almost nonexistent.

Bus Routes: No.

Signage: Limited to one or two signs directing drivers to the station.

Wheelchair Accessible: Yes.

**Station Patron Amenities:**

Bike Storage or Racks: Yes.

Waiting Room: No waiting rooms, some covered seating is provided on the platform.

Ticket Office: Yes, open 6:00 a.m. to 9:30 a.m. Monday through Friday.

Ticket Machines: Yes.

Existing Uses: None.

Restrooms: No public restrooms, one employee restroom.

**Land Uses in Station Area:** Much of the western portion of the station area is comprised of surface parking for PATCO riders, as Woodcrest has the largest parking lot on the PATCO system. At the western edge of the parking lot is Essex Avenue, which essentially functions as an on-ramp for I-295, allowing excellent highway access to the station. Beyond Essex Avenue is low-density, single-family detached housing. To the northwest of the station is office and residential development, behind which is I-295. To the east and across the rail line from the station are several large industrial buildings. Other industrial properties are surrounded by expansive mowed lawns. There is also a large amount of wooded land in the station area. Beyond the wooded areas are single-family detached homes.

**Station Building Conditions:** Good. The station is clean, well-maintained, and currently undergoing renovations.

**Building Conditions of General Station Area:** Most properties appear to be in fairly good condition (mowed grass, etc.) but development in the station area is very low density; hence, current development is not transit-oriented.

**Current Zoning:**

Most of the surrounding area is zoned R-3 residential with some scattered commercial (B-1), office (O-2), and institutional zoning (I-N). Zoning in the vicinity of the Woodcrest station is not as conducive to TOD as that found near some of the other stations included in this study.

- R-3            Permits single-family detached homes and parks. The minimum lot size 7,800 square feet (9,750 square feet for corner lots), minimum frontage is 60 feet (75 feet for corner lots), and setbacks must extend at least 35 feet.
  
- B-1            Defined as a “neighborhood business zone,” the B-1 district permits grocery and other food stores, hardware stores, pharmacies, newsstands, banks, personal service retail, and offices. Minimum lot size is 6,000 square feet, minimum frontage is 50 feet (60 feet for corner lots) and setbacks must be at least 15 feet.
  
- O-2            Designed as a zone for professional and office buildings, permitted uses in the O-2 district include office buildings, clubs/lodges, private/non-profit educational institutions, hospitals/sanitariums/funeral homes, philanthropic uses, and laboratories. No office building may include a store or personal services shop unless the building is six or more stories in height.
  
- I-N            Defined as an “institutional district,” land in this zone may be used for one and only one of the following purposes: hospital/health center, place of worship, educational institution, open space (parks, country clubs, etc.), government office/public building or service, or a cemetery. Minimum lot size is one acre, minimum frontage is 200 feet, and setbacks must be at least 35 feet.

**Current Comprehensive or Master Plan Characterization of Station Area:** The 1996 Cherry Hill Master Plan lists the Woodcrest station area as a possible future redevelopment site for Class A office space (see Market Characterization section for information on this office development).

**Special Studies or Districts:** None.

**Pending Transit Agency or DOT Improvements (including service changes):** Projects included in the DVRPC Transportation Improvement Program (TIP) include:

§ *Station Modernization – PATCO Lindenwold High-Speedline* (DB# DR047), a Delaware River Port Authority project, will receive \$500,000 in funding in Fiscal Year 2005, as well as in “out-years” Fiscal Year 2006 and 2007, for a total of \$1.5 million. The project will implement improvements to various stations on the PATCO High-Speedline.

In addition, the New Jersey Department of Transportation has agreed to construct a pedestrian tunnel linking Woodcrest station with the Towers Perrin project described below.

**Development or Redevelopment Potential:**

**Vacant Land in Station Area:** A significant amount of wooded land surrounds the station, and the industrial parks east of the station have large lawns that could be developed. The large station parking lot could be a TOD site, though PATCO needs to protect its ridership revenues by ensuring an unimpeded parking supply. Given the station’s excellent access off I-295 and amount of potentially developable land, it seems possible to build a mixed-use TOD while also ensuring the availability of parking. More riders could live near the station, while also not compromising the ability of PATCO to attract park and ride users (pulling these users off the regional highway system).

**Brownfields or Superfund Site:** There are no Superfund sites in the station area. There are three active Brownfield sites within half a mile of the station: Molins Machine Company, Langston Division, at 111 Woodcrest Road, the Mobil Service Station at 1498 Berlin Road/Route 561, and the Centura Condominium 400 Building at 301 Browning Lane.

**Market Characterization/Development Pressures:** Towers Perrin, an international management consulting firm, plans to locate offices on Woodcrest Road at the former Langston Steel site. Towers Perrin intends to renovate the site’s existing one-story, 320,000 square foot building into Class A office space. The owners and developers of the Woodcrest Road property are O’Neill Properties of King of Prussia, Pennsylvania and Strategic Realty Investments of Wayne, Pennsylvania. The project site is located within walking distance of the Woodcrest PATCO station.

In Cherry Hill Township, 121 residential building permits were granted in 2000. Of these, 45 were for single-unit structures and 76 were for dwellings in buildings with three or more units. In 2001, 49 residential permits were issued in the township. Among them

were 43 permits for single-unit structures, and six for dwellings in buildings with three or more units. In 2002, 364 permits were granted – 52 for single-unit structures and the remainder for units in structures with three or more dwellings.

Environmental Restrictions: The south branch of the Cooper River runs to the west of the station on the opposite side of Essex Road.

**Other Information:**

Site Design: Development in the station area is suburban style. Most structures have large setbacks and the overall building density of the area is very low. The built environment is scaled for automobiles, not pedestrians. Street lighting is auto-oriented, sidewalks are almost nonexistent, and little effort has been made to improve the streetscape through landscaping or other means. Loading docks and dumpsters on industrial properties are exposed to the street.

**Municipal Contacts:**

Steve Musilli  
Director of Engineering, Cherry Hill Township  
856-424-3203

Dave Bendetti  
Director of Community Development, Cherry Hill Township  
856-488-7870





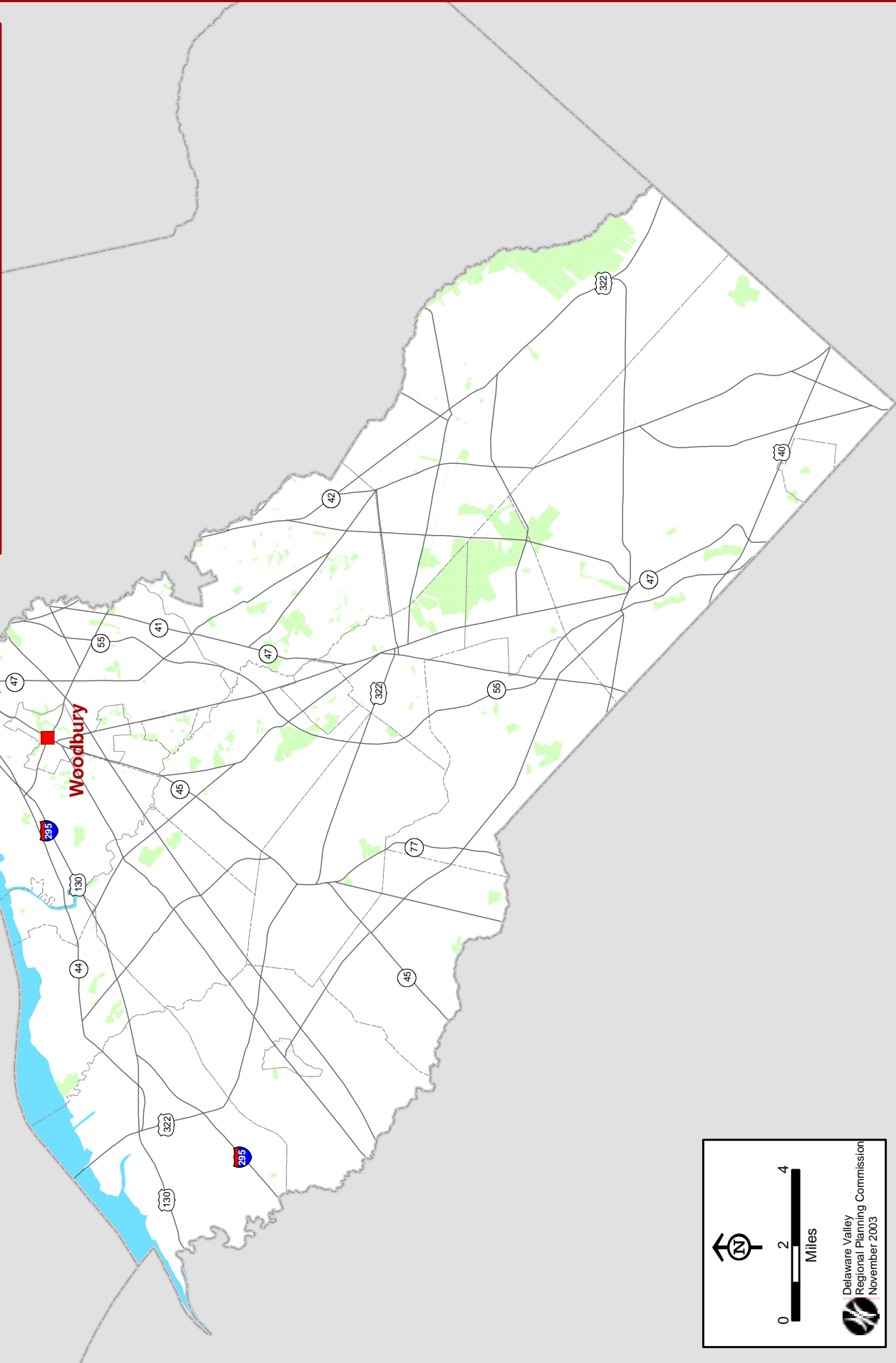
## **Section VIII: Stations in Gloucester County**

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**Woodbury**

# Map VIII: Gloucester County Station

■ Opportunity Site



0 2 4  
Miles

Delaware Valley  
Regional Planning Commission  
November 2003

# Woodbury

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**Address:** Broad and Cooper Streets

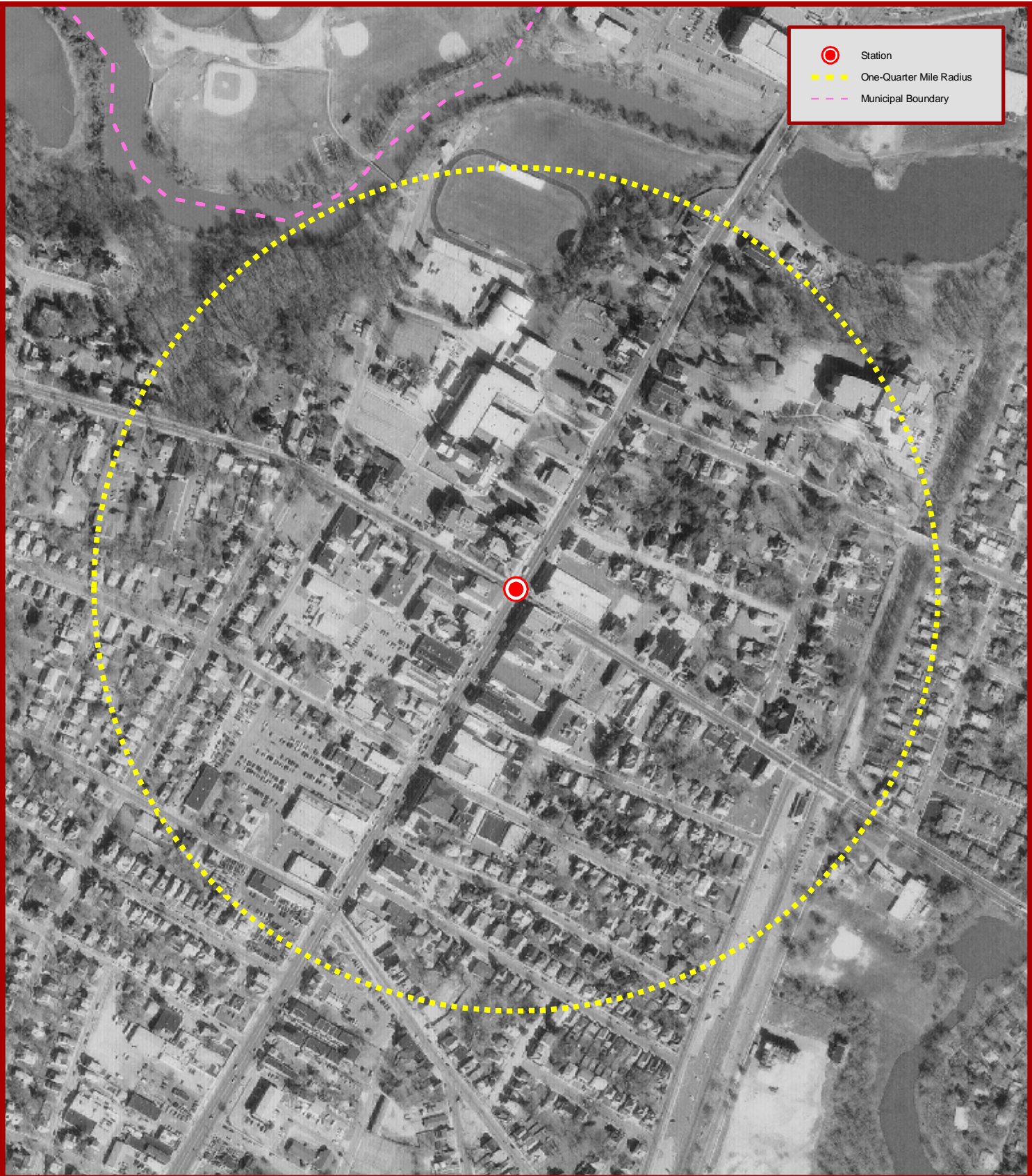
**Transit System/Line:** NJ Transit Bus Lines. Routes to Philadelphia include 401, 402, 410, and 412. Local Routes include 455 and 463.

**Municipality:** City of Woodbury, New Jersey

**Station Type:** Woodbury does not currently have a working station. The construction of a transportation center has been discussed, but plans have not been finalized.



*From left to right, Woodbury station building (no longer served by passenger trains), Broad Street Commercial District, housing in central Woodbury, and Woodbury Mews, a new assisted living facility.*



	Station
	One-Quarter Mile Radius
	Municipal Boundary

## TOD Inventory

Map 42.1: Station Area Aerial Photo

## Woodbury

NJ Transit Bus Routes  
401, 402, 410, 412, 455, 463

Gloucester Co., New Jersey



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# TOD Inventory

## Map 42.2: Station Area Land Use

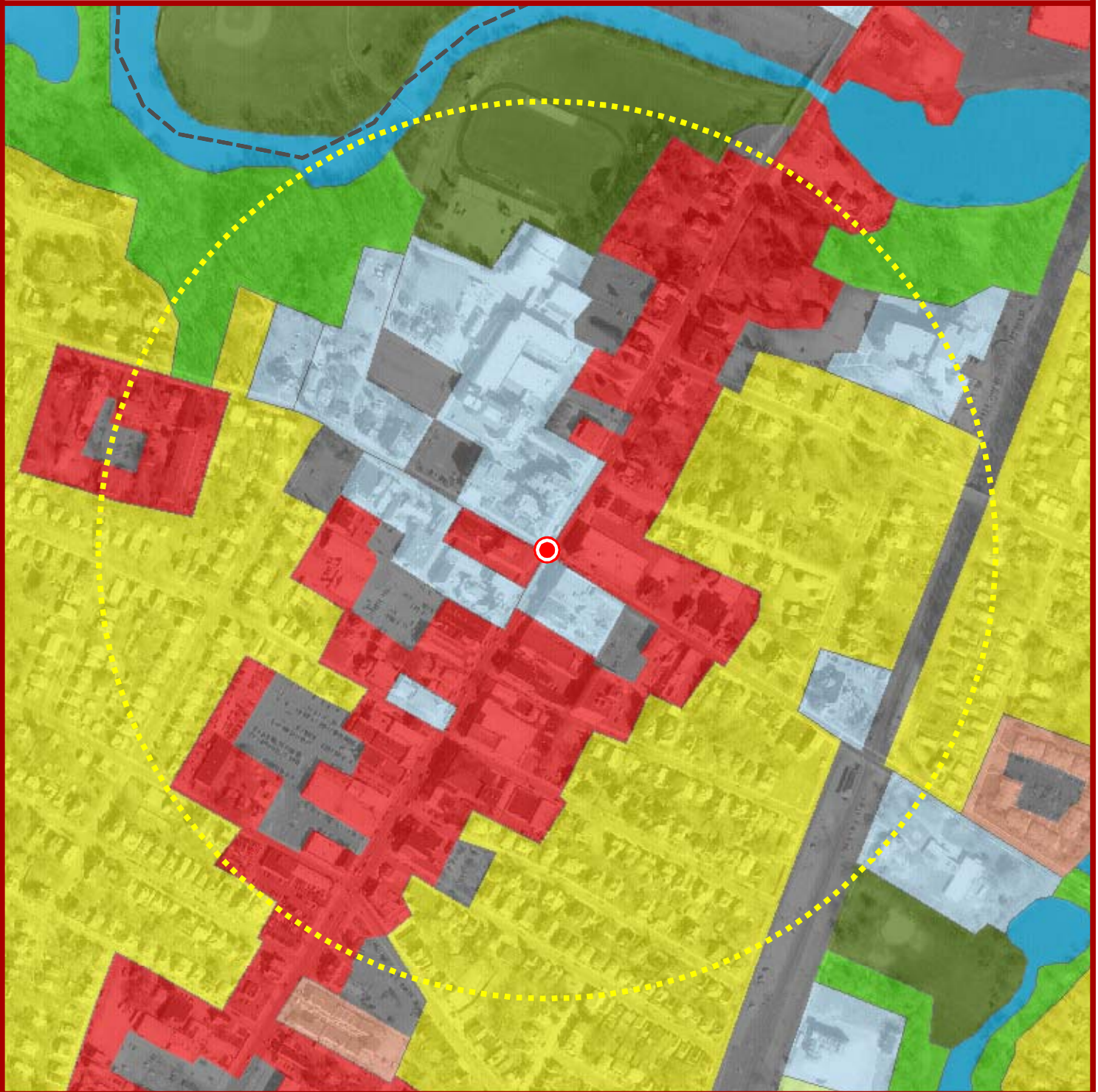


Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# Woodbury

NJ Transit Bus Routes  
401, 402, 410, 412, 455, 463

Gloucester Co., New Jersey



- |                                      |                          |                    |        |                         |
|--------------------------------------|--------------------------|--------------------|--------|-------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                 |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | One-Quarter Mile Radius |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | Municipal Boundary      |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  |                         |

**Level of Service (# of buses/day):** 184 buses per day.

**Current Ridership:** Ridership information, by bus route, for the Woodbury zone (weekdays):

- 401 Salem-Philadelphia: 129 boardings
- 402 Pennsville-Philadelphia: 86 boardings
- 410 Bridgeton-Philadelphia: 237 boardings
- 412 Glassboro-Philadelphia: 239 boardings
- 455 Cherry Hill Mall-Woodbury-Paulsboro: 103 boardings
- 463 Woodbury-Avondale: 53 boardings
- Total: Approximately 847 boardings per weekday

**Connecting Routes:** NJ Transit bus routes 401, 402, 410, 412, 455 and 463. Woodbury is a potential site for a bus TOD.

**Parking:** A new 190-space parking garage was completed in October 2001 in conjunction with the new Family Court Building at Broad and Cooper Streets.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** The two main roads in central Woodbury, Broad and Cooper Streets, intersect in the middle of town (on the west side of Broad Street, Cooper Street becomes Delaware Street). Broad and Cooper Streets are the major roadways in the area. Red Bank Avenue to the north, Barber Avenue to the south, and Evergreen Avenue to the east also serve as major access roads to downtown Woodbury.

**Street Network:** The street hierarchy is well defined. Off the main roads, streets are narrow and interconnected, although they are not on a strict grid pattern. The length of the blocks varies greatly; they are generally short on at least one side, but sometimes the long side is very long.

Woodbury Creek and the rail line east of Broad Street present barriers at which many streets end. Two north-south streets within the station area cross the creek (Broad Street and Evergreen Avenue), and four east-west streets cross the rail line (Red Bank Avenue, Hunter Street, Cooper Street, and Barber Avenue).

**Bike Paths:** No.

**Trails:** No.

**Sidewalks:** Sidewalks line most streets and are wide on major roads. Street trees and on-street parking serve as buffers between pedestrians and automobiles. On Broad Street, sidewalks have brick paving down the middle. Pedestrian crossings are well demarcated, although some could be repainted. Crossing Broad Street at Delaware/Cooper Streets can be difficult due to the high traffic volume.

Bus Routes: Yes, NJ Transit routes 401, 402, 410, 412, 455, and 463.

Signage: Not available, proposed transportation center.

Wheelchair Accessible: Not available, proposed transportation center.

**Station Patron Amenities:**

Bike Storage or Racks: Not available, proposed transportation center.

Waiting Room: Not available, proposed transportation center.

Ticket Office: Not available, proposed transportation center.

Ticket Machines: Not available, proposed transportation center.

Existing Uses: Not available, proposed transportation center.

Restrooms: Not available, proposed transportation center.

**Land Uses in Station Area:** Since Woodbury is a proposed bus TOD and multiple bus routes run through the town, this description covers the general land uses in downtown Woodbury, using the intersection of Broad and Cooper Streets as the center point to the station area quarter mile radius.

Woodbury is the Gloucester County seat and home to county courts and offices, along with the large Underwood Memorial Hospital, making Woodbury the legal and medical hub for the area. It also has a rich historic past, as the town was founded in 1683 by Henry Wood of Bury, England, and by 1715 had become a thriving hamlet. Woodbury was incorporated as a City in 1871.

Broad Street in the town center is a mix of residential, commercial, and institutional uses. Buildings are generally two to four stories in height, come up to the lot line, and are close together. There is parking behind some stores along Broad Street, though much of this is reserved parking and it is in high demand. The northwest corner of Broad and Delaware/Cooper Streets is the location of a number of institutional buildings, including the county courthouse and (entrance on Delaware Street), a large church, and the city's high school (entrance on Broad Street). Across Delaware Street is City Hall, and across Broad Street on the southeast corner is Juvenile Court.

The town center has few auto-oriented uses and building densities are highest along and around Broad Street. There is some garage parking, as well as on-street parking and small, well-landscaped rear lots behind shops. There are quite a few street trees and pedestrian lighting has been installed along the main roads.

Residential areas are a mix of single-family detached dwellings, twins, and a few rowhouses. To the east of Broad Street, dwellings are late nineteenth-century/early twentieth-century single-family detached houses and twins. The size of the houses and lots varies by street. West of Broad Street, homes are newer (many appear to be from the 1930s-1950s) and most are single-family detached, although the lots are still relatively small. Along Delaware Street, houses appear to be of the same era as those to the east, but they tend to be grander, single-family detached homes.

East of Broad Street on Cooper Street is the old railroad station that has been converted into a restaurant, the “Cooper Express.” Farther east is St. Patrick’s Church and Parochial School. Nearby is Woodbury Mews, a new assisted living complex east of the rail line between Cooper Street and Barber Avenue. A two-story medical center is under construction at the corner of Green and Barber Avenues, adjacent to Woodbury Mews. (Because the aerial photograph used for the land use map dates from 2000, these two development projects do not appear on the map.)

North of Woodbury Creek, uses along Broad Street tend to be more auto-oriented, including a McDonald’s and a gas station at the corner of Broad Street and Red Bank Avenue. On the west side of the intersection of Broad Street and Red Bank Avenue, and just outside the quarter-mile radius to the north, is the Underwood Memorial Hospital complex. Housing in this area is newer and comprised of mid-twentieth century single-family detached homes.

**Station Building Conditions:** Not available, proposed transportation center.

**Building Conditions of General Station Area:** Very good. Woodbury is an attractive historic small city with a great deal of potential and an impressive building stock.

**Current Zoning:** The station area is largely zoned for commercial (C-1) and residential uses (R-15, R-35). The residential zoning is fairly high density, making this area relatively transit supportive.

C-1            Permits retail sales and service, offices, office services, places of worship, hotels/motels, banks and clubs/lodges. Minimum lot area ranges from 2,500 square feet for attached buildings to 6,000 square feet for detached buildings. Lot sizes for residential structures must exceed 1,500 square feet per family inhabiting the building. Detached buildings must have 50 feet of frontage; semi-detached and attached buildings must have 35 feet. No building may exceed 45 feet in height.

R-35           Permits single-family dwellings (ordinance does not go into detail about type), as well as places of worship, parking lots, transit stations, public utility uses, schools and government offices. Minimum lot size is 3,500 square feet per family. Building height is restricted to 35 feet; however, the height limit may be exceeded by one foot for each foot by which the



width of each side yard is increased beyond the minimum side yard requirements, up to a maximum height of 50 feet.

- R-15 Permits single-family dwellings (ordinance does not go into detail about type), as well as places of worship, parking lots, transit stations, public utility uses, schools and government offices. Minimum lot size is 1,500 square feet per family. Building height is restricted to 45 feet.

**Current Comprehensive or Master Plan Characterization of Station Area:** The City of Woodbury's *Master Plan Reexamination Report* (December 2001) states that in 1996 NJ Transit elected not to follow the commuter rail service proposal outlined in Woodbury's 1995 Master Plan. Instead, NJ Transit proposed a package of bus improvements for Gloucester County, including a new transit center at the corner of Broad Street and Red Bank Avenue, and the modification of several bus routes. However, no further action regarding this plan has occurred since 1996.

The 2001 reexamination report also reveals that in November 1998, Woodbury's City Council adopted a Redevelopment Plan for a 110-acre, two-part site. The eastern part of the site extends east of Broad Street and is bound by Hopkins Street, the Hester Branch of Woodbury Creek, East Barber Avenue, and Railroad Avenue. The western area is irregularly shaped and extends north from Salem Avenue toward High Street. The main goal of the redevelopment program is to work with the owners of "problem properties" identified within the plan to eliminate the current conditions that negatively impact the health, welfare, and safety of Woodbury's population. A secondary goal of the project is to cultivate partnerships with private enterprises to reuse abandoned buildings and develop vacant land.

In 2001, Woodbury received a \$500,000 grant from HUD for sidewalk and streetscape improvements along Broad Street. At the time the reexamination report was released in 2001, how and when this money would be used was still undetermined. Allowable uses for this funding include the creation of a revolving loan fund to help support the formation of new businesses within the downtown area.

Woodbury has not completed a new, comprehensive master plan since 1968. Although a number of significant updates have been prepared in the intervening years, the Planning Board has urged the City Council to budget funds for a complete new master plan and a substantial revision of the zoning ordinance.

**Special Studies or Districts:**

*I-295/US 130 Riverfront Transportation Corridor Study for Gloucester County, New Jersey*, a DVRPC report released in October 2002, provides analysis for four prospective sites for a Woodbury Bus Transfer Center: Hunter Street, Railroad Avenue, Red Bank Avenue, and South Barber Avenue. After weighing the advantages and disadvantages of all four sites, the study concludes that the Hunter Street site is the most promising. The Hunter Street site is located near the center of the Woodbury business district on the northeast corner of the intersection of North Broad and Hunter

Street. Although Broad Street is the busiest bus corridor in Gloucester County, the site was still found to be fairly pedestrian friendly and, thus, a good location for transfers. The Hunter Street site is currently owned by Gloucester County, which has expressed interest in building a parking garage at this location.

The *Gloucester County Transportation Plan Update*, released in September 2002, provides an overview of existing transportation services in the County along with statistics and trends among transit dependent populations. The plan also outlines and recommends the adoption of 12 transportation initiatives, including the establishment of a transportation center in Woodbury or Westville. Although several bus routes currently serve the City of Woodbury, their schedules are not coordinated and passengers must often wait if they wish to transfer from one route to another. This report envisions the creation of a transportation center as a way to coordinate transfers between different routes, allow for multiple routes to come into the city at one time, and achieve economies of scale in the cost of operating the buses.

**Pending Transit Agency or DOT Improvements (including service changes):**

There are no major service changes (either operating or capital) pending for any of the Woodbury bus routes.

**Development or Redevelopment Potential:**

**Vacant Land in Station Area:** Woodbury is an older, built-up area with very little vacant land. The majority of opportunities for development will come through redevelopment sites, including the 110-acre two-part parcel mentioned above.

**Brownfields or Superfund Site:** There are no Superfund sites in Woodbury. The New Jersey Department of Environmental Protection identifies a number of Brownfield sites in the city in its 2001 Known Contaminated Sites list. Active sites include the 135 to 141 Broad Street South site, the Cooper Street Property at 27-35 Cooper Street, Forway Industries Incorporated at 122 Green Street, the Mobil Service Station at Broad Street and Red Bank Avenue, the Mobil Service Station at 212 Evergreen Avenue, the Sico Service Station at 245 Broad Street South, and Tosco Marketing Company at Broad Street North and Red Bank Avenue. Pending sites are Elite Auto Sales at 413 Salem Avenue and the 651 Evergreen Avenue site. Two cases that have been closed with restrictions are Woodbury City Coal Gas (PSE&G) at Maple and Laurel Streets, and the Woodbury City Maintenance Facility at 29 Delaware Street.

**Market Characterization/Development Pressures:** In the City of Woodbury, one residential building permit was issued in 2000, followed by 93 in 2001 and three in 2002. The permits issued in 2000 and 2002 were for single-unit residential structures. Those granted in 2001 were for units in buildings comprised of three or more dwellings.

**Environmental Restrictions:** A few ponds, creeks, and other wetlands are scattered throughout central Woodbury. The topography of the area is fairly flat.

**Other Information:**

Site Design: Much of Woodbury's building stock is architecturally detailed. Commercial, municipal and office buildings sit close to the street, and houses are situated on small- to medium-sized lots. Street trees and pedestrian-scale lighting are located along several blocks throughout the station area. Dumpsters, loading docks and other undesirable features are generally hidden from view.

Woodbury has an active Main Street organization (Main Street Woodbury) that works to promote economic development and historic preservation along Broad Street. Projects pursued by the group include the conversion of the G.G. Greene Building on South Broad Street into a Regional Performing Arts Center, and an investigation of the feasibility of establishing a Woodbury Visitors Center and a downtown business improvement district.

**Municipal Contact:**

Thomas Bowe  
City Clerk and Administrator, City of Woodbury  
856-845-1300, ext. 120



## **Section IV: Stations in Mercer County**

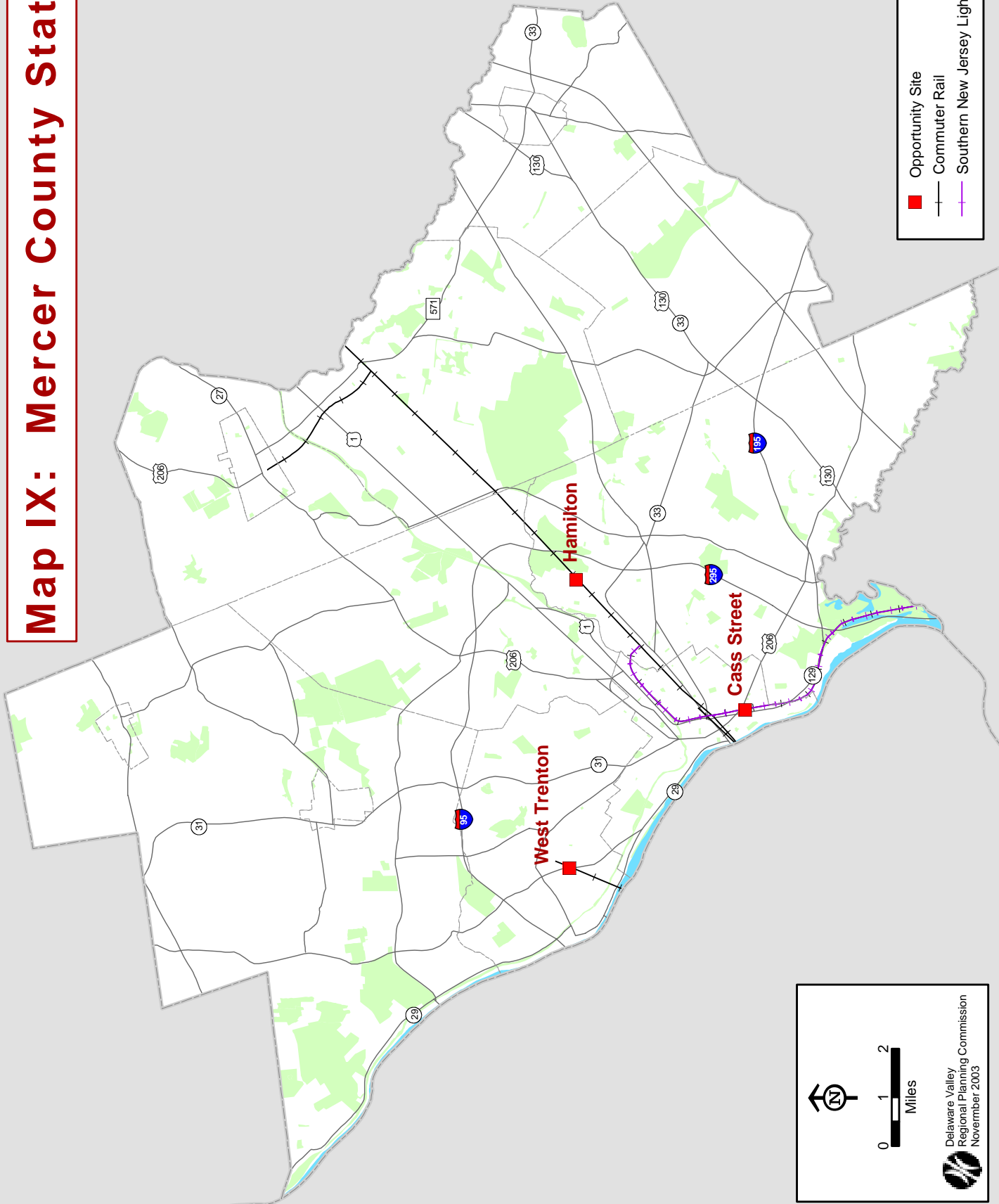
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**Cass Street**

**Hamilton**

**West Trenton**

# Map IX: Mercer County Stations



- Opportunity Site
- Commuter Rail
- Southern New Jersey Light Rail Transit

North arrow pointing up.

Scale bar: 0, 1, 2 Miles.

Delaware Valley Regional Planning Commission  
November 2003

# Cass Street

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**Address:** Cass Street and Route 129

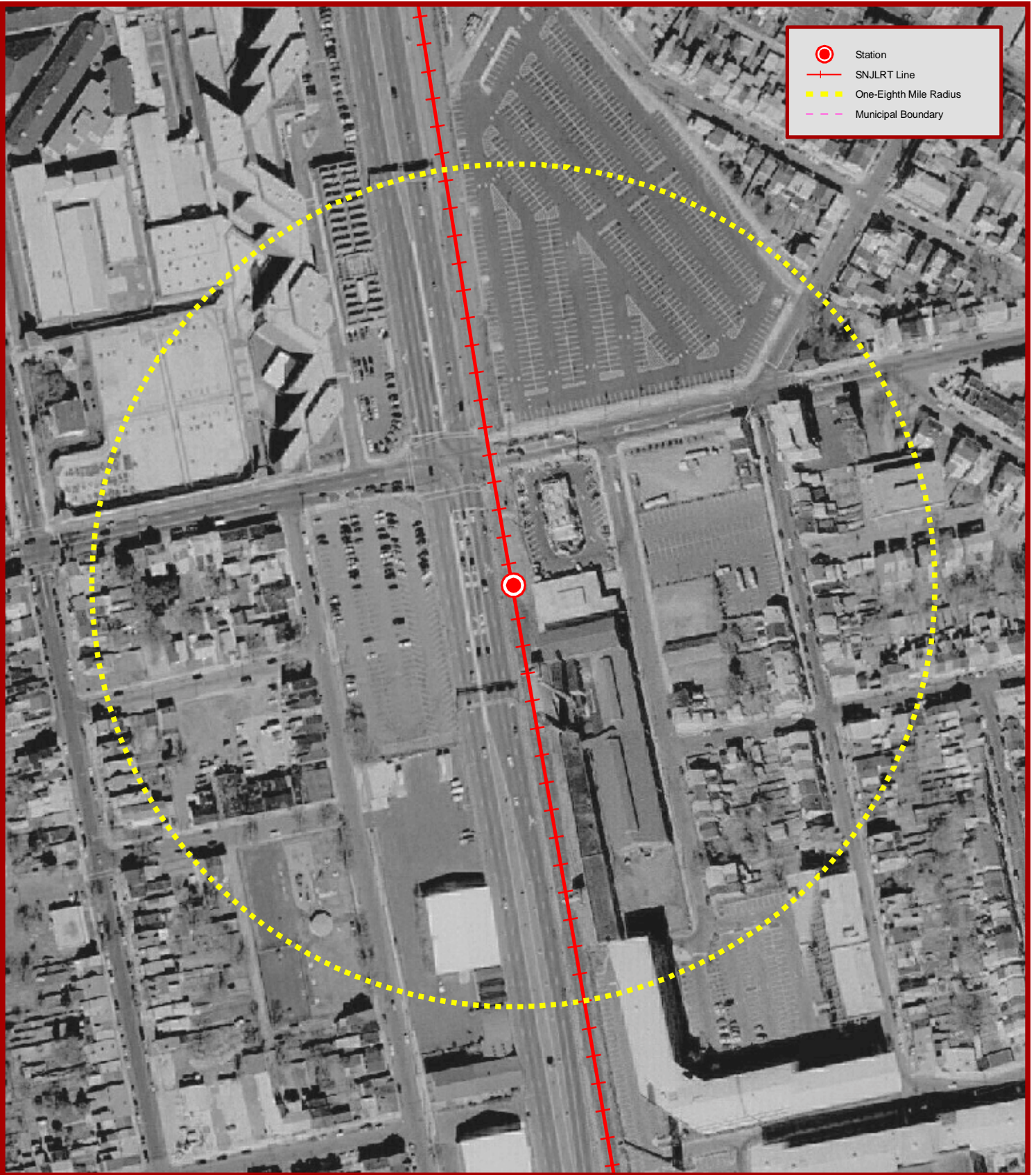
**Transit System/Line:** NJ Transit's SNJLRTS





**Municipality:** Trenton, New Jersey

**Station Type:** Two platforms



*From left to right, the Cass Street platform, industrial properties along Route 129, a surface parking lot on Cass Street, and a nearby residential street.*



-  Station
-  SNJLRT Line
-  One-Eighth Mile Radius
-  Municipal Boundary

## TOD Inventory

Map 43.1: Station Area Aerial Photo

## Cass Street

Southern NJ Light Rail Transit

Mercer Co., New Jersey



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000



# TOD Inventory

## Map 43.2: Station Area Land Use

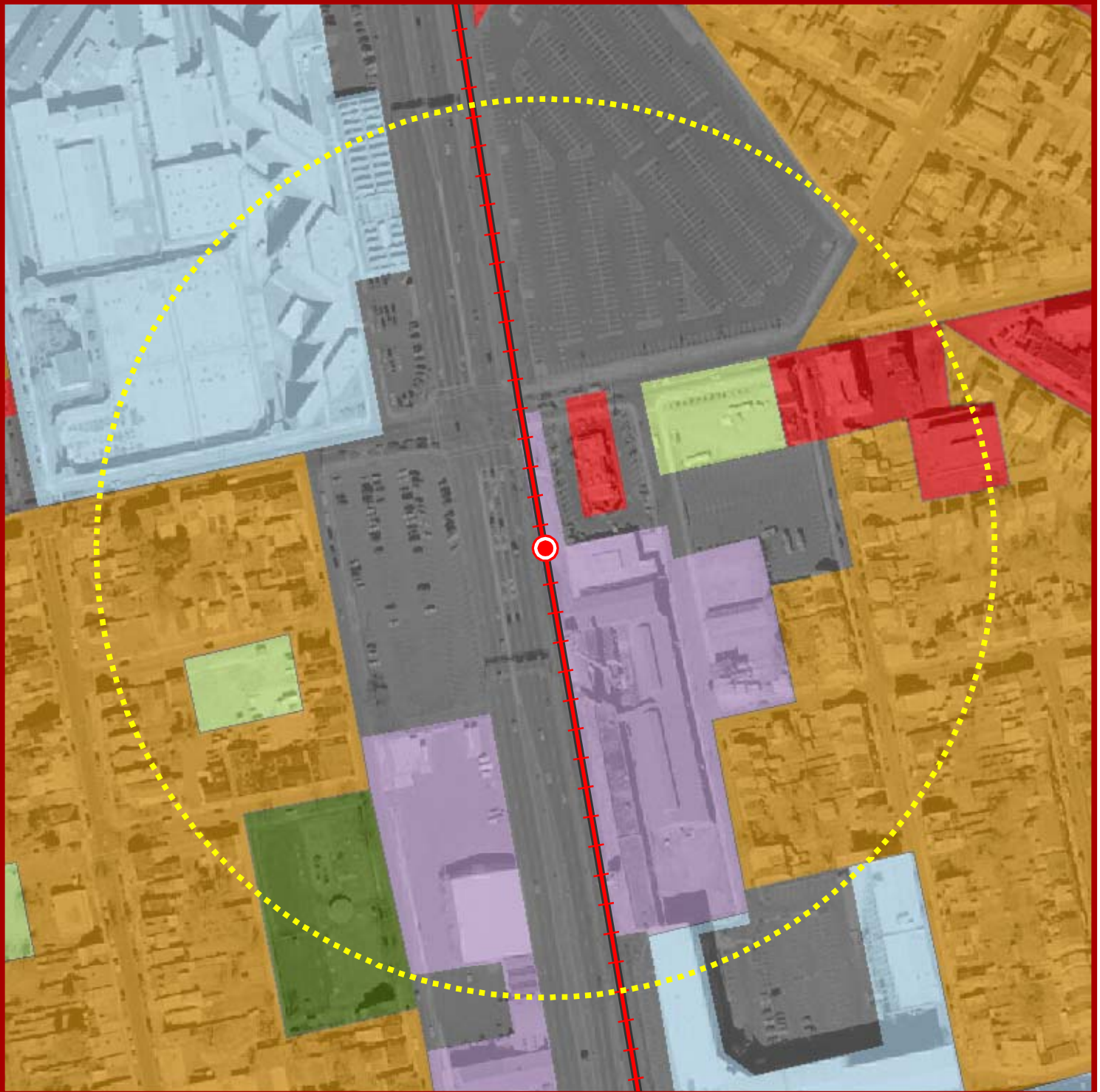


Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# Cass Street

## Southern NJ Light Rail Transit

Mercer Co., New Jersey



- |                                      |                          |                    |        |                                |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                        |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | Southern NJ Light Rail Transit |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Eighth Mile Radius         |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary             |

**Level of Service (# of trains/day):** Based on New Jersey Transit's projections for the soon to open light rail line, trains will stop once every 30 minutes with service increased to once every 15 minutes during peak travel times. On weekdays, the station will be served by 42 trains in each direction; on weekends service will drop to 28 trains in each direction.

**Current Ridership:** NJ Transit estimates 630 daily boardings (forecast reflects the number of trips predicted to originate each weekday in Year 2020).

**Connecting Routes:** There are no NJ Transit buses that stop at the station, although several stop nearby, including route 607 Hamilton – Ewing (at Mercer County Social Services), route 601 Ewing – White Horse (at Roebling Avenue and South Clinton Avenue), route 603 towards Hamilton (at South Broad Street and Roebling Avenue; also at South Broad Street and Third Street), route 603 towards Mercer Mall (at South Broad Street and Hudson Street), route 409 towards Willingboro (at South Broad Street and Hudson Street), and route 409 towards Philadelphia (at South Broad Street and Third Street).

New bus feeder service will also be provided to LRT riders. Most stations will be served either by existing NJ Transit bus routes, or by new County-operated shuttle services (both Burlington and Camden County plan to operate service) funded from the Congestion Mitigation-Air Quality (CMAQ), Job Access Reverse Commute (JARC), and NJ Transit Community Shuttle programs.

**Parking:** None planned by NJ Transit; however, there is a large surface lot directly across Cass Street from the light rail station. A conceptual, mixed-use development plan has been prepared for the lot. Additionally, it is anticipated that the parking lot for the McDonald's restaurant will be used for dropping off and picking up passengers.

**Infrastructure:** Sewer and water service.

**Access:**

**Roads:** Route 129 and Cass Street, a connector road between Routes 29 and 129, will be impacted by vehicular and pedestrian traffic created by the new station. Hudson Street, and perhaps South Broad Street, will also link some drivers to the station area and may be affected as well.

**Street Network:** The street network in the station area is a modified grid, with some blocks being longer than others and some streets being only a block or two long. The roads in the station area are generally in poor condition. There is a defined street hierarchy, with Route 129 very obviously being the major road in the area, and street widths vary. The narrowest streets in the station area are those in the residential neighborhood located east of the rail line.

**Bike Paths:** No, though bike paths run through Waterfront Park, which is located five blocks west of the station.

Trails: The proposed route of the New Jersey leg of the National Park Service's Delaware River Heritage Trail runs through Trenton.

Sidewalks: On most streets, though many are in poor condition. Pedestrian crossings are not well demarcated and there are no buffers between pedestrians, cyclists, and motorists, aside from parked cars on some streets.

Bus Routes: NJ Transit routes 409, 601, 603, and 607.

Signage: Station under construction.

Wheelchair Accessible: Yes.

**Station Patron Amenities:**

Bike Storage or Racks: No, though station is under construction.

Waiting Room: No.

Ticket Office: No.

Ticket Machines: Yes, planned.

Existing Uses: No.

Restrooms: No.

**Land Uses in Station Area:** The four corners at the intersection of Cass Street and Route 129 are occupied by the Trenton prison (northwest corner), two surface parking lots (southwest and northeast corners) and a McDonald's restaurant (southeast corner).

In the southeast quadrant, the land along Route 129 is occupied primarily by light industrial uses, many of which appear to be underutilized. South of these is a large industrial complex that has been converted into offices for Mercer County Social Services and other organizations. The rest of the area is residential, consisting of modest attached housing and a few corner stores, with scattered institutional uses (schools, community centers, and churches). Along the eastern portion of Cass Street, past Hudson Street, there is some street-level commercial, most of which is empty or abandoned.

North of Cass Street and east of Route 129 are two large surface parking lots directly east of the rail line. West of Route 129 (and the rail line), the prison takes up a square block northwest of the station. The housing south of the prison includes some rowhouses and single-family detached units but is otherwise similar to that found in the residential area east of Route 129. There is some street parking in the area, but there

are also many surface lots. There are also vacant lots, poorly maintained properties, and auto-oriented uses.

A transit village is proposed for the station area. The plan for the village is consistent with the City of Trenton's recently implemented Cass Street Light Rail District Plan, which advocates an initial phase of residential development with retail and entertainment uses to follow. Bordered by South Broad Street, Route 129, Cass Street and Hudson Street, the development, known as South Broad Street Village, would contain a mix of housing, retail, nightclubs, and restaurants, adjacent to the Cass Street light rail station. The developer is Performa Entertainment Real Estate in association with the Mercer County Improvement Authority, the City of Trenton, and Mercer County. Performa, a Memphis-based urban real estate development firm, won awards for their development of the Beale Street Historic District in Memphis, a similar urban entertainment project. The project will be built on one of the area's largest surface parking lots. Housing will include a mix of homeownership and rental opportunities.

Mercer County has in recent years invested public funds into the area, so private leverage is now coming forward. Sovereign Bank Arena, a new state of the art facility on South Broad Street at Hamilton Avenue, is the home of the Trenton Titans professional hockey team. The site is the former home of the Roebling Steel Works. The arena seats 7,600 people for hockey, and also hosts other sporting and entertainment events. Also nearby is the Mercer County Waterfront Park, home of the Trenton Thunder professional Eastern League AA baseball team. The stadium is located on Thunder Road, off West Cass Street, on the Delaware River.

**Station Building Conditions:** New platform.

**Building Conditions of General Station Area:** Most structures in the station area are in fair to poor condition. Substandard housing, a prison, and a large parking lot for a local employer fill the blocks immediately adjacent to the rail platform.

**Current Zoning:** Station located in the Industrial A (IA) district surrounded by business (BB), residential (RB), and mixed-use (MU) zones. All the zoning is fairly high density/transit supportive.

IA Permits light manufacturing and heavy commercial uses. Residential development is prohibited. Minimum lot size is 10,000 square feet, and minimum setback is 20 feet. Building heights restricted to five stories and 90 feet.

BB Permitted uses include retail sales and services, professional and business offices, restaurants, hotels with 100 rooms or more, theaters, multi-story parking garages, and all those uses allowed in residential and mixed-use zoning districts. Buildings may be occupied by more than one of the aforementioned uses. Bowling alleys, laundries, dance halls, skating rinks, and surface parking lots are also permitted in this zoning

district. The minimum lot size is 2,000 square feet with no front setback requirements. The height of buildings may not exceed four stories or 50 feet.

- RB Residential district comprised of single-family detached, single-family semi-detached and rowhouse units. Minimum lot size ranges from 1,500 square feet for a rowhouse to 4,000 square feet for a detached single-family dwelling. The minimum required setback is 25 feet.
- MU Permitted residential uses include detached and semi-detached single-family units, two-family dwelling structures, rowhouses, multi-family units, and dwellings located over nonresidential uses. Professional offices, office buildings, medical clinics, and nonprofit or service organizations are also permitted. Minimum lot size ranges from 1,500 square feet for a rowhouse to 5,000 square feet for an office building. The minimum setback is 20 feet, and building heights are restricted to three stories and 35 feet.

**Current Comprehensive or Master Plan Characterization of Station Area:** Not available.

**Special Studies or Districts:**

*Cass Street Light Rail District Plan*, a 2002 DVRPC TCDI project, will identify feasible development options for the area surrounding the new Cass Street light rail station. The plan will focus on enhancing the neighborhood and improving connections to Trenton's Waterfront Park and the South Broad Street Corridor. The project is to be completed in the Fall of 2003.

*Downtown Capitol District Jitney Service Plan*, a 2003 DVRPC TCDI project, will outline a jitney service route to link Trenton's Amtrak station – and possibly other stations, such as Cass Street – to the city's Downtown Capitol District and other major attractions. The jitney project is viewed as an interim alternative to building a SNJLRTS extension to downtown Trenton.

A transit village is proposed for the station area. The plan for the village is consistent with the City of Trenton's recently implemented Cass Street Light Rail District Plan, which advocates an initial phase of residential development with retail and entertainment uses to follow. Bordered by South Broad Street, Route 129, Cass Street and Hudson Street, the development, known as South Broad Street Village, would contain a mix of housing, retail, nightclubs, and restaurants, adjacent to the Cass Street light rail station. The developer is Performa Entertainment Real Estate in association with the Mercer County Improvement Authority, the City of Trenton, and Mercer County. Performa, a Memphis-based urban real estate development firm, won awards for their development of the Beale Street Historic District in Memphis, a similar urban entertainment project. The project will be built on one of the area's largest surface parking lots. Housing will include a mix of homeownership and rental opportunities.

Mercer County has in recent years invested public funds into the area, so private leverage is now coming forward. Sovereign Bank Arena, a new state of the art facility on South Broad Street at Hamilton Avenue, is the home of the Trenton Titans professional hockey team. The site is the former home of the Roebling Steel Works (another steel plant with the Roebling name is located in Roebling, Florence Township, New Jersey, in Burlington County). The arena seats 7,600 people for hockey, and also hosts other sporting and entertainment events. Also nearby is the Mercer County Waterfront Park, home of the Trenton Thunder professional Eastern League AA baseball team. The stadium is located on Thunder Road, off West Cass Street, on the Delaware River.

**Pending Transit Agency or DOT Improvements (including service changes):**

Projects included in the DVRPC Transportation Improvement Program (TIP) include:

- *Southern New Jersey LRT-SNJLRTS (DB #T107)* is a New Jersey Transit project with funding of \$48 million in Fiscal Years 2003, 2004, and 2005, for a total of \$144 million. In Fiscal Year 2006 and 2007, “out-years”, the project will be funded for \$48 million and \$121 million respectively, for an out-year total of \$169 million. This TIP allocation provides funds for the first segment of the Southern New Jersey Light Rail Transit System (SNJLRTS) from Camden to Trenton. The project is being implemented as a turnkey project to accelerate construction and reduce overall costs. Turnkey funding provides for property acquisition and initial reimbursement to the design, build, operate, and maintain (DBOM) contractor for final design and construction activities.
- *The Delaware River Heritage Trail (DB#02390)* is a planned bi-state, non-motorized recreational trail that will run along both sides of the Delaware River. The New Jersey portion of the trail will extend from Trenton to Palmyra and comprise both on- and off-road sections. Burlington and Mercer Counties were awarded a total of \$50,000 in TIP funding for Fiscal Year 2003 for final scope development. The trail will link several of the existing neighborhoods, parks and pathways located along its route.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: Scattered vacant lots and extensive surface parking facilities provide opportunities for infill development. Underutilized industrial buildings southeast of the station and abandoned commercial buildings on Cass Street may have potential as redevelopment sites.

Brownfields or Superfund site: There are a number of Brownfield sites within approximately a quarter mile of the station. Active sites include: the 421 Bridge Street site, Carrolls Service Center at Grand and Railroad Avenues, the Getty Service Station Trenton City sites at 579 and 585 South Broad Street, Princeton Auto Brokers at 682 South Broad Street, the Route 129 and Broad Street Gas site, and the State of New Jersey Motor Pool at 605 South Broad Street. Pending sites include: the 104 Hamilton Avenue site, the Cass and Hudson Street site, and Goulds Wholesale Auto Supply at

432 to 442 South Broad Street. Sites closed with restrictions include the 421 Bridge Street site, Mercer County Detention Center at 200 Market Street, and Midak Industries Incorporated at 120 Hamilton Avenue.

**Market Characterization/Development Pressures:** The City of Trenton created the Cass Street Redevelopment Area in 1985 to help facilitate the revival of this area. Long-overlooked as a low-income urban community, this section of the city is now poised for revitalization. In particular, the proposed transit village has the potential to greatly enhance the character of the area, though existing redevelopment plans will need to be amended in order to accommodate the project.

In Trenton, the residential building permits issued in 2000 totaled 34, all of which were for single unit structures. In 2001, five permits were granted in the city; these, too, were for the construction of single-unit dwellings. No residential building permits were issued in Trenton in 2002.

**Environmental Restrictions:** None observed on field visit. The Delaware River is nearby but the station area is not situated within a floodplain.

**Other Information:**

**Site Design:** Most buildings come up to the lot line and blocks are often short. Still, street lighting is scaled for automobiles and there are few street trees or other buffers separating pedestrians from traffic. The area includes several blank walls and vacant lots. A few attractive institutional buildings (mostly churches) are scattered throughout the station area; however, the bulk of the building stock is comprised of declining rowhouses and nondescript industrial and institutional structures.

**Municipal Contact:**

Andrew S. Carten  
Director, Division of Planning, City of Trenton  
609-989-3502





# Hamilton

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**Address:** Sloan Avenue near I-295

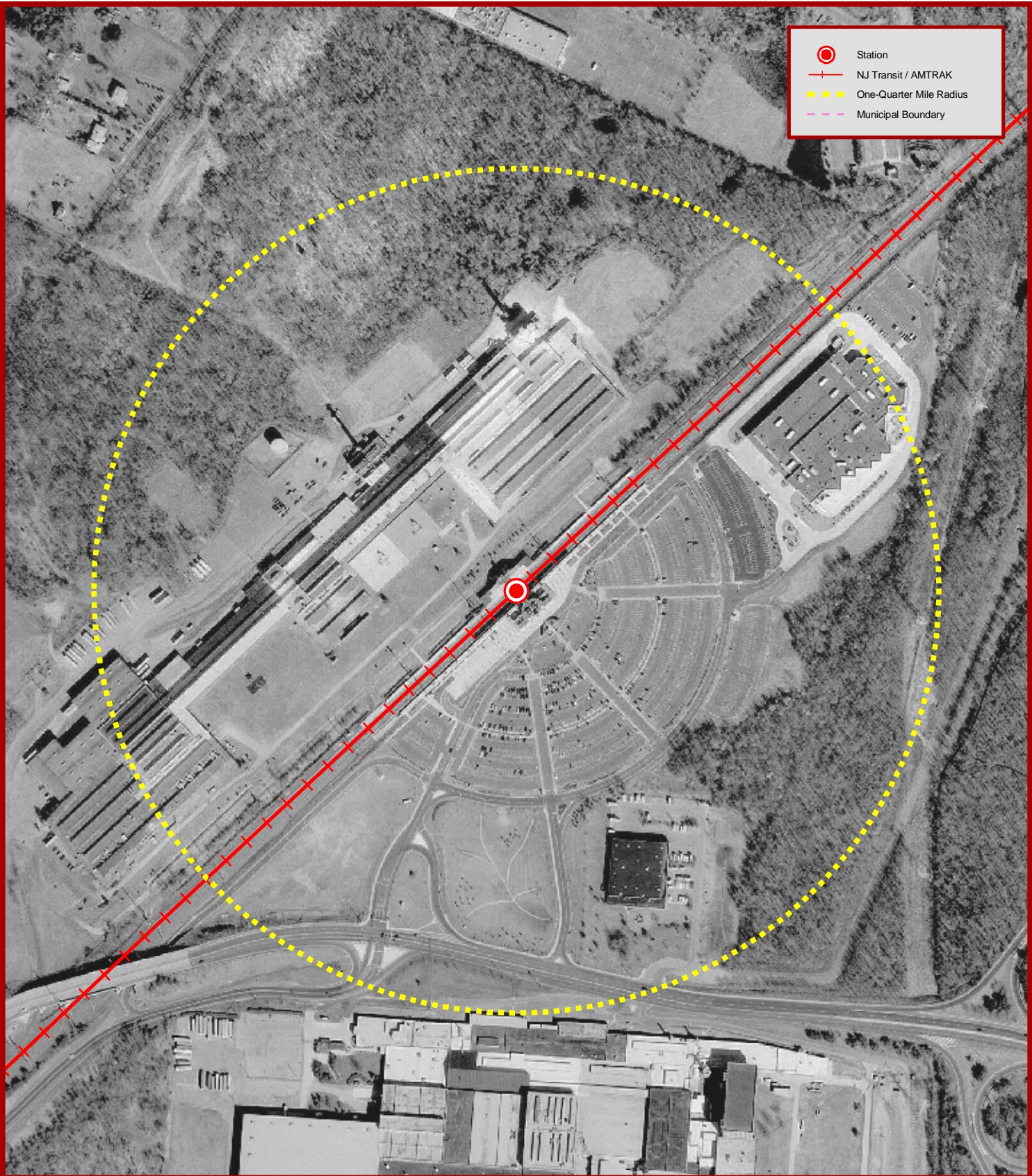
**Transit System/Line:** New Jersey Transit's Northeast Corridor Line





**Municipality:** Hamilton Township, New Jersey

**Station Type:** Large building with enclosed overpass linking the eastbound and westbound platforms. Station opened in 1999.



*From left to right, exterior and interior views of the Hamilton station building, station platform and pedestrian bridge, and the closed American Standard facility across the rail line from the station.*



-  Station
-  NJ Transit / AMTRAK
-  One-Quarter Mile Radius
-  Municipal Boundary

# TOD Inventory

Map 44.1: Station Area Aerial Photo

# Hamilton

NJ Transit Northeast Corridor Line

Mercer Co., New Jersey



Delaware Valley  
Regional Planning Commission  
June 2003  
Orthophoto Date : 2000

# TOD Inventory

Map 44.2: Station Area Land Use

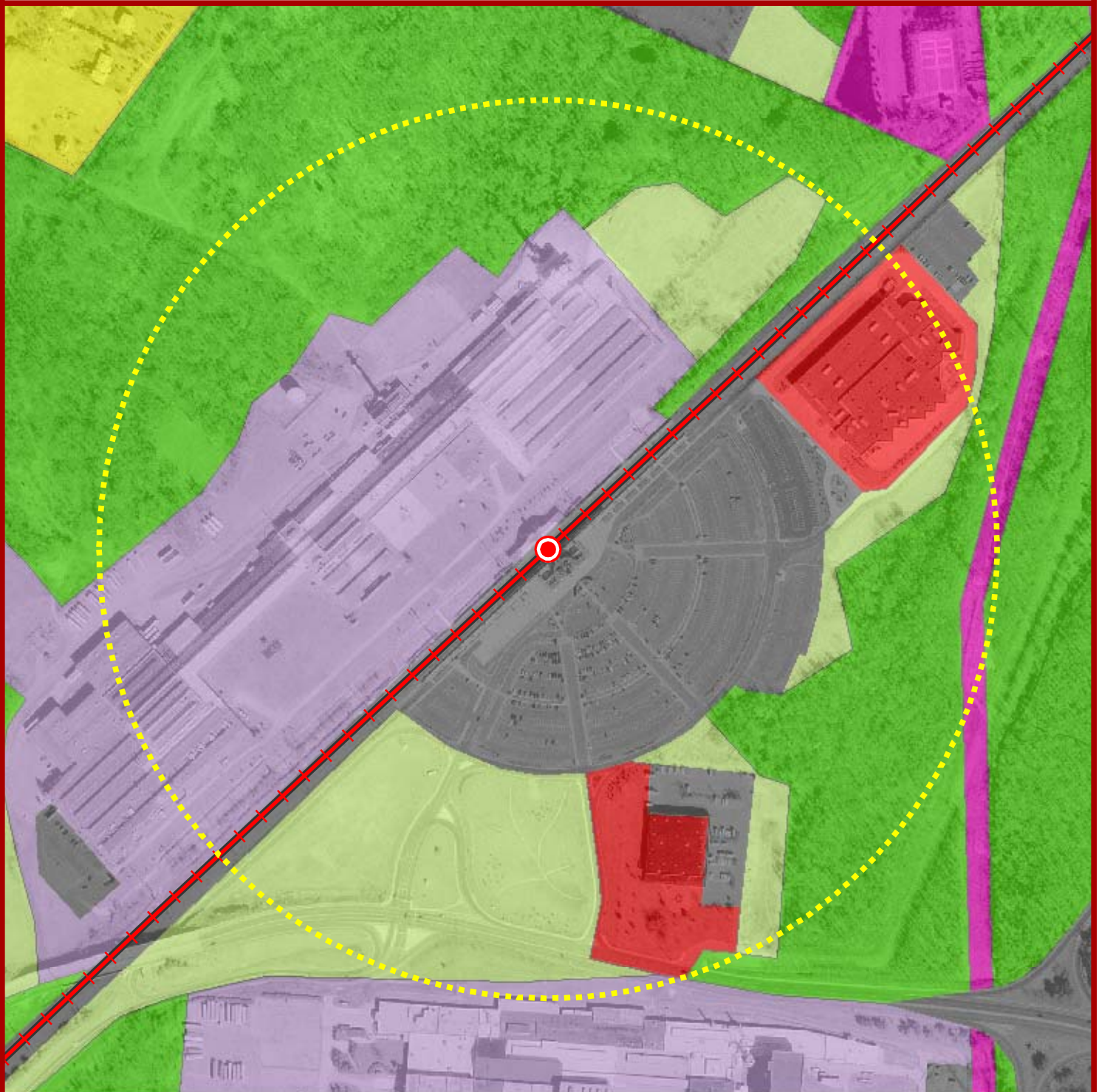


Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# Hamilton

NJ Transit Northeast Corridor Line

Mercer Co., New Jersey



Residential - Single-Family Detached	Mnfg - Heavy Industrial	Community Services	Mining	Station
Residential - Multi-Family	Utility	Military	Wooded	NJ Transit / AMTRAK
Residential - Row Home	Transportation / Parking	Recreation	Vacant	One-Quarter Mile Radius
Mnfg - Light Industrial	Commercial	Agriculture	Water	Municipal Boundary

**Level of Service (# of trains/day):** On weekdays, the westbound and eastbound trains stops twice per hour. On weekends, service is mostly hourly with some half hourly service in the morning (eastbound) and evening (westbound).

**Current Ridership:** 2,362 NJ Transit boardings per weekday with most heading toward New York City or Newark.

**Connecting Routes:** NJ Transit Bus 608 to Hamilton – West Trenton – Lambertville; New Jersey Transit Bus 606 to Princeton – Washington Township.

**Parking:** Daily and permit parking managed by Nexus Properties. Approximately 1,600 spots.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Sloan Avenue runs east-west and links the station area to I-295, Route 616, Route 1 and other major roads. Carlisle Avenue connects the station to the road network to the west. Klockner Avenue links the station area with the street network to the south.

Street Network: The street network in the station area is not well integrated. There are two areas, to the west and south, with separate circulation networks. The rest of the station area is served by arterials such as Sloan Avenue and Klockner Road. Roads tend to be fairly wide and blocks are relatively long.

Bike Paths: No.

Trails: The proposed route of the New Jersey leg of the National Park Service's Delaware River Heritage Trail runs through Hamilton Township. The Delaware and Raritan Canal Trail also runs not far from the station

Sidewalks: Very few, inconsistent. There are pedestrian paths through the parking lot. The sidewalks along Sloan Avenue are extremely narrow on the bridge across the rail line, and are only on the northern side of the bridge. To the north of Sloan Avenue and west of the rail line, there are some grass buffers between pedestrians and motorists. Pedestrian crossings are not well demarcated.

Bus Routes: Yes, NJ Transit routes 606 and 608.

Signage: Signage is good coming off the highway, but the access to the station from the west is confusing, and there are no signs explaining what to do. Vehicles coming from the west cannot turn left into the station parking lot, rather they must turn right and loop under the road to access the station parking lot, though this option is not made clear and is not well marked.

Wheelchair Accessible: Yes.

**Station Patron Amenities:**

Bike Storage or Racks: Yes.

Waiting Room: Yes.

Ticket Office: No.

Ticket Machines: Six on inbound platform.

Existing Uses: Mini-Mart/Convenience Store in the station; soda vending machines.

Restrooms: Male and Female.

**Land Uses in Station Area:** The station is situated in a park-like setting, surrounded by surface parking and light industrial uses, including the closed American Standard plant to the immediate west of the station. Immediately east of the rail line and north of Sloan Avenue is the large parking lot for the station. East of that is an industrial/office park that is not fully occupied. South of Sloan Avenue, uses are light industrial, with some surface parking around the buildings. There is also a large amount of wooded land and vacant land.

West of the station and of the American Standard plant is a large wooded area and beyond that is a residential neighborhood, consisting of mid-20<sup>th</sup> century single-family detached homes. There are also a few corner store/take-out establishments. The neighborhood appears to be lower-middle/working class.

**Station Building Conditions:** This stylish station is in excellent condition, as it is still quite new, having opened in February 1999, and having received \$12.5 million in federal funding. The station blends modern conveniences, such as ticketing machines, with historic railroad design elements such as the clock tower and large rotunda. The 1,600 parking spaces help provide badly needed commuter parking along the Northeast Corridor Line, relieving congestion at the Princeton Junction and Trenton parking facilities.

**Building Conditions of General Station Area:** The area surrounding Hamilton station is unique, as it contains many sculptures installed along the rail line and along Klockner Road leading to the station. Grounds for Sculpture, a 22-acre not-for-profit sculpture park and museum, adjacent to the headquarters of the International Sculpture Center, is located in Hamilton Township and a little over a mile from the train station. The sculpture park was established in 1992 on a site that was formerly part of the New Jersey State Fairgrounds. With the opening of the train station, an off-site, public sculpture placement program was begun, and in collaboration with various county, township, corporate, and private entities, a dozen sculptures have been installed along the train tracks and well-traveled roadways, and more placements are proposed.

**Current Zoning:** The station is located in an Industrial (I) district and surrounded by Residential (R-10), Research and Development (R-D) and Highway Commercial (H-C) areas. The station area is defined by auto-oriented development and large minimum parcel size requirements, which may limit its ability to support TOD.

- I Industrial District permits full spectrum of industrially related uses, including warehouses and wholesale distribution centers, but excludes activities which synthesize chemical products for direct industrial sale. Minimum lot size is three acres with minimum frontage of 300 feet and a minimum setback of 100 feet.
- R-10 Residential District allows detached single-family homes, public buildings, parks, and some agricultural uses. Minimum lot size is 10,000 square feet; minimum front setback is 30 feet with at least 80 feet of frontage.
- R-D Research and Development District permits a variety of uses, including scientific/research labs, government buildings, offices, parks, child care facilities, and “assembly and treatment of previously prepared materials to produce products” such as textiles, books/printed goods, photographic and optical goods, clocks/watches, hardware, metal goods, construction supplies, etc. Minimum lot size is ten acres with a minimum frontage of 600 feet and a minimum 150-foot front setback.
- H-C Highway Commercial District permits a wide range of development, including retail, restaurants, offices, personal service shops, recreational uses, and home and auto repair stores. Minimum lot area is 20,000 square feet for an individual building and eight acres for a shopping center. Individual buildings are required to have at least 125 feet of frontage and at least a 60-foot front setback. Shopping centers must have at least 400 feet of frontage and at least a 100-foot front setback.

**Current Comprehensive or Master Plan Characterization of Station Area:** Not available.

**Special Studies or Districts:** Hamilton has received planning and visioning assistance from New Jersey Transit’s Transit Friendly Communities Program.

**Pending Transit Agency or DOT Improvements (including service changes):** The Executive Director of NJ Transit recently announced possible service improvements, including the addition of more rail cars during peak periods along the Northeast Corridor line.

**Development or Redevelopment Potential:**

Vacant Land Present in Station Area: There is a good deal of underutilized and vacant land near the station. The American Standard plant will be redeveloped into the

American Metro Center (see below). The other light-industrial uses around the station may provide future opportunities for redevelopment.

**Brownfields or Superfund site:** There are no Superfund sites in the station area. According to the New Jersey Department of Environmental Protection, as of 2001, the station area included a number of Brownfield sites. The active sites were: the American Standard Plant at 240 Princeton Avenue (west of the rail line), the Aberdeen Sportswear Incorporated Warehouse at 2616 East State Street Extension, the B&E Service site at 86 Klockner Road, a portion of the Congoleum Corporation site at 861 Sloan Avenue, Raritan Plated Metals at 2607 East State Street, the Starr Transit Company Incorporated at 2531 East State Street Extension, and the Stryker Machine Products Company at 2560 East State Street. A portion of the Congoleum Corporation site was pending.

**Market Characterization/Development Pressures:** Preferred Real Estate Investments is the lead developer on the redevelopment of the recently closed 100-acre American Standard facility, across from the Hamilton train station, into the mixed-use American Metro Center. Eight hundred people were employed by American Standard, while 1,500 to 2,000 people are likely to work in the new American Metro Center. The development will benefit from direct access of I-295 and adjacency to the Hamilton train station on New Jersey Transit's Northeast Corridor line. Competition may come from office space on Route 1 in Princeton, such as the Forrestal Center and Carnegie Center, but the better highway access of I-295 rather than congested Route 1, will be a market draw, as well as lower price per square foot rates. Given the area's excellent transit and highway access, including connections to New York City and North Jersey, and central New Jersey's rising cost of real estate, the market in this area appears to be strong.

In Hamilton Township, 214 residential building permits were issued in 2000. Among them, 153 were for single-unit structures, and 61 were for buildings with three or more units. In 2001, 300 permits were granted – 184 for single-unit structures, 14 for two-unit buildings, and 102 for units in structures comprised of three or more dwellings.

**Environmental Restrictions:** None known.

**Other Information:**

**Site Design:** The station area is largely comprised of low-density, auto-oriented development. Homes are set back from the street, industrial properties sit on large lots, and lighting is scaled for automobiles. Industrial facilities include garages, storage lots and other undesirable uses that are exposed to the street. There is an abundance of public art in the station parking lot and along Klockner Road.

**Municipal Contact:**

Lloyd Jacobs  
Director of Engineering, Planning and Inspections, Hamilton Township  
609-890-3683





# West Trenton

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**Address:** Railroad Avenue and Grand Avenue

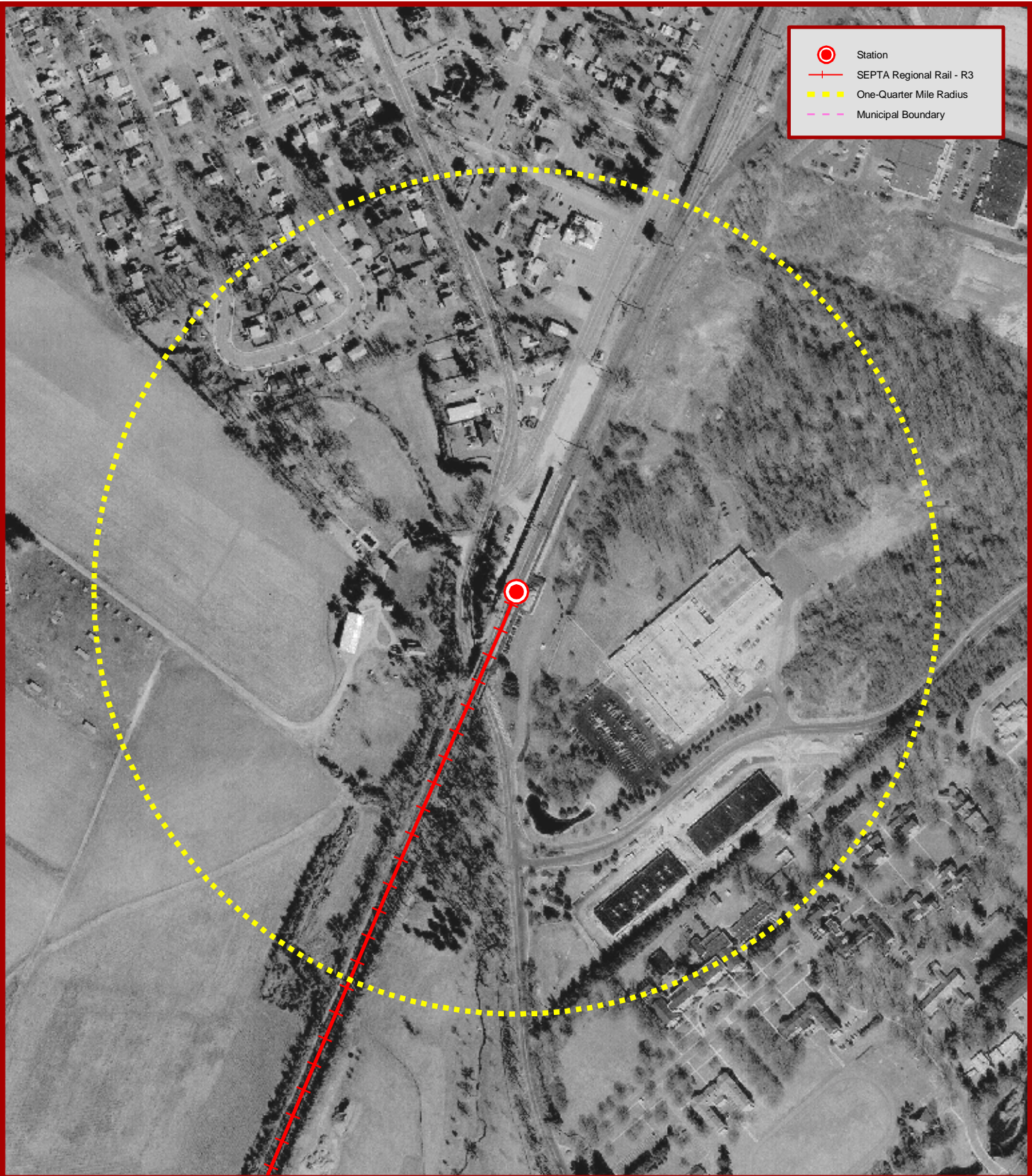
**Transit System/Line:** SEPTA's Regional Rail R3 West Trenton





**Municipality:** Ewing Township, New Jersey

**Station Type:** Two platforms, each with a red brick building. On the west side of the rail line is a smaller building that now functions as a waiting room. The former station building stands on the east side of the rail line and now houses an architecture firm.



*From left to right, West Trenton's inbound and outbound platforms, the station parking lot, and office development adjacent to the station property.*



-  Station
-  SEPTA Regional Rail - R3
-  One-Quarter Mile Radius
-  Municipal Boundary

**TOD Inventory**  
 Map 45.1: Station Area Aerial Photo

**West Trenton**  
 R3 West Trenton

Mercer Co., New Jersey



Delaware Valley  
 Regional Planning Commission  
 June 2003  
 Orthophoto Date : 2000



# TOD Inventory

## Map 45.2: Station Area Land Use

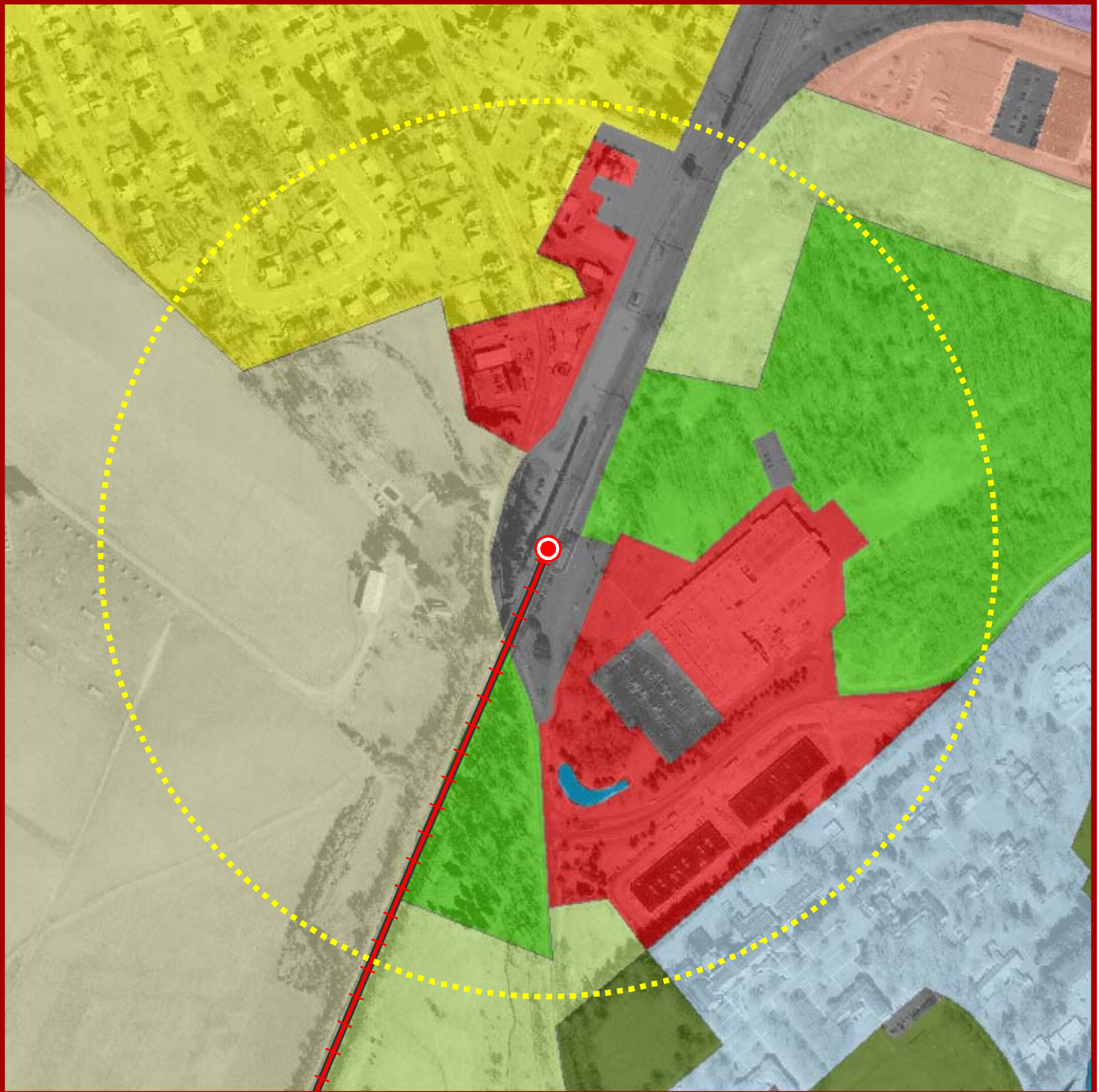


Delaware Valley  
Regional Planning Commission  
June 2003  
*Orthophoto Date : 2000*

# West Trenton

## R3 West Trenton

Mercer Co., New Jersey



- |                                      |                          |                    |        |                          |
|--------------------------------------|--------------------------|--------------------|--------|--------------------------|
| Residential - Single-Family Detached | Mnfg - Heavy Industrial  | Community Services | Mining | Station                  |
| Residential - Multi-Family           | Utility                  | Military           | Wooded | SEPTA Regional Rail - R3 |
| Residential - Row Home               | Transportation / Parking | Recreation         | Vacant | One-Quarter Mile Radius  |
| Mnfg - Light Industrial              | Commercial               | Agriculture        | Water  | Municipal Boundary       |

**Level of Service (# of trains/day):** On weekdays, trains running to and from Philadelphia each stop about once per hour, and twice per hour during peak commuting hours, for a total of 26 trains in each direction per day. On weekends, service is hourly with 17 trains running in each direction per day.

**Current Ridership:** 189 boardings per day.

**Connecting Routes:** NJ Transit bus route 608, which runs between Hamilton and Lambertville, stops near the station at the intersection of Railroad and Grand Avenues.

**Parking:** The station parking lot is comprised of 117 free spaces. Ownership is a mixture of municipal and private spaces.

**Infrastructure:** Sewer and water service.

**Access:**

Roads: Grand Avenue/Sullivan Way is the main road running through the station area. Railroad Avenue is a smaller road that links the station with several minor streets. Upper Ferry Road is another major road in the area and runs (roughly) east-west to the north of the station.

Street Network: There are few streets within the station area to the east of the rail line and those that do exist are generally office park access roads opening off Grand Avenue/Sullivan Way. West of the rail line is a residential area with a grid street pattern. However, even here streets are fairly wide and blocks are long. There is little emphasis on traffic calming. To the north of the station, Upper Ferry Road serves a major thoroughfare and is lined with large-scale, auto-oriented uses (strip malls, industrial facilities, etc.) as well as a significant amount of vacant land and underutilized industrial properties. Street lighting throughout the station area is auto-oriented.

Bike Paths: No.

Trails: No.

Sidewalks: Insufficient. The pedestrian network in the station area is limited to narrow sidewalks with buffers along Grand Avenue, and pedestrian crossings are not well demarcated.

Bus Routes: Yes, NJ Transit route 608.

Signage: Inadequate. No signs direct motorists to the station and the large SEPTA sign that stands in the parking lot is difficult to see from road.

Wheelchair Accessible: No.

**Station Patron Amenities:**

Bike Storage or Racks: Yes, one rack in very poor condition.

Waiting Room: Yes.

Ticket Office: No.

Ticket Machines: No.

Existing Uses: Old station building on the east side of the rail line is now the offices of architecture firm Clark Caton Hintz.

Restrooms: No.

**Land Uses in Station Area:** To the northwest of the station is a residential area consisting of single-family detached dwellings on fairly large lots. The homes appear to have been constructed in the early to mid-twentieth century. Houses in this area are well maintained, and the neighborhood appears to be solidly middle-class. Housing becomes more modest as one moves farther from the station. An Elks Lodge on Summit Avenue is one of the few non-residential uses in this area. Further north of the station, and outside the station area, Upper Ferry Road is lined with auto-oriented commercial uses with dedicated surface parking, as well as some single-family detached housing.

West of the rail line is a gas station. The southwest quadrant of the station area is dominated by Knight Farm, which is run by the New Jersey Department of Corrections and appears to be some sort of transitional work facility.

The area northeast of the station is largely comprised of vacant and/or wooded land and a multi-family apartment building. To the southeast of the station are suburban-style office parks, beyond which is the campus of the Marie H. Katzenback State School for the Deaf. The school is situated in an attractive, semi-rural setting filled with trees and green lawns.

**Station Building Conditions:** The platforms are a bit run-down and the parking lot is in poor condition. The waiting room on the west side of the rail line is in good repair. The underpass that connects the two platforms is bug-infested, rusty, and dirty, with the outline of a body painted on the ground. During the field visit, several passengers were observed crossing the rail line at grade, possibly due to the condition of the underpass.

**Building Conditions of General Station Area:** Good, as housing is well-maintained; commercial, industrial and office facilities are in good repair.

**Current Zoning:** The mix of zoning varies widely from industrial districts to low-density residential zones in a relatively small area. Some regulations are transit-supportive, but others, very clearly, are not. The R-1 and R-2 zones, which are not very supportive of transit, comprise a large share of the station catchment area.

- B-N Neighborhood business district. Minimum lot size is 5,000 square feet. Building heights may not exceed 2.5 stories or 35 feet.
  
- R-1 Residential district for single-family detached homes. Parks, cemeteries, golf courses, agricultural uses and public safety facilities also permitted. Minimum lot size is 18,750 square feet with 125 feet of frontage and a front setback of 50 feet. Building heights may not exceed 2.5 stories or 35 feet.
  
- R-2 Residential district for single-family detached homes. Parks, cemeteries, golf courses and public safety facilities also permitted. Minimum lot size is 10,000 square feet with a front setback of 40 feet. Building heights may not exceed 2.5 stories or 35 feet.
  
- IP-1 Industrial park district. Manufacturing facilities, research firms, corporate offices, broadcasting studios, childcare, public safety facilities, and some agricultural uses are permitted. Minimum lot size is 3 acres. Building heights may not exceed three stories or 40 feet.
  
- OP-2 Office park district. Corporate offices, research facilities and childcare are among the permitted uses. Minimum lot size is five acres. Building heights may not exceed three stories or 40 feet.

**Current Comprehensive or Master Plan Characterization of Station Area:** Not available.

**Special Studies or Districts:** None.

**Pending Transit Agency or DOT Improvements (including service changes):**

NJ Transit has conducted planning, conceptual design and an Environmental Assessment (EA) for the restoration of commuter rail service on the West Trenton Line between West Trenton and Newark, New Jersey. The rail service would connect with NJ Transit's Raritan Valley Line in Bridgewater, New Jersey. The proposed project would include the installation of a second track in selected locations, signal improvements, construction of five new stations, parking facilities, train storage yard, and rail equipment acquisition. Information on mobility improvements, environmental benefits, cost effectiveness, operating efficiencies, transit-supportive land use and other factors are being developed. The EA was scheduled for completion in early 2001. Through FY 2001, Congress had appropriated \$4.46 million in Section 5309 New Starts funds for this effort.

**Development or Redevelopment Potential:**

Vacant Land in Station Area: There is a significant amount of vacant, wooded, and agricultural land within the station area.

Brownfields or Superfund site: The U.S. Naval Reservation may be eligible for classification as a Brownfield or Superfund site. The site is in very poor condition. According to the New Jersey Department of Environmental Protection, there is one active Brownfield site in the area, the Carrolls Service Center at Grand and Railroad Avenues.

Market Characterization/Development Pressures: Ewing Township has seen significant growth and development over the last several years in commercial and residential development.

In Ewing Township, 69 residential building permits were issued in 2000, all of which were for single-unit structures. The following year, 46 permits were issued for single-unit structures. Of the 202 permits granted in 2002, only 26 were for single-unit structures; the remaining 176 were for units in buildings comprised of three or more dwellings.

Environmental Restrictions: None known.

**Municipal Contact:**

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## **Study Advisory Committee**

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## **Linking Transit, Communities and Development: Regional Inventory of Transit-Oriented Development Sites, Volume Two: Station Area Profiles**

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**Publication No.:** 03036

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**Geographic Area Covered:** Nine-County Delaware Valley Region, including the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey.

**Key Words:** transit-oriented development (TOD), transit village, transit supportiveness; SEPTA, PATCO, New Jersey Transit, Amtrak, Regional Rail, light rail, Market-Frankford Elevated, Broad Street Subway, Southern New Jersey Light Rail Transit System (SNJLRTS), Schuylkill Valley Metro (SVM), Cross County Metro (CCM); master plan, comprehensive plan, mixed uses, zoning, zoning overlay district; development potential.

### **ABSTRACT:**

The goal of this study is to inventory the region's rail stations to determine a short list of "Transit-Oriented Development (TOD) Opportunity sites", in furtherance of the goals and policies of DVRPC's adopted Year 2025 Horizons long-range plan. While the region has over 340 fixed-rail stations, the majority of them have transit-adjacent developments (TADs). Transit-adjacent development is development that is physically near transit but fails to fully capitalize on its proximity, both in promoting transit ridership and as an economic and community development tool. Many of the fixed-rail stations in the region lack pedestrian and bicycle access, lack land uses that complement the station, such as consumer services, and lack building design and orientation that serve the rail user. Volume One details the study process, inventory selection criteria, TOD benefits and barriers, and recommendations for funding and implementation. Volume Two contains the 45 station area profiles, including information on access, ridership, level of service, land uses, and development opportunities. Volume Three presents in-depth case studies of five of the inventoried station areas in the region, as selected by the Study Advisory Committee.

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