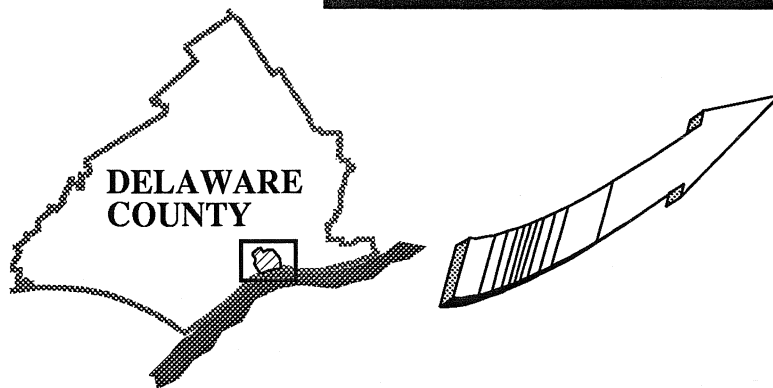
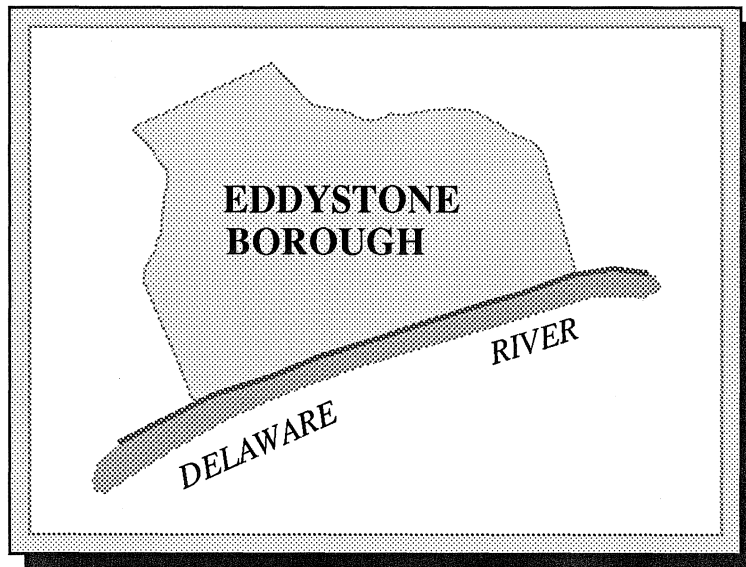


# EDDYSTONE BOROUGH REVITALIZATION STUDY



Prepared by:



**Delaware Valley Regional  
Planning Commission**

**June 1990**



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Prepared by:



**Delaware Valley Regional  
Planning Commission**

**The Bourse Building  
Twenty-One South Fifth Street  
Philadelphia, Pennsylvania 19106**

**June 1990**

The Delaware Valley Regional Planning Commission (DVRPC) logo is adapted from the official seal of the Commission 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 flowing through it. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey. The logo combines these elements to depict the areas served by DVRPC.

Created in 1965, DVRPC provides continuing, comprehensive and coordinated planning for the orderly growth and development of the Delaware Valley region. The interstate region includes Bucks, Chester, Delaware and Montgomery counties in Pennsylvania, and the City of Philadelphia; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. The Commission is an advisory agency which divides its planning and service functions between the Office of the Executive Director, the Office of Public Affairs, and four Divisions: Transportation Planning, Strategic Planning, Regional Information Services Center, and Finance and Administration. DVRPC's mission for the 1980s is to conduct high priority short term strategic studies for member governments and operating agencies, develop a long range comprehensive plan and provide technical assistance, data and services to the public and private sector.

The preparation of this report was funded through federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Urban Mass Transportation Administration (UMTA), as well as by DVRPC's member governments.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Publication Abstract

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Geographic Area Covered:

Borough of Eddystone, Delaware County, Pennsylvania

Key Words:

Study area profile, transportation analysis, revitalization factors, development climate, industrial property ownership, zoning revisions, land use controls, integrated redevelopment, riverfront development

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ABSTRACT

Contains information on population, employment, housing, land use and the existing transportation network. Discusses factors which will enhance or deter potential revitalization of previously industrial parcels. Inventories major property ownership and prospective development plans. Recommends zoning revisions; coordinated redevelopment of vacant or under-utilized parcels; review of local land development regulations; provision of lighting, landscaping and informational signs; local public access to the Delaware River waterfront; and local access improvements.

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For More Information Contact:



Delaware Valley Regional Planning Commission  
Regional Information Services Center  
The Bourse Building  
21 South 5th Street  
Philadelphia Pa. 19106  
(215) 592-1800



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## EXECUTIVE SUMMARY

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The Borough of Eddystone is a riverfront community dominated by the heavy manufacturing land uses typical of the Delaware County waterfront during past decades. Approximately 12% of the total acres occupied by manufacturing uses in Delaware County overall were located in Eddystone in 1980, even though the Borough contains less than 1% of the total land acres of the county.

Several Eddystone sites previously occupied by industrial uses are now vacant or under-utilized, due to the decline of the manufacturing sector both regionally and nationally. The area's multi-modal transportation network enhances the potential for redevelopment of these sites. The opportunity to attract new heavy industrial users to the waterfront appears limited, however, given existing economic conditions and market demand. Developers will probably find the available Eddystone sites attractive for uses other than heavy manufacturing, including warehouse and distribution; light industrial uses; general offices; flex space; research facilities; or other service-oriented uses.

The *Eddystone Borough Revitalization Study* was initiated by the Delaware County Planning Department in recognition of the area's revitalization potential and the importance of Eddystone and other waterfront communities in relation to the County's overall economic development strategy.

### STUDY AREA STRENGTHS

Eddystone Borough is located approximately five and one-half miles south of the City of Philadelphia along the Delaware River. Several vacant or under-utilized sites are located in the Borough, offering a reasonably priced alternative to more expensive suburban development locations. The number of major property owners is limited, facilitating unified and cooperative revitalization efforts. An available labor supply for future employers exists in Philadelphia and the City of Chester. Public water and sewer are available on all potential development sites. The existing physical separation between residential and non-residential properties minimizes the potential for conflicts between adjacent uses. Additionally, the traditionally supportive relationship between the residential community and the industrial community along the riverfront enhances the potential for revitalization of Eddystone's non-residential sites.

The area's multi-modal transportation system is one of Eddystone's primary assets. The Borough is located in close proximity to both Interstate 95 and Interstate 476 (the infamous "Blue Route.") Local and regional highway access is also provided by Chester

Pike (the Borough's northern boundary) and the Industrial Highway, which traverses Eddystone. Two SEPTA bus routes and the R-2 commuter rail line service the Borough. Freight rail service is available to all industrial sites, and passenger and freight air services are provided at the Philadelphia International Airport, located three miles northeast of Eddystone. Penn Terminals, a subsidiary of the Pennsylvania Shipbuilding Company, has developed a significant shipping facility along the river in Eddystone Borough.

## **STUDY AREA WEAKNESSES**

The manufacturing sector, traditionally Eddystone's dominant land use, has declined in recent years, both regionally and nationally. Existing warehouse buildings on some sites may not be easily adaptable to the needs of modern office and industrial users, and may be costly to demolish and remove. Environmental contamination from previous heavy manufacturing uses is possible. A potential exists for conflicts between uses on adjacent parcels, given the existing "heavy industry" zone which covers the majority of the Borough. Certain sites lack access to the Industrial Highway or Chester Pike, and prospective developers believe that it may also be difficult to access Interstate 95 from the Borough. The Borough lacks any public access to the waterfront. Previous studies have also identified as a problem the lack of a cohesive and identifiable industrial "corridor" along the Delaware County waterfront, primarily the result of the lack of design elements such as lighting, landscaping and informational signs.

## **STUDY RECOMMENDATIONS**

The study presents recommendations which are intended to facilitate and promote revitalization of vacant or under-utilized industrial sites in Eddystone while simultaneously minimizing potential conflicts between new and existing uses. The coordinated and integrated redevelopment of available sites is encouraged. Zoning revisions and the review of local land development regulations are recommended. Public and private sector representatives are encouraged to cooperatively provide amenities such as lighting, informational signs and landscaping along the Industrial Highway. The report recommends that the Borough work to secure public access to the Delaware River waterfront for its residents, and that county, local and private sector representatives continue to support ongoing regional transportation management initiatives, including the construction of the Crum Lynne Fringe Parking Area and the formation of a Delaware County Waterfront TMA group. Finally, the eventual construction of an access road and improvement of a railroad underpass is recommended, providing access between Chester Pike and the Industrial Highway.

## I. INTRODUCTION

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Many communities in the inner ring of suburbs close to Philadelphia are characterized by an older housing stock; an aging and sometimes deteriorated infrastructure system; and, in many cases, a land use pattern which reflects the economic activity of a former era. These factors can impede the redevelopment of communities which might otherwise offer an affordable alternative to the new development occurring in the outer suburbs.

During the 1970's and 1980's, Delaware County experienced an economic transformation. The manufacturing sector, historically the dominant employment sector in the county, declined dramatically both nationally and locally, in response to a trend towards high technology and service industries. New residential, commercial and light industrial projects were developed in the western sections of the County, in contrast to the original concentration of both population and employment opportunities in the eastern sections along the Delaware River. Older, more developed communities in the eastern portion began to experience maintenance problems due to aging roads, sewer and water infrastructure.

The Borough of Eddystone is a community characterized by an older housing stock; an aging infrastructure system; and a land use pattern dominated by the heavy manufacturing typical of the Delaware County riverfront during past decades. Figure I illustrates its location within the region along the Delaware River, approximately five and one-half miles southwest of the City of Philadelphia.

Eddystone Borough remains highly industrialized and moderately populated. The Delaware River is its southern boundary and Chester Pike forms its northern boundary. The Industrial Highway (PA Route 291) traverses the Borough. Eddystone is situated in close proximity to both the Blue Route (Interstate 476, scheduled for completion in late 1991) and to Interstate 95, and is approximately three miles southwest of the Philadelphia International Airport. The area is served by regional passenger and freight rail, and is currently the home of several large industrial users including Penn Terminals, Foamex Corporation, Boeing-Vertol and the Philadelphia Electric Company. Several vacant or under-utilized industrial sites are located in Eddystone, and a significant opportunity exists for revitalization of the area.

### **STUDY ORIGIN AND PURPOSE**

This study was initiated by the Delaware County Planning Department in recognition of the potential for revitalization of Eddystone Borough and the importance of the area in

relation to the County's overall economic development strategy. The study was completed under the guidance of its steering committee, which consisted of representatives of the Delaware County Planning Department, the Borough of Eddystone, the RDC, and the development community. Several other agencies were also contacted for information during the course of the study, including the Delaware County Partnership for Economic Development, the Southeastern Pennsylvania Transit Authority (SEPTA) and the Pennsylvania Department of Transportation (PennDOT).

The purposes of this study are to assess transportation and other infrastructure improvements which might enhance local economic development activities and promote the revitalization of Eddystone Borough, and to recommend strategies and available programs which might be used to accomplish the study's goals. The study was conducted within the framework of county economic development strategies and goals, as well as regional, county and local plans and programs.

## **LOCAL AND COUNTY PLANS**

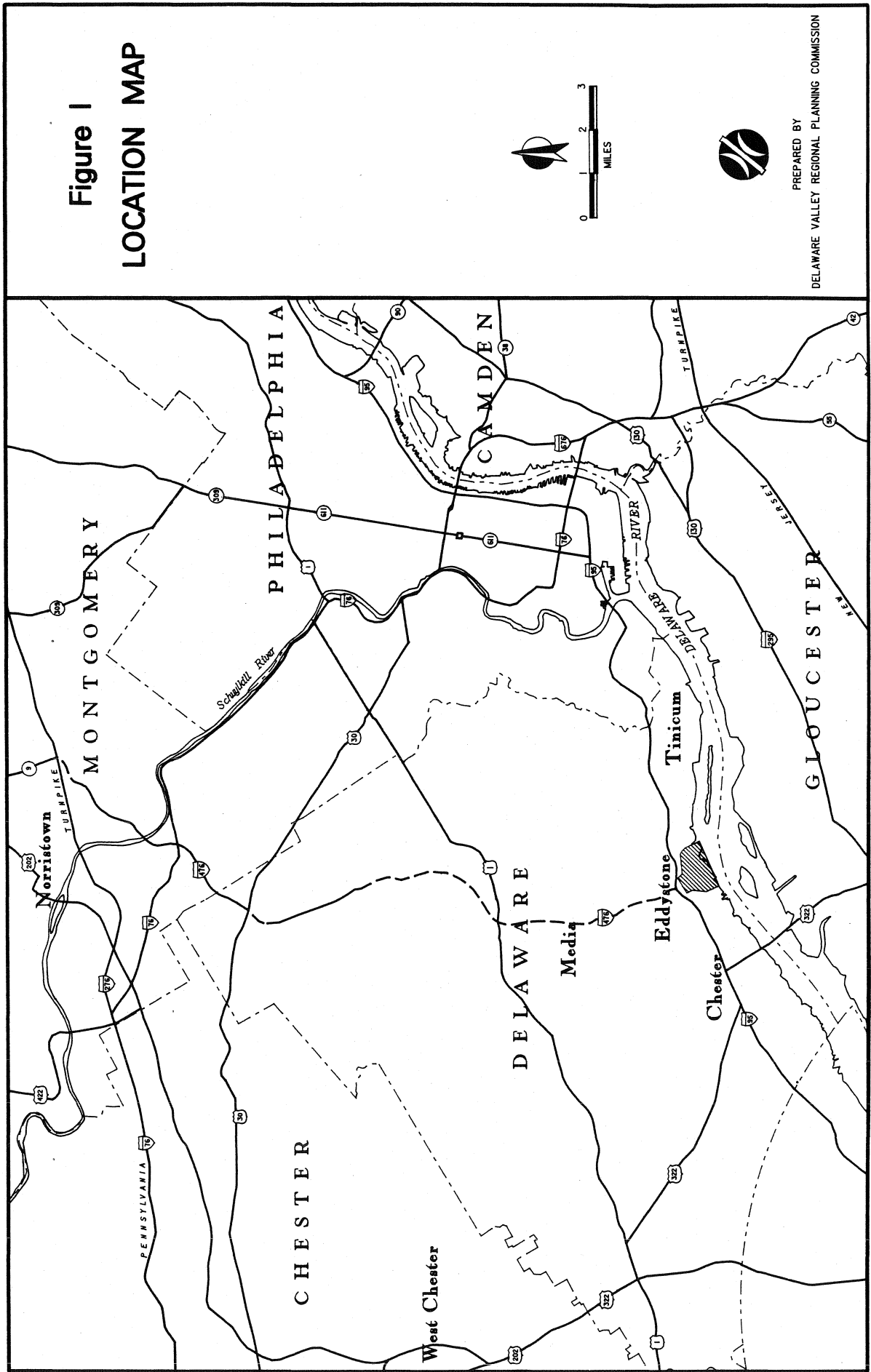
The primary documents which describe the economic development strategies of the Borough of Eddystone and Delaware County include the *Comprehensive Plan* of the Borough of Eddystone; Delaware County's *Land Use Plan 2000*; and the *Delaware County Economic Development Strategy*. Summaries of the policies applicable to the Eddystone study area follow.

### Comprehensive Plan For the Borough of Eddystone

Eddystone's current comprehensive plan was prepared in 1983 as a part of the implementation of the Pennsylvania Coastal Zone Management Program. The goals of the Borough's comprehensive plan include the following:

- Preservation of waterways and floodplain areas, and maintenance of existing open spaces
- Maintenance of the existing population
- The encouragement of increased employment opportunities
- Maintenance of the Borough's housing stock
- The development of industrial land along the Delaware River and the redevelopment of the Baldwin Towers and the industrial property commonly referred to as the "Baldwin-Lima-Hamilton" site (the majority of which is now controlled by Adwin Realty)
- Maintenance of the local highway system

# EDDYSTONE BOROUGH REVITALIZATION STUDY



**Figure 1**  
**LOCATION MAP**



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- Maintenance of the existing work force through the development of industrial land, encouragement of industry to locate within the community and use of any appropriate federal and state programs to attract new industry

### Delaware County Land Use 2000

The *Delaware County Land Use Plan 2000* characterizes all of Eddystone Borough which lies either south of the rail lines or east of Simpson Street as heavily industrial, and identifies the Borough as a minor employment or commercial core. According to the plan, the County's policy is to encourage light industry and warehousing in development cores and activity centers. Additionally, its objective is to encourage heavy industry located along the Delaware River to remain while attracting complementary, labor intensive industries. While supporting continued and expanded industrial usage in these areas, the plan also emphasizes that through traffic, including truck traffic generated by non-residential uses, should be discouraged from utilizing local roads through residential neighborhoods.

In addition to using the Delaware River for transportation and as a source of industrial water, the plan suggests that the county utilize the river for public recreation. It emphasizes that although most of the riverfront is in industrial usage, industries actually utilize the river at a limited number of points, and that public access may not necessarily conflict with industrial activity.

### Delaware County Economic Development Strategy

The overall economic development strategy for Delaware County is contained in a five-volume study prepared in July of 1984 for the Delaware County Partnership for Economic Development by Latimer and Buck, Incorporated. The Partnership, founded in 1983, is a public/private action coalition which promotes the revitalization of Delaware County's aging economic base.

The Economic Development Strategy identifies Delaware County's primary assets, including its natural resources; geographic location; transportation network; existing industrial mix; large pool of available skilled labor; and physical infrastructure. The study notes, however, that the County's major economic development problem is inadequate marketing and maintenance of these assets. It also recommends that an emphasis on coordination of infrastructure planning, programming and implementation is necessary in order to attain the study's overall goal of retaining, attracting and expanding business and industry in Delaware County.



## **II. STUDY AREA PROFILE**

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This chapter describes existing conditions in the Borough of Eddystone. After first defining the study area boundaries, information on population, employment, housing, and existing land uses is presented. This section is followed by a chapter describing the transportation network in and surrounding the Borough and an additional chapter discussing other factors which affect redevelopment of vacant or under-utilized sites, including the existing zoning, the availability of public water and sewer, natural features and the current market climate. An inventory of major property ownership within the primary study area follows in Chapter V.

### **STUDY AREA BOUNDARIES**

As illustrated on Figure II, Eddystone's southern boundary is the Delaware River, while Chester Pike (Route 13) forms its northern boundary. The Borough's eastern and western boundaries are Ridley Creek and Crum Creek, respectively. Eddystone is surrounded by Ridley Township and Ridley Park Borough to its north and east, and by the City of Chester across Ridley Creek to its west.

Figure II also identifies the primary study area, which includes the portions of the Borough south of the Conrail tracks to the Delaware River and west of Simpson Street to Crum Creek. This area was chosen for primary consideration based on its current and past manufacturing concentration and its potential for revitalization. The following discussion of existing conditions, however, applies to the entire borough.

### **POPULATION**

As indicated on Table I, the population of Eddystone Borough as of 1980 was 2,555. The Delaware Valley Regional Planning Commission (DVRPC) has forecasted that as of 1990 the population of the Borough will increase by approximately 2.5% to 2,620, and then stabilize through the year 2010. The Borough's population is concentrated in the small residential core bounded by Chester Pike, Simpson Street, the Amtrak/SEPTA rail lines, and Eddystone Avenue.

The population of Delaware County as of 1980 was 555,007. DVRPC has forecasted that the population of the County will increase by approximately 1.9% between 1980 and 1990; increase by an additional 1% between 1990 and 2000; and then decline by approximately 1.3% between 2000 and 2010.

In 1980, the population of Eddystone Borough was predominantly white, with 99% of the total population classified by the United States Census Bureau as "white" and 1% classified as "other races" (but not "black," which is a separate category). In comparison, 90% of the total population in Delaware County was classified as "white"; 9% was classified as "black"; and 1% was classified as "other." The Borough's population was slightly older in 1980 than the population of the County in general, with a median age of 34.8 years as opposed to the County's median age of 32.5 years. Eddystone also exhibited a smaller number of persons per housing unit than did the County overall (2.22 persons per unit as opposed to 2.42 persons per unit). These differences are not unexpected, since Delaware County's figures include the population of the City of Chester.

## **EMPLOYMENT**

Table I also describes employment estimates and forecasts in the Borough of Eddystone for the years 1987, 1990, 2000 and 2010. In 1987, DVRPC estimated that 1,819 jobs existed in Eddystone Borough, mainly attributable to the concentration of manufacturing uses along the riverfront. DVRPC has forecasted that employment will decline steadily in the Borough through the year 2010, decreasing by approximately 7% between 1987 and 2010. In comparison, DVRPC has forecasted that county-wide employment will decrease slightly between 1987 and 1990 but increase steadily between 1990 and 2010, resulting in a net increase in employment in Delaware County of 4.9% between 1987 and 2010.

The anticipated decline in employment in Eddystone Borough is largely a result of its heavy concentration of manufacturing employers and the declining number of manufacturing jobs county-wide. Based on Bureau of Economic Analysis estimates of employment, the number of manufacturing jobs in Delaware County declined from 52,574 in 1970 to 36,731 in 1986, a decrease of 30%. In 1970, manufacturing jobs constituted 28% of the total employment of Delaware County; by 1986, manufacturing jobs made up only 15% of all county employment opportunities. In comparison, the number of FIRE (fire, insurance and real estate) jobs increased by 82% in the County between 1970 and 1986 (from 9,991 to 18,174); employment in service industries increased by 81% (from 44,651 to 80,604); wholesale trade employment increased by 75% (from 6,308 to 11,036) and retail employment positions increased by 35% (from 33,000 to 44,648).<sup>1</sup>

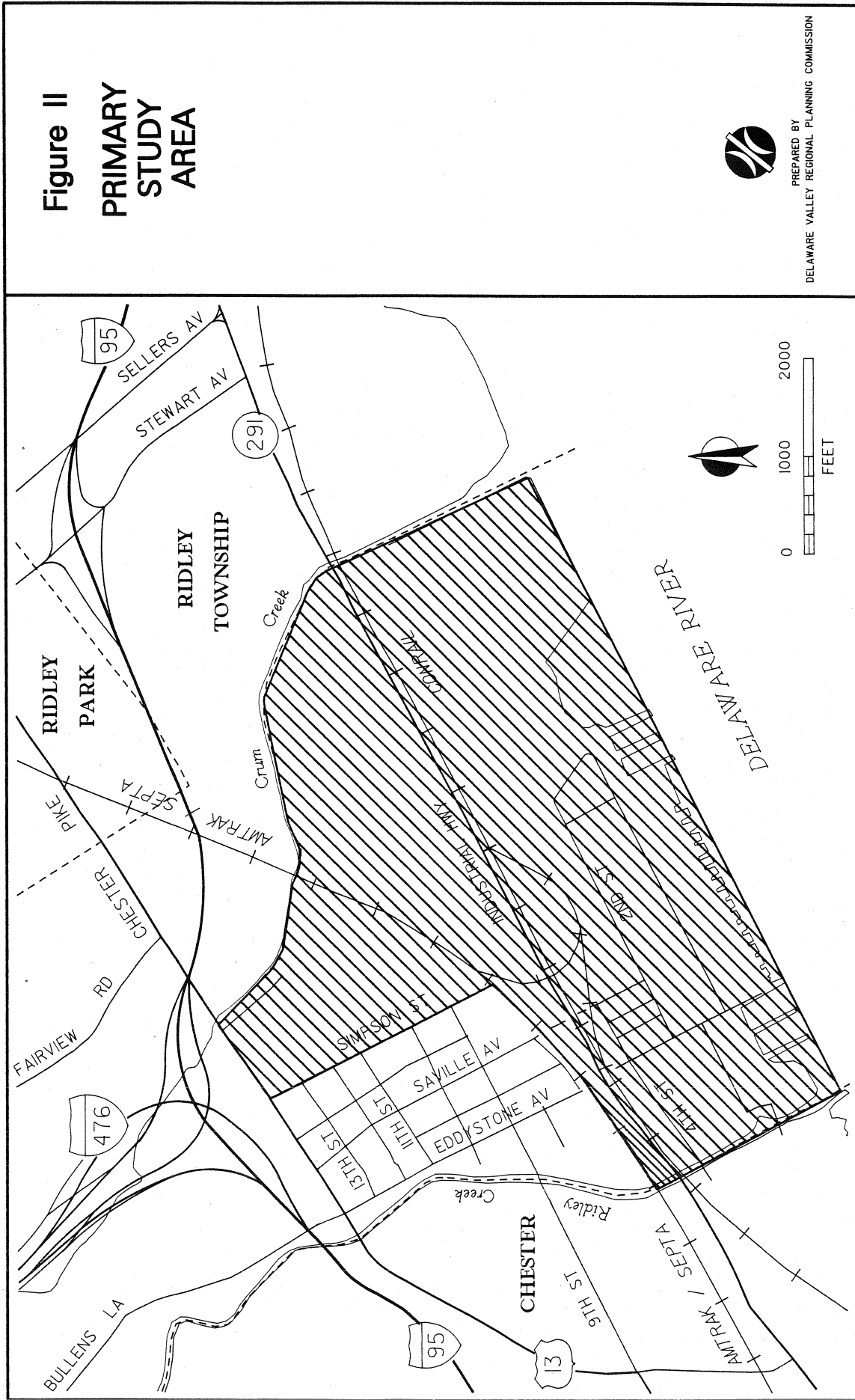
## **HOUSING**

Data from the United States Census Bureau indicates that in 1980 Eddystone Borough contained 1,044 total housing units. Approximately 94% of the units were occupied, and

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<sup>1</sup>Delaware Valley Regional Employment By Sector By County, 1970-1986, DVRPC Data Bulletin Number 33, October, 1988.

# EDDYSTONE BOROUGH REVITALIZATION STUDY





**TABLE I**  
**EDDYSTONE BOROUGH REVITALIZATION STUDY**

**POPULATION AND EMPLOYMENT**

**1980 - 2010**

	<b>POPULATION</b>					<b>EMPLOYMENT</b>				
	<u>1980</u> <sup>1</sup>	<u>1990</u> <sup>2</sup>	<u>2000</u> <sup>2</sup>	<u>2010</u> <sup>2</sup>	<u>% Change 1980-2010</u>	<u>1987</u> <sup>3</sup>	<u>1990</u> <sup>2</sup>	<u>2000</u> <sup>2</sup>	<u>2010</u> <sup>2</sup>	<u>% Change 1980-2010</u>
Eddystone Borough	2,555	2,620	2,650	2,620	+2.5%	1,819	1,760	1,730	1,690	-7%
Delaware County	555,007	565,440	571,300	564,140	+1.6%	229,038	228,600	235,500	240,300	+4.9%

Source: <sup>1</sup>United States Census Bureau, Census of Population and Housing, 1980

<sup>2</sup>DVRPC, Municipal Population and Employment Forecasts For 1990, 2000, and 2010 adopted July 28, 1988

<sup>3</sup>DVRPC, 1987 Employment Estimates



6% were vacant. In comparison, 96% of a total 201,335 units in Delaware County were occupied, and 4% were vacant. Of the total housing units in Eddystone, 34% (356 units) were rental units, as opposed to 27% of the total units in Delaware County. Although the percentage of overcrowded units and boarded units were similar in Eddystone and the County overall, a larger percentage of Eddystone's total units were found to have deficient plumbing (3% of all units in Eddystone as compared with only 0.8% of all units in Delaware County). The median housing value in Eddystone Borough at the time of the 1980 census (\$29,300) was significantly less than that of Delaware County overall (\$46,500), as was the median rent (\$190 per month in Eddystone as opposed to \$227 in Delaware County).

Few new housing units have been constructed within the Borough of Eddystone over the last decade. Between 1980 and 1989, local building permits were issued for only thirty-five (35) new residential units, including nine single family units and twenty-six units in structures of three units or more. In comparison, 11,013 residential units were authorized by building permits during the same time period in Delaware County overall, including 7,769 single family units, 902 units that were part of duplexes, and 2,342 units that were part of structures with three or more units.<sup>2</sup>

## **LAND USE**

Table II describes land use as of 1980 in both Delaware County and Eddystone Borough. Local land uses within the Borough remain relatively unchanged since that time. Overall, land uses in Delaware County have undoubtedly changed significantly since 1980. It can be assumed that the acreage attributable to residential activity and its accessory uses has increased as has the land dedicated to transportation (given the ongoing construction of the Blue Route) while the acreage classified as undeveloped or forested has undoubtedly decreased. However, this data is appropriate for comparison purposes, particularly since the greatest differences between the Borough's land use pattern and the County's overall pattern result from the concentration of manufacturing uses in Eddystone Borough.

The total area of Eddystone Borough is 971 acres, of which 348 acres (36%) are covered by the waters of the Delaware River and the Crum and Ridley Creeks. In comparison, Delaware County includes a total of 122,212 acres, of which 5,384 acres (4.4%) are covered by water. The Borough of Eddystone comprises approximately 2% of the total area of the County.

Table II describes land uses in Eddystone and in Delaware County in land acres subtracting the area covered by water. The Borough of Eddystone occupies 623 land acres, of which 282 acres (45.3%) were in manufacturing usage in 1980. In comparison,

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<sup>2</sup>Housing Units Authorized By Building Permits (By Year), DVRPC Data Bulletins Number 24, 28, 29 and 32.

Delaware County overall occupies 116,828 land acres, of which only 2,447 acres (2.1%) were in Manufacturing usage in 1980. An additional 190 acres in Eddystone (30.5% of the Borough's land acres) were dedicated to transportation usage, primarily due to the Amtrak/SEPTA and Conrail right-of-ways; and 55 acres (8.8% of the total land acres) were in communications and utilities usage. In comparison, transportation uses covered only 10.9% of the total land acreage in Delaware County in 1980, while utilities and communities covered less than 4% of the total land acres.

Residential uses accounted for a relatively small portion of Eddystone's acreage in 1980. Multi-family and single family housing together occupied a total of only 66 acres in the Borough (approximately 11%), whereas in Delaware County overall these uses covered a total of 37,699 acres (approximately 32%). Single family uses, a dominant land use in the County overall, covered a scant 2.1 acres in the Borough of Eddystone. On the other hand, multi-family residential uses, which covered an area only a fifth as large as did single family residential uses in Delaware County, cover four times the area that single family uses did in the Borough in 1980. As mentioned above, the land use pattern in the Borough of Eddystone has not changed significantly since 1980.

As to be expected, agricultural uses; mining; and undeveloped or forested acres were non-existent in the Borough of Eddystone in 1980 but covered a total of 50,502 acres of Delaware County overall (43% of the total land area).

Figure III graphically illustrates the differences between the land uses in Eddystone Borough and Delaware County. As can be seen on this figure, manufacturing occupied 45% of the Borough's acreage in 1980, as compared to only 2% of the County's land acres. Likewise, transportation, communications and utilities occupied 39% of Eddystone's acreage, whereas these same uses covered only 12% of the total County acreage. Agricultural uses, mining, forested and undeveloped lands were non-existent in Eddystone, but covered 43% of the area in Delaware County overall. All other uses combined in Eddystone accounted for only 16% of the total land acres, but occupied 43% of the area of Delaware County.

## **SUMMARY**

In summary, the Borough of Eddystone can be characterized as a small, moderately populated community whose primary land use is manufacturing. Multi-family units, specifically row homes, are the predominate residential type, and the residential community is concentrated in a compact area occupying approximately one-tenth of the Borough's land acreage. The Borough of Eddystone, while containing less than 1% of the total land area of Delaware County, contained almost 12% of the total acreage in manufacturing usage in Delaware County in 1980.

**TABLE II**  
**EDDYSTONE BOROUGH REVITALIZATION STUDY**  
**1980 LAND USE**

	<b>EDDYSTONE</b>		<b>DELAWARE COUNTY</b>	
	<u>Land Acres*</u>	<u>% of Total Land Acres</u>	<u>Land Acres*</u>	<u>% of Total Land Acres</u>
Single Family Residential	13	2.1%	31,961	27.4%
Multi-Family Residential	53	8.5%	5,738	4.9%
Manufacturing	282	45.3%	2,447	2.1%
Transportation	190	30.5%	12,810	10.9%
Communications/Utilities	55	8.8%	750	0.6%
Commercial	12	1.9%	3,035	2.6%
Community Service	11	1.8%	4,682	4.0%
Recreation	7	1.1%	4,903	4.2%
Agriculture	0	0%	17,720	15.2%
Mining	0	0%	426	0.4%
Undeveloped/Forested	0	0%	32,356	27.7%
<b>TOTAL</b>	<b>623</b>	<b>100%</b>	<b>116,828</b>	<b>100%</b>

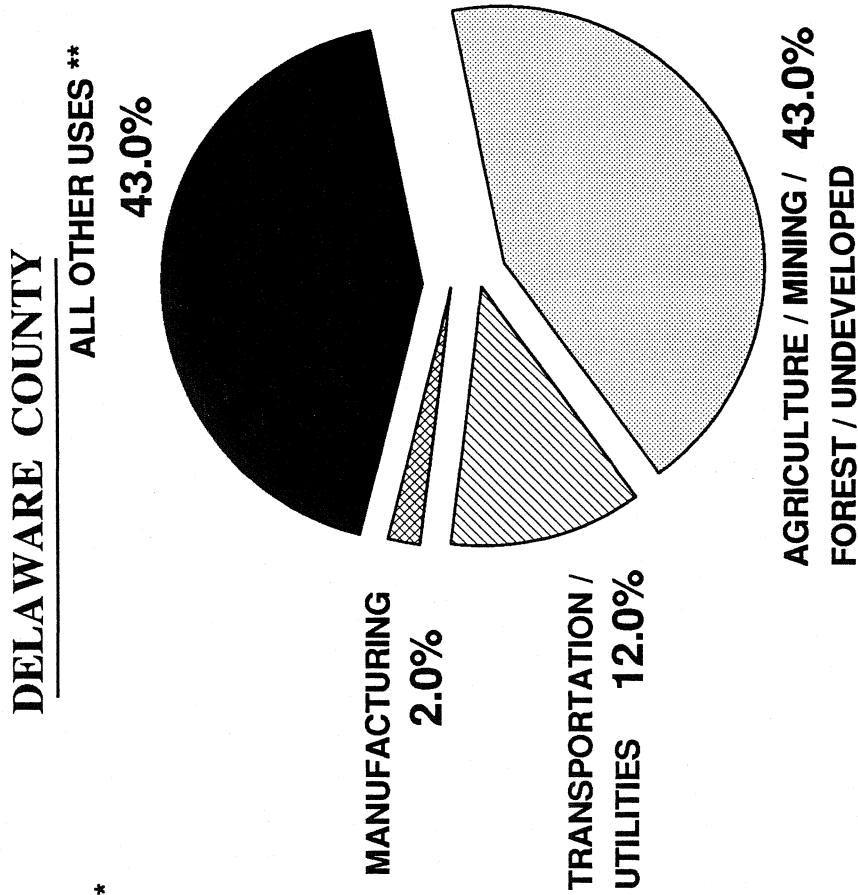
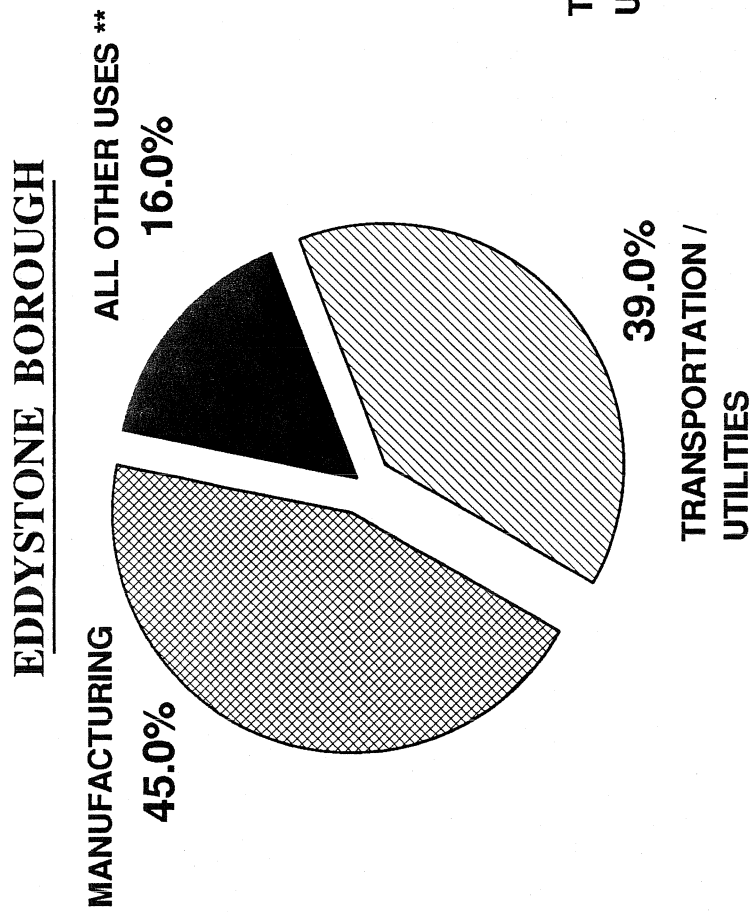
\*"Land acres" do not include acres covered by water.

Source: Land Use in the Delaware Valley, Delaware Valley Regional Planning Commission, 1984

Delaware Valley Regional Planning Commission, June, 1990



**FIGURE III**  
**EDDYSTONE BOROUGH REVITALIZATION STUDY**  
**1980 LAND USE \***



\* Land use as a percentage of total land acres.

\*\* "All other uses" includes residential, commercial, recreational and community services.



**Source:** Land use in the Delaware Valley, D-V-R-P-C, May 1984.



### III. TRANSPORTATION

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This section describes the existing transportation network within and surrounding the Borough of Eddystone. The Borough is well served by regional and local highways; passenger and freight rail; and public transit. It also is located in close proximity to the Philadelphia International Airport, and port facilities are available within the Borough at Penn Terminals, a subsidiary of Pennsylvania Shipbuilding Company. Figure IV illustrates the transportation facilities within and around Eddystone Borough.

#### HIGHWAYS

The Borough has access to two interstate highways: Interstate 95 and Interstate 476. Interstate 95 is a four- to six-lane limited access highway located directly north of Eddystone. The interstate links the Philadelphia region to New York and New England to the north and to Wilmington, Washington and the southern states to the south. The interstate's interchange with U.S. Route 322 and the Commodore Barry Bridge is located approximately five miles south of Eddystone. The Commodore Barry Bridge is Delaware County's only Delaware River bridge crossing, providing access to New Jersey, Interstate 295 and the New Jersey Turnpike. Access to I-95 is available at its interchange with Stewart Lane in Ridley Township, approximately one-half mile northeast of Eddystone (see Figure IV).

Interstate 476 (also known as the "Blue Route") begins at its interchange with I-95 north of Eddystone and travels northward through Delaware and Montgomery counties. The Blue Route will eventually provide a direct link between I-95 and the Pennsylvania Turnpike and its northeastern extension (PA 9). The I-95/I-476 interchange has been opened, with I-476 currently ending at MacDade Boulevard. The remaining portions of I-476 are now under construction and are scheduled to be completed in late 1991.

The Borough is directly served by two highways classified under the Federal Highway Classification System as urban principal arterials: Chester Pike and the Industrial Highway (PA 291). Chester Pike (US 13) is a state-owned road (SR 0013) which is the Borough's northern boundary. US 13 travels southwest from South Philadelphia before following 9th Street through the City of Chester. The Industrial Highway (also known as Essington Avenue) is also state-owned (SR 0291) and parallels Interstate 95. It traverses Eddystone as a four-lane arterial, but is reduced to two lanes at the Chester City line. The Pennsylvania Department of Transportation is currently reconstructing the Industrial Highway through Chester City from Trainer Borough to Eddystone.

Other state-owned roads in the vicinity of Eddystone Borough include Stewart Avenue (SR 2033) and Fairview Road (SR 2035), both classified as minor arterials; and Sellers Avenue (SR 2031), classified as a collector. Within the Borough of Eddystone, both Saville Avenue and 9th Street are classified as collectors, but are municipally owned and maintained. Other roads in the Borough are classified as local roads and are likewise owned and maintained by the Borough.

## **PUBLIC TRANSIT**

The Borough of Eddystone is served by two bus routes operated by the Southeastern Pennsylvania Transit Authority (SEPTA) and one commuter rail line. Figure V illustrates existing public transit services within and around the Borough. Existing public transit service includes the Route 37 and Route 114 bus routes and the R-2 (Wilmington/Marcus Hook/Warminster) commuter rail line.

The Route 37 bus operates between South Philadelphia and the City of Chester via the Industrial Highway (PA 291) under the City Transit Division. Service is available seven days per week, generally operating between 5:30 a.m. and 1:00 a.m. Service during peak hours is half-hourly. The Route 37 bus connects with SEPTA's Broad Street Line in Philadelphia and with the Chester Transportation Center in Chester, allowing connections to the R-2 rail line and several other bus routes. The route serves the Philadelphia International Airport and the industrial and office sites located in the vicinity of the airport. It also serves several other large and medium size employers, including the Scott Paper headquarters, the Ramada Inn, Boeing Helicopters, and the Pennsylvania Shipbuilding Company. A 1987 study conducted by DVRPC found that many Route 37 passengers use the Route 37 service to commute to work sites along the Delaware County waterfront.<sup>3</sup>

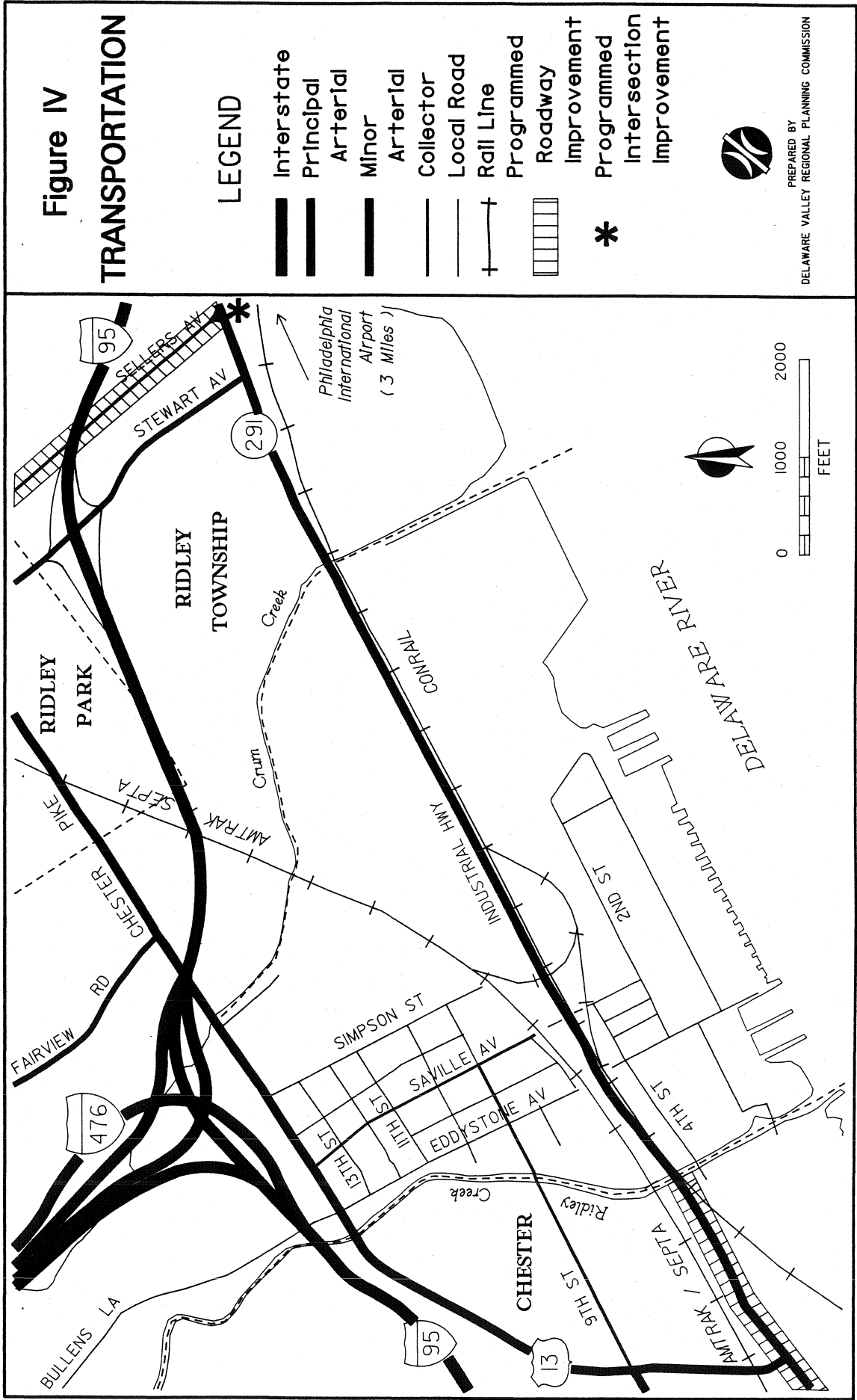
The Route 114 bus operates between the Darby Terminal and Boothwyn via Chester Pike, Saville Avenue and 9th Street. This route operates under the Suburban Transit Division and services the Chester Transportation Center, allowing connections to the R-2 rail line and other bus routes. Service during peak hours is half-hourly.

SEPTA's R-2 commuter rail line (Wilmington/Marcus Hook/Warminster) operates on the Northeast Corridor Amtrak rail lines that bisect the Borough of Eddystone. Commuter stations nearest to Eddystone include the Eddystone Station, located at the corner of 7th Street and Eddystone Avenue, and the Crum Lynne Station, located just north of Chester Pike in Ridley Park.

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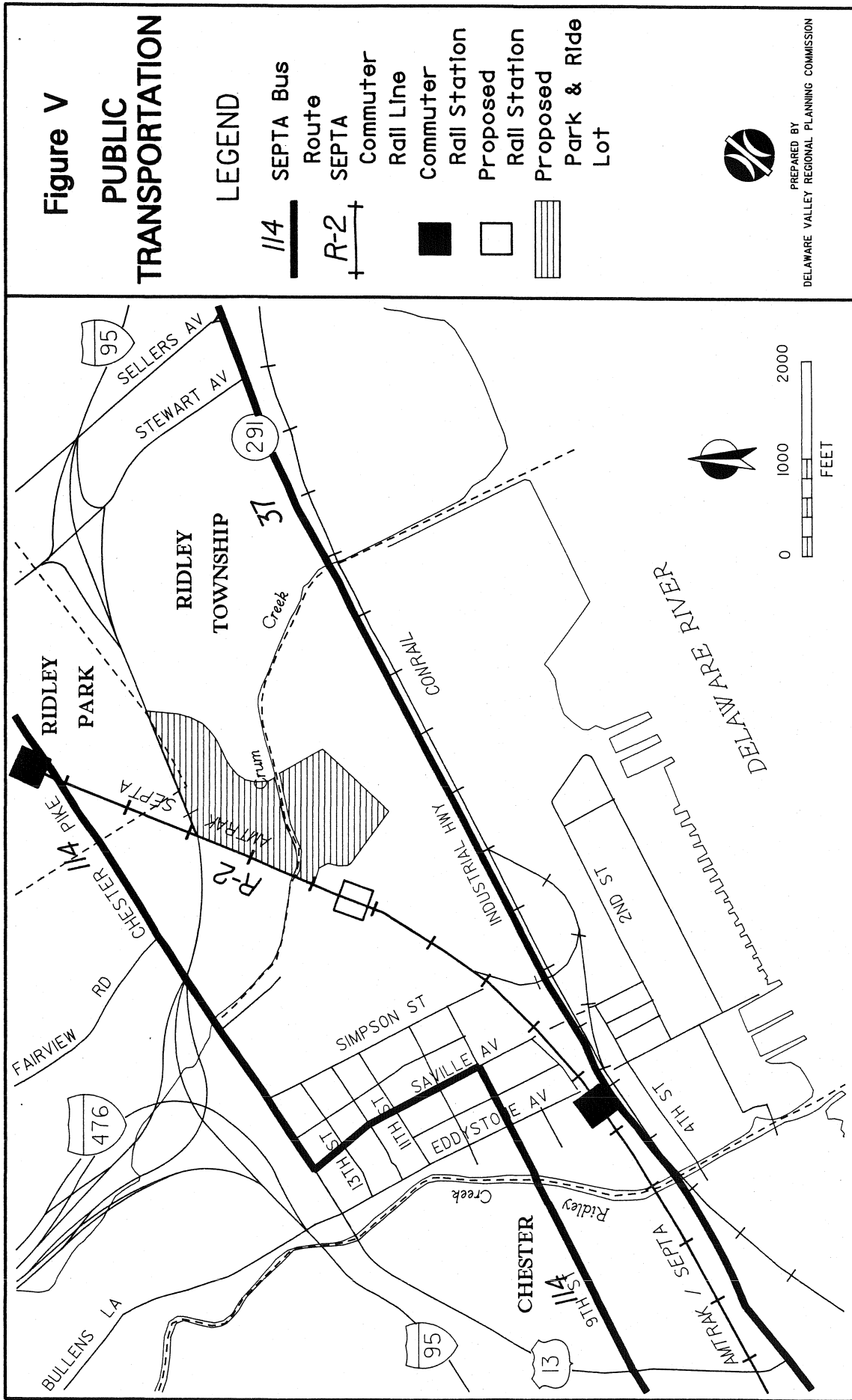
<sup>3</sup>Delaware County Waterfront Communities Transit Service Improvements, DVRPC, February, 1989, page 13.

# EDDYSTONE BOROUGH REVITALIZATION STUDY





# EDDYSTONE BOROUGH REVITALIZATION STUDY





An additional station has been proposed in Eddystone, to be located at the Baldwin Towers site. An interlocking track system allows trains to switch tracks immediately north of the Baldwin site. A station at Baldwin Towers could therefore theoretically be used as the final station for express trains and as the first station for local trains bound for Philadelphia. SEPTA has given preliminary approval to the concept of a commuter station at the Baldwin Towers site. The station would have to be built by the developer, particularly since the proposed site is completely surrounded by private property and has no public access. At the current time, the developer of Baldwin Towers has reviewed SEPTA's station design standards, but has not yet submitted any station reconstruction plans.

## **PROGRAMMED IMPROVEMENTS**

In response to existing conditions the Pennsylvania Department of Transportation (PennDOT) incorporates various improvements into its capital improvements plan, the Twelve-Year Highway and Bridge Improvement Program. The current Twelve-Year Program is for Fiscal Year 1989 through Fiscal Year 2000.

There are no highway or bridge improvements included on the current Twelve-Year Program that are located within the Borough of Eddystone. Several planned improvements, however, will affect circulation within and around the Borough.

Figure IV illustrates proposed roadway and intersection improvements in the immediate vicinity of the study area, and Figure V illustrates the tentative location of a proposed park and ride facility. These program improvements are described below:

- Crum Lynn Fringe Parking Area (also referred to as the Baldwin Fringe Parking Area): As a part of the Blue Route construction, PennDOT has proposed a total of six park and ride lots to be located along the Route 476 Corridor. One proposed site is located in Ridley Township south of Interstate 95 where it crosses the R-2 commuter rail line. The primary purpose of the lot would be to allow drivers to exit I-95 and the Blue Route and transfer to the R-2 commuter rail line to complete their commute to Center City Philadelphia.

PennDOT has programmed \$8.3 million for the Crum Lynne parking area, including \$557,000 for engineering and design work; \$1,435,000 for right-of-way acquisition; and \$6,308,000 for construction, to be completed between years two and six of the current Twelve-Year Program. No funds have been expended on the parking area as of this writing, because studies are now being conducted to determine the number of stations that are actually needed in the Route 476 Corridor. However, PennDOT representatives have indicated that the proposed Crum Lynne facility is one of the most feasible, and will probably be built.

Acquisition of the property may represent a potential problem. The site is currently owned by the Boeing-Vertol Company, which has indicated that future plans call for expansion of their existing facilities onto the proposed site. Ridley Township officials have indicated that the township would favor a Boeing expansion over the construction of the park-and-ride facility, given the potential local financial advantages. PennDOT is therefore studying alternative locations, but considers the site indicated on Figure V to be the optimum location for the park-and-ride facility. The site includes an unused, fenced parking lot originally used to service the old Baldwin Towers rail station.

SEPTA representatives have indicated that the proposed park and ride facility at Crum Lynne would most likely utilize the proposed Baldwin commuter rail station, primarily because of the existing interlocking track system directly north of the Baldwin Towers. The Baldwin station would be used as a zonal boundary, since express trains would be able to pass local trains at that point. The Baldwin station would, therefore, be the last stop before the express route.

- The most significant roadway improvement project in the immediate vicinity of Eddystone Borough is the scheduled reconstruction of the Industrial Highway (PA 291) from Ridley Creek at the Eddystone Borough/City of Chester boundary to Price Street. The project is programmed in two separate sections. The first section includes the reconstruction of Flower Street to Ridley Creek, where \$13.1 million is programmed: \$510,000 for design and engineering; \$7.1 million for right-of-way acquisition; and \$5,490,000 for construction, scheduled for years two through six of the current Twelve-Year Program. Section two involves the reconstruction of Flower Street to Price Street, where a total of \$7.3 million is programmed: \$211,000 for engineering and design; \$4,510,000 for right-of-way acquisition; and \$2,579,000 for construction, again scheduled for completion during years two through six of the current Twelve-Year Program.
- A second programmed roadway improvement is the restoration of Sellers Avenue from the Industrial Highway to East Ridley Avenue. PennDOT has programmed \$1.1 million for this project, including \$100,000 for engineering and design and \$1 million for the actual restoration.
- The final improvement included on PennDOT's current Twelve-Year Program and shown on Figure IV is a signal improvement in Ridley Township at the intersection of the Industrial Highway and Sellers Avenue. A total of \$40,000 has been programmed for this improvement, including \$6,000 for engineering and design work and \$34,000 for construction.

Other programmed improvements which are beyond the geographic limits of Figure IV but nevertheless will affect circulation in the Borough of Eddystone include the ongoing

construction of the Blue Route (I-476) through Delaware and Montgomery counties; improvements to the ramps leading from US Route 13 and 9th Street in Chester to I-95, PA 322 and the Commodore Barry Bridge (programmed cost: \$2,105,000); and the replacement of the US 13 bridge over Stoney Creek.

## **AMTRAK AND CONRAIL SERVICES**

Amtrak's Northeast Corridor (Washington-Boston) extends through the study area, providing passenger rail service along the east coast. Stations nearest to Eddystone are located in Philadelphia (at 30th Street Station) and in Wilmington. The proposed Baldwin station could eventually become attractive as an additional Amtrak station stop, given the potential parking facilities available at the park and ride lot.

Conrail's Chester secondary line is located between the Industrial Highway and the Delaware River. Conrail provides freight rail service to the Delaware County waterfront along this line, which links to the Conrail main line near the Art Museum in Philadelphia. The Chester secondary line shares tracks with the airport high speed line between 60th Street and the I-95 fly-over south of 84th Street before paralleling the river and terminating at the Sun Oil Refinery in Marcus Hook. The Stony Creek Terminal, a rail yard in Trainer Borough, serves rail customers in southern Delaware County. The Conrail line serves many customers, including Sun Oil, BP Oil (SOHIO), Allied Chemical, PECO, Boeing and Scott Paper. A variety of commodities are carried, and no one commodity predominates. Rail spurs to most industrial sites in Eddystone Borough are in place, due to its history as a manufacturing core.

## **AIR SERVICES**

Philadelphia International Airport is located three miles northeast of the Borough of Eddystone, occupying approximately 10,000 acres of land in Philadelphia and Tinicum Township. On a daily basis, over 25,000 passengers utilize the airport and 500 tons of cargo are handled. In 1989, over 388,000 plane movements (landings or takeoffs) were recorded at the airport and a total of 14,956,936 passengers utilized the facility.

Recent construction activity around the airport includes the UPS regional handling facility and a new overseas terminal (the Richardson Dilworth International Terminal). In June of 1990, the City of Philadelphia and representatives of USAir announced plans to build a sixth terminal at the airport, capable of handling an additional 10 million passengers per year. The total cost of the project, which will include an additional multi-level parking deck, is estimated at \$250 million and construction is expected to be completed by the Spring of 1993.

In general, the location of Philadelphia International Airport three miles to its northeast has had a positive impact on Eddystone Borough. The facility offers employers convenient access to freight and passenger air services. Because of the regional significance of the

facility and efforts to facilitate improved access to the airport, Eddystone residents and employers have realized improved access to the airport itself, to Center City Philadelphia and to other destinations both north and south of the City. Access has been improved by improvements to the Industrial Highway; the completion of Interstate 95 in the mid-1980's; and the completion of the Airport High Speed Line.

Some concern over the impact of noise from departing and arriving aircraft on the Borough has been expressed. The Environmental Protection Agency (EPA) has stated that noise levels of up to 55 decibels are generally acceptable for residential uses, and recommends that measures be taken to protect the public health and welfare in areas where noise levels measure between 55 and 65 decibels. In 1980, the Environmental Protection Agency (EPA) analyzed the noise impacts of the Philadelphia International Airport.<sup>4</sup> That study found that the southern portion of Eddystone Borough, located approximately south of the Conrail railroad lines, experienced noise levels from the airport of approximately 65 decibels while the remainder of the Borough experienced levels ranging from 60 to 65 decibels. The study projected that these levels would improve to some extent between 1980 and 2000, as a result of increasing reliance on quieter airplanes.

The portions of Eddystone Borough realizing the most significant levels of noise from the airport are the heavy and light industrial districts along the Delaware River. Other sites closer to the airport, particularly in Tinicum Township, have successfully been developed as light industrial and office complexes. There is no reason to believe that noise generated by approaching or departing aircraft from the Philadelphia International Airport will significantly effect the redevelopment potential of currently vacant or under-utilized sites in Eddystone Borough.

## **PORT FACILITIES**

In November of 1986, the Pennsylvania Shipbuilding Company announced the formation of a subsidiary, Penn Terminals, to oversee the development of a cargo handling facility at the company's North Yard, located in the Borough of Eddystone. Penn Terminals has since developed a significant shipping facility. The port facility at Penn Terminals has a 40-foot draft, accommodating large ocean-going vessels carrying commodities such as foodstuffs and finished goods.

Port facilities in Delaware County are not utilized as frequently as they were in the past. While many waterfront companies originally located along the river for the purpose of shipping or receiving goods via the water, many of these same facilities are now either

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<sup>4</sup>Report to Congress, "Effects of Airport Noise On Neighboring States," October, 1980. Prepared by the Office of Noise Abatement and Control (Environmental Protection Agency) and the Office of Environment and Energy (Federal Aviation Administration).

idle or under-utilized. Efforts to revitalize the Philadelphia region's ports have recently been initiated by both Pennsylvania and New Jersey. The Delaware River Port Authority is a bi-state agency which is attempting to unify Delaware River port operations in Pennsylvania, New Jersey and Delaware. Additionally, in 1989 Pennsylvania created the Philadelphia Regional Port Authority, a state agency charged with developing and marketing the ports of Philadelphia, Delaware and Bucks counties. Current plans include construction of an intermodal container facility, facilitating the transfer of containerized freight between rail, ship and trucking transportation modes. Pennsylvania and New Jersey officials also recently announced ongoing efforts to deepen and widen the existing shipping channel in the Delaware River. The purpose of this joint venture is to make the ports of both Philadelphia and Camden more competitive against such cities as New York and Baltimore, which currently have deeper channels and therefore accommodate a larger variety of ships. The dredging project, which would involve deepening the existing shipping channel from 40 feet to 45 feet between Cape May and the Benjamin Franklin Bridge, is expected to cost approximately \$280 million, and would be accomplished between 1996 and 1998.

## **SUMMARY**

The transportation network within and surrounding the Borough of Eddystone provides the area with excellent regional and interstate access. Interstate 95, accessible from ramps in Ridley Township approximately one-half mile northeast of the Borough, provides highway access to destinations north and south of the Philadelphia region. The Commodore Barry Bridge, approximately five miles south of Eddystone off I-95, provides access to Interstate 295 and the New Jersey Turnpike. The Blue Route, scheduled to be completed in late 1991, will provide a direct linkage between Interstate 95 and the Pennsylvania Turnpike.

Chester Pike and the Industrial Highway, which traverse Eddystone, provide access to points within the Philadelphia region, including the City of Chester and Philadelphia. The Borough is served by bus and commuter rail transit services, and freight rail service is available to all industrial sites. Penn Terminals is currently expanding their available port facilities. The Philadelphia International Airport is located three miles northeast of Eddystone, accessible via the Industrial Highway.

Some steering committee members noted that local access from specific industrial sites to the Industrial Highway and Chester Pike is limited. Prospective developers and clients believe that it is difficult to access Interstate 95 and that it is difficult for motorists on I-95 or the Blue Route to identify the appropriate exit for either Eddystone or the Industrial Corridor in general. Previously completed studies have also noted the lack of a cohesive and identifiable corridor along the Industrial Highway.<sup>5</sup> Generally, though, the multi-modal transportation network serving the Borough of Eddystone is one of the area's primary assets.

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<sup>5</sup>Delaware County Freight Transportation Study, DVRPC, January 1987.



## **IV. OTHER FACTORS AFFECTING REVITALIZATION**

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This chapter discusses other factors which may affect the revitalization potential of vacant or under-utilized sites in Eddystone Borough, including the existing zoning; the availability of public water and sewer; natural features, including soils, wetlands and floodplain areas; and current market conditions.

### **EXISTING ZONING**

Table III describes the existing non-industrial zoning in Eddystone Borough, while Table IV describes the two existing industrial zoning classifications. Areas designated as "residential" on Table III include those lots zoned for single family uses (R-1), duplexes (R-2) or multi-family uses (R-3). Figure VI illustrates Eddystone Borough's existing zoning.

All residential and neighborhood business zoning districts are concentrated in an isolated area bounded by Ridley Creek, 13th Street, Simpson Street and the Amtrak/SEPTA rail lines. Lots fronting on Chester Pike are zoned for general business uses. The general business designation accommodates uses requiring direct and frequent public access, including large scale retail, office and service uses. The Borough also has an institutional zoning classification, which allows such uses as churches, schools and museums subject to specific use conditions.

The majority of the primary study area identified in Chapter II, which includes all the land east of Simpson Street and south of the Amtrak/SEPTA rail lines, is zoned for heavy industrial usage. The exceptions are the Baldwin Towers site, zoned for general business use, and the "Village," designated as a light industrial district. The Village, which is bounded by 2nd and 4th Streets and includes Concord and Lexington Avenues, contains historically significant housing originally used by employees of the Eddystone Printworks. The light industrial zoning designation is intended to allow these buildings to be reused as administrative offices, light services industries, publishing houses or product development laboratories. Such uses complement the heavy industrial uses located directly along the river, whereas the original residential uses conflicted with the industrial users.

Eddystone's light industrial district accommodates inoffensive light manufacturing and research industries to which the public does not require frequent access. Any uses characterized by actual or potential nuisance factors other than congregations of employees and the use of light truck or rail transportation are prohibited in this district.

The ordinance also describes special set-back, buffering and screening regulations which are applicable wherever a light industrial district abuts a residential district.<sup>6</sup>

The purpose of the heavy industrial district is to "protect the economy of the Borough by allowing as great a variety of uses as can be accepted without damage to adjacent residential and commercial properties."<sup>7</sup> Uses which generate moderate levels of certain nuisance factors, including noise, dust, flashes, smoke, vibrations, heat, passenger traffic and truck or rail transportation are allowed in the heavy industry district. Prohibited industries include those generating other nuisance factors, including fumes; odor; glare; shock waves; radiation; objectionable effluent; any unusual risk of fire or explosion; and finally, "any adverse effect on the value or desirability of nearby property." The ordinance includes extensive lists of examples of acceptable and prohibited uses.

The majority of the heavy industrial district is physically separated from the rest of the Borough by the Industrial Highway and the Amtrak rail lines. However, the portion of the heavy industrial district east of Simpson Street and north of the railroad tracks does not enjoy a physical separation from the residential core of the Borough. The zoning ordinance does not currently require any screening, buffering or yard requirements in this area, since 25-foot front and side yards are required only on heavy industrial sites along the Industrial Highway. Although the ordinance requires that residential yard requirements be met wherever a non-residential district adjoins a residential district, this requirement does not apply if a street separates the two districts (as does Simpson Street).

## **PUBLIC WATER**

Public water is provided to the entire Borough of Eddystone by the Philadelphia Suburban Water Company. The source of supply is the Crum Creek, which flows a distance of 15.5 miles through Delaware County. Philadelphia Suburban's Crum Creek Treatment Plant, located in Nether Providence, processes over 16 million gallons per day.

## **PUBLIC SEWAGE**

The Eddystone Sewage Treatment and Disposal Plant is located on the corner of 7th Street and Saville Avenue. The Borough has maintained its own primary treatment facility since 1931. The local plant does not meet current Pennsylvania Department of Environmental Resources (PADER) standards, and the Borough is now in the process of connecting to the Delaware County Regional Authority (DELCORA) system. After absorbing PADER fines for noncompliance since the middle of 1988, the Borough

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<sup>6</sup>Borough of Eddystone Zoning Code and Ordinance, Section 2.7, page 7.

<sup>7</sup>Ibid, Section 2.8, page 7.

**TABLE III**

**EDDYSTONE BOROUGH REVITALIZATION STUDY  
EXISTING NON-INDUSTRIAL ZONING**

<i>CLASSIFICATION</i>	<i>PRINCIPLE USES</i>	<i>SPECIAL EXCEPTIONS</i>	<i>PROHIBITED USES</i>
R-1	Single family detached; PUD	Home occupations; professional office; educational institutions	All others; any uses having "nuisance factors" as per Section 13.0
R-2	Single family detached or twin residential; PUD	Same as R-1 plus enclosed public utility	Same as R-1 plus any multi-family besides "twins" or "towns" (including "one over one" duplex)
R-3	Single family, twin or town house residential (no more than six attached units); PUD	Same as R-2	Same as R-2
NB	Retail sale of "convenience" goods	Taverns; gasoline stations; car dealerships; car washes; beer or liquor distributors	All residential uses; any use having certain "nuisance factors"; open front stores; wholesale establishments; collection or sale of coal, junk, etc.

(Continued)

TABLE III - (Continued)

CLASSIFICATION	PRINCIPLE USES	SPECIAL EXCEPTIONS	PROHIBITED USES
GB	General business establishments requiring direct and frequent public access (large scale retail, offices, service uses; etc.)	Funeral parlors; gyms; lodges; dance studios; bowling alleys; billiard parlors; theaters; gasoline stations; car repair shops; research facilities; restaurants and taverns; hotels; marinas	Residential facilities; enterprises dependent on frequent trucking or requiring limited public access
I	Institutional uses (places of worship; rest homes; fraternities; schools and dormitories; art galleries, museums and libraries)	All permitted uses are subject to regulations and use conditions (total area, land coverage, spacing, parking, signs, etc.)	

Source: Borough of Eddystone Zoning Code and Ordinance, Ordinance No. 42, July, 1967.

Delaware Valley Regional Planning Commission, June 1990

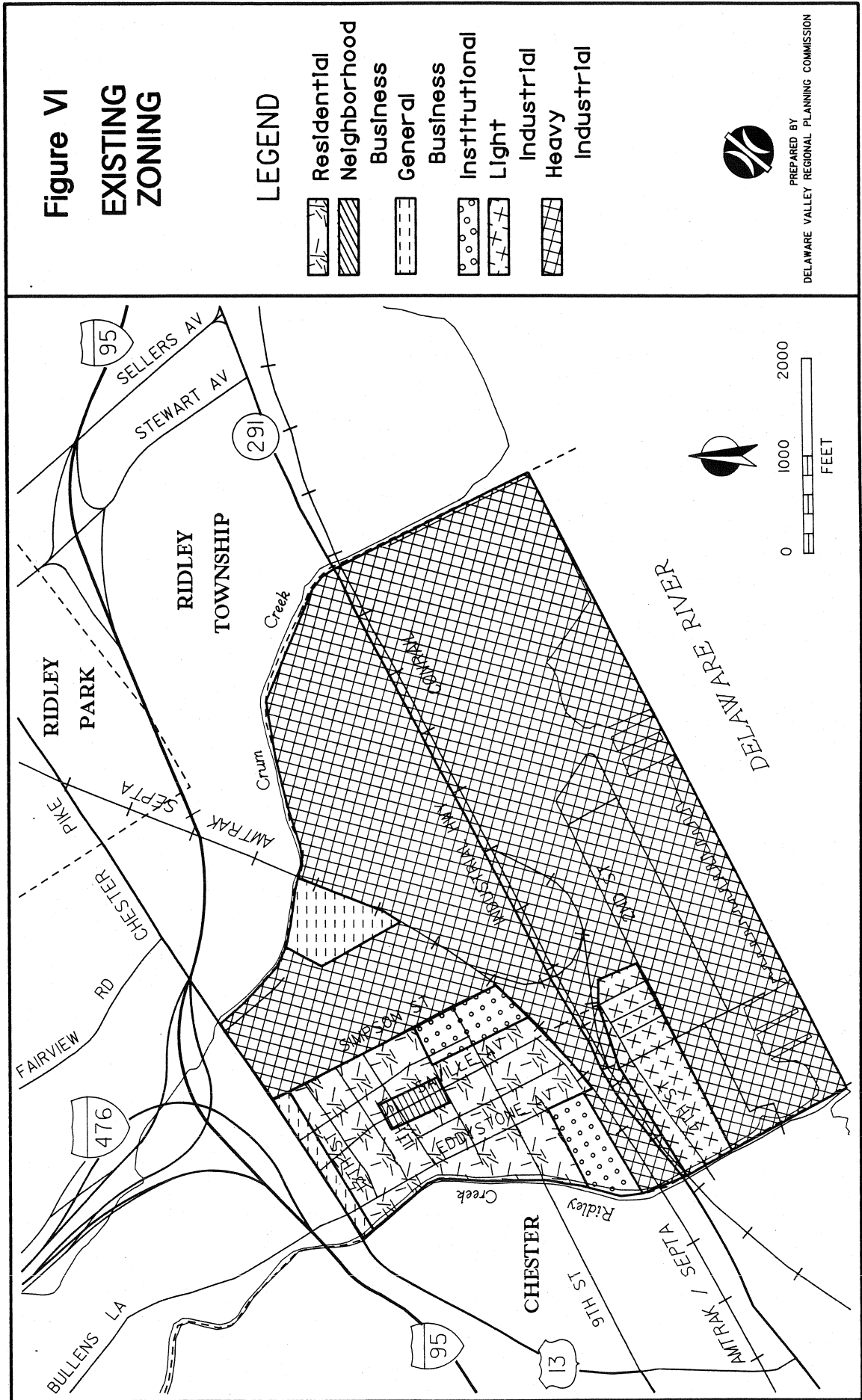
**TABLE IV**  
**EDDYSTONE BOROUGH REVITALIZATION STUDY**  
**EXISTING INDUSTRIAL ZONING**

Classification	Principle Uses	Prohibited Uses	Minimum Lot Area	Maximum Height	Yard* Requirements	Notes
LI	Light Industrial. Product development or research labs; manufacturing of small packaged items; white collar offices; publishing houses; light service industries; private eating facilities.	Residential uses; any use having nuisance factors other than passenger traffic and light truck or rail transportation.	5,000 square feet.	2½ floors; 30 feet.	Side and rear yard: 10 feet minimum abutting residential districts; 0 feet elsewhere.	Also imposes special buffering requirements on lots abutting residential districts.
HI	Heavy Industrial. Permits uses with moderate levels of noise; dust; smoke; flashes; vibrations; heat; congregation of people; passenger traffic; truck and rail transport; etc. See pages 7 through 10 for list of specifically permitted uses.	Any uses having certain "nuisance factors" including glare; fumes; odor; shock waves; radiation; unusual risk of fire or explosion; objectionable effluent; also "any adverse effect on value of nearby property." (See pages 10 through 11).	10,000 square feet.	None	Front and side yard: 25 feet minimum on Industrial Highway only.	No screening or buffering requirements.

\*Residential yard requirements apply to both properties whenever a residential district adjoins a non-residential district, except across a street.  
Source: Borough of Eddystone Zoning Code and Ordinance, Ordinance No. 42, July, 1967.



# EDDYSTONE BOROUGH REVITALIZATION STUDY





approved a contract in June of 1990 for construction of its hook-up to the regional system. Construction is scheduled to begin some time in mid-July, 1990.

The DELCORA system has a treatment capacity of 45 million gallons per day, and is currently processing approximately 40 million gallons per day. Representatives estimate that the system technically could treat up to 60 million gallons per day.

## **NATURAL FEATURES**

The topography of the Borough of Eddystone is generally flat due to its location along the river's edge. The highest elevation is approximately twenty feet above sea level.

Soils in the Borough are almost entirely classified as Ma (made land, gravelly materials). This classification consists of a mixture of sand, gravel and clay, predominantly gravel. Small portions of the Borough, particularly the western sections north of the freight railroad lines, are classified as either Me (made lands, schist and gneiss materials) or MF (made lands, sanitary land fill). With the exception of the section of sanitary land fill materials (located along the northwestern edge) all soils in Eddystone are generally suitable as building sites, with good soil permeability.

A large percentage of Eddystone lies within the floodplains of the Delaware River, Crum Creek and Ridley Creek, with the exception of the residential core north of the railroad tracks. The Delaware River is tidal, and both creeks are affected by backwater during high tides.

Although Eddystone is technically considered a part of the Delaware Estuary, there are no tidal or non-tidal wetlands located within the Borough.

## **DEVELOPMENT CLIMATE**

The non-residential parcels in the Borough of Eddystone generally offer many qualities which prospective developers look for when selecting a potential site. Developers seeking to identify sites on which to locate office or industrial parks have traditionally considered the following factors in their site selection process:

- the availability and cost of skilled labor
- the cost of land
- local government structure and general community attitude towards business
- transportation facilities for employees, clients, raw materials and products
- market accessibility

Economists generally believe that unemployment rates of less than 6% can result in difficulty in attracting and retaining necessary employees at reasonable costs.<sup>8</sup> According to the Bureau of Labor Statistics, the unemployment rate in Delaware County as of March of 1990 was 3.6%. Although unemployment in Delaware County overall and in other regional suburban counties remains low, Eddystone's location immediately east of the City of Chester and its accessibility via public transit to the City of Philadelphia offers employers access to a pool of available labor. A separate issue, however, is whether the available labor pool possesses the necessary skills to satisfy future needs, even though a supply of unemployed people is available within a reasonable distance. Prospective employers should consider whether it may be appropriate to offer job training opportunities in order to fill employment needs.

Vacant and under-utilized sites in the Borough of Eddystone offer a reasonably priced alternative to the more costly sites available in suburban locations. The sewer and water infrastructure necessary to support industrial and office development is in place throughout Eddystone, particularly now that the Borough will be joining the regional sewer authority. Available sites are currently zoned to accommodate light or heavy industrial development, and the residential core of the Borough remains isolated from industrial parcels, minimizing the potential for conflicts between adjacent uses.

The existing transportation network is likewise attractive to prospective developers, providing regional and local highway access; passenger and freight air transport services; passenger and freight rail services; and port facilities. The opening of the Blue Route (Interstate 476) in late 1991 is likely to act as a catalyst for new development, in Eddystone and along the entire length of the interstate.

In general, the manufacturing sector has declined in recent years both regionally and nationally, in response to changing technology and the growth of the service and FIRE (Finance, Insurance and Real Estate) employment sectors. A representative of the Philadelphia Electric Company's Area Development Department indicated that the current demand in this area (as on the East Coast generally) is for warehouse and distribution space, as opposed to the heavy manufacturing typical of previous decades. While the industrial firms currently operating in Eddystone remain stable, the opportunity to attract new heavy industrial users to the waterfront appears limited. In recent years, new developments along the waterfront have generally been light industrial and office complexes, including the Marcus Hook Business and Commerce Center (in the old FMC Complex); the Chichester Business Park; River Bridge Industrial Center; the Tinicum Industrial Park; and the Airport Business Center. In response to existing economic conditions, available sites in Eddystone may be more attractive for the light industrial, research, office and warehouse facilities allowed under the Borough's existing light industrial zoning classification, rather than the heavy industrial usage for which they are currently designated.

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<sup>8</sup>Eisenberg, Jeffrey. "Labor Shortage A Major Concern," Focus, November 16, 1988.

## V. MAJOR INDUSTRIAL PROPERTY OWNERS

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This chapter provides an inventory of the major industrial sites located within the primary study area defined in Chapter II. Nine major properties have been identified for discussion, as described on Table V and illustrated on Figure VII. The individual properties are discussed below.

Site 1: Site 1 is a 55-acre site owned by Adwin Realty, a subsidiary of Philadelphia Electric Company. The site's boundaries include Chester Pike (US 13), Crum Creek and Simpson Street, adjacent to the residential core of the Borough. Eight acres on the site are occupied by warehouse and staging areas for Hake, Inc., a rigging company. Two additional acres have been reserved as future parking areas for the Baldwin Towers. The remaining 45 acres are available for redevelopment. The site currently contains approximately 600,000-700,000 square feet of warehouse space, originally used as train sheds for the Baldwin Locomotive Factory. The site is zoned for heavy industrial uses.

The owner has recently proposed redeveloping the site as a "Power Center," generally a large-scale retail complex with two or three large anchor stores (such as WalMart or T.J. Max). Current plans call for demolition of the existing train sheds and development of approximately 400,000 square feet of retail space and associated parking. It is anticipated that bids for demolition and site preparation will be solicited this summer.

Site 2: Site 2 is a 15-acre site occupied by the Baldwin Towers. Known as the "Iron Cross," the building has a star-shaped design with four wings radiating from a central core and contains approximately 180,000 square feet of space. Built in 1928 as the executive office building for the Baldwin Locomotive Works, the building has also been used as office space by both Boeing-Vertol and Westinghouse, and is now vacant. Parking for the building is located on approximately ten acres located across Crum Creek in Ridley Township. The site currently has no access from any roadway in the Borough of Eddystone. The site is zoned as a general business district, which allows a variety of retail, office or service uses.

The building is currently undergoing renovation, but is not yet leased. The developer has indicated that the commuter rail station that has been proposed at the Baldwin Towers will be renovated and re-opened once the building has been leased.

Site 3: Site 3 is a 22-acre site owned by William Schmidt, located on the Industrial Highway. The parcel is zoned for heavy industrial uses. The site is currently used as an

industrial park, and the owner has indicated that he expects to continue such usage as long as the market warrants.

Site 4: Site 4 on Figure VII is a 25-acre site owned by Sydney Baer. The parcel was formerly used for manufacturing, and originally contained warehouse space similar to the sheds currently found on Site 1 (see above). The warehouse space was demolished to facilitate redevelopment, but the site has since been found to contain high levels of chromium contamination. The current owner had planned to develop a multi-tenant light industrial development, but has decided to sell the parcel rather than attempt to clean up the site himself. Two high-tension line easements are located across the property. Zoning on the site allows heavy industrial uses.

Site 5: Site 5 is a 63-acre tract originally owned by the Philadelphia Electric Company and purchased by the Boeing-Vertol Company in the mid-1980's. Boeing-Vertol occupies a total of 355 acres, located in two townships plus the Borough of Eddystone. The site in Eddystone includes a developmental wind tunnel; a tower for testing and developing rotor blades; and employee parking facilities. The company currently manufactures helicopters and products for commercial aircraft, and employs approximately 6,100 people.

The company plans to use the Eddystone site for future expansion of their aircraft and helicopter manufacturing operations, although no timetable for expansion exists. PennDOT is currently considering a vacant portion of Boeing's Eddystone site as a potential location of the park and ride facility discussed in Chapter III.

Site 6: Site 6 is the North Yard of the Pennsylvania Shipbuilding Company, which occupies approximately 90 acres along the Delaware River in the Borough of Eddystone. Penn Ship leases all but a small portion of the southwest corner of the Eddystone site to Penn Terminals, a subsidiary of the parent company. Although the future of the shipbuilding industry along the Delaware County waterfront is uncertain, Penn Terminals is a growing container terminal operation, and future plans are to continue operations as a port facility.

Site 7: Site 7 on Figure VII is a 73-acre site owned and occupied by the Foamex Corporation. Foamex manufactures flexible polyurethane foam, employing approximately 220 persons. Although the plant is located along the Delaware River, the company does not currently utilize the waterfront, or do they have any future plans for such usage. A company representative indicated that they therefore have considered selling the portion of their property located directly on the river. However, the representative stressed that Foamex would not support any use that would conflict with or jeopardize their continued existence as a manufacturing firm.

Site 8: Site 8 covers approximately 54 acres, and is owned by the Industrial Park Development Company. The site contains approximately 600,000 square feet of warehouse space, most of which is leased to the Scott Paper Company through 1992.

**TABLE V**

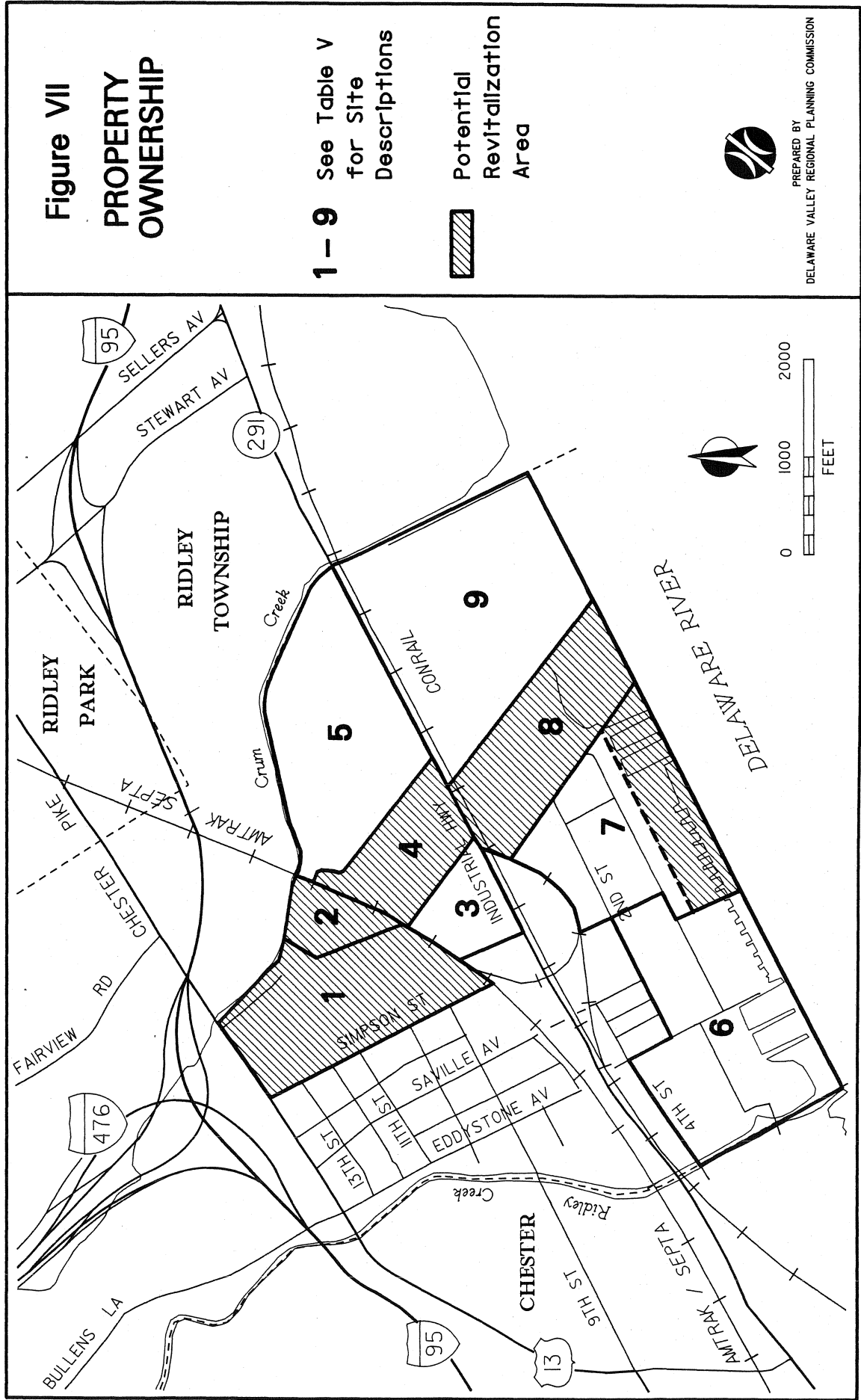
**EDDYSTONE BOROUGH REVITALIZATION STUDY**

**PROPERTY OWNERSHIP**

Site Number (See Figure VII)	Owner	Acreage	Current Use/Status
1	Adwin Realty	55 Acres	8 acres - used for warehousing and staging. Remainder vacant, including 600,000-700,000 sq. ft. building spaces
2	Concordia Federal Savings	5 acres (plus 10 acres parking in Ridley Township)	"Iron Cross" Building (180,000 sq. ft.) currently undergoing renovation
3	William Schmidt	22+ acres	In use as industrial park
4	Sydney Baer	25 acres	Vacant
5	Boeing-Vertol	±65 acres (total site including Ridley Township acreage = 355 acres)	Large portion is vacant. Includes employee parking, developmental wind tunnel and testing facility
6	Pennsylvania Shipbuilding Company	85-90 acres	Leased to Penn Terminals; operating shipping terminal
7	Foamex Corporation	73 acres	Manufacturing (flexible polyurethane foam)
8	Industrial Park Development Company	±54 Acres	Currently includes 600,000 sq. ft. of industrial warehouse. Owner has proposed marina/hotel/convention center development
9	Philadelphia Electric Company		Power generation station



# EDDYSTONE BOROUGH REVITALIZATION STUDY





The site is zoned for heavy manufacturing uses, and is bounded by the Industrial Highway, the Foamex Corporation and the Philadelphia Electric Company's generating station.

The current owner has proposed developing a mixed-use project, including a marina, a hotel/convention center, and retail uses. Engineering work is proceeding slowly on the project, and construction is not anticipated to begin until after the Blue Route opens in late 1991. The developer has indicated that he would be interested in acquiring the waterfront property currently owned by Foamex and developing the additional property as part of the marina.

Site 9: The ninth site identified on Figure VII is the Eddystone Generating Station owned and operated by the Philadelphia Electric Company.

## **SUMMARY**

The industrial portion of the Borough of Eddystone, while occupying a large percentage of the total land area of the community, is owned and controlled by a relatively small number of primary players. Necessary infrastructure (including public water, sewer and utilities and major transportation facilities) is in place throughout Eddystone. The completion of the Blue Route in late 1991 will complement the existing regional highway access afforded sites in the Borough. The industrial portions of Eddystone are served by freight and commuter rail services; are located three miles southwest of a major regional aviation facility; and have access to port facilities, available at Penn Terminals.

Of nine major sites identified, five current industrial users (including Penn Terminals, Foamex, PECO, the owners of the Schmidt property, and Boeing-Vertol) have indicated that they intend to continue using the sites in their current capacity and/or expand existing operations in the future.

The owners of four large sites have indicated that their parcels will be redeveloped in some capacity in the near future. Those four sites include the vacant Baer property (Site 4); the parcel owned by the Industrial Park Development Company (Site 8); the Adwin property (Site 1); and the Baldwin Towers (Site 2). These sites have been identified on Figure VII as a potential revitalization area. The waterfront property owned by the Foamex Corporation has been added to this area, given the company's indication that the tract may be sold for separate use.



## **VI. SUMMARY AND RECOMMENDATIONS**

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The preceding chapters have presented a profile of existing conditions in the Borough of Eddystone, including population and employment data; housing characteristics; and existing land uses. The transportation network within and around the Borough was discussed, including the regional and local highway network; public transit; programmed transportation improvements; rail and air services; and available port facilities. Other factors which may affect the revitalization potential of specific sites were also identified, including the existing zoning; the availability of public water and sewer; natural features such as wetlands, soils and floodplain areas; and the general development climate. The following strengths and weaknesses of the area are identified as a means of summarizing this information.

### **STRENGTHS**

Factors which enhance the redevelopment potential of vacant or under-utilized sites and which will attract the interest of prospective developers include the following:

- The availability of several vacant or under-utilized sites zoned for industrial development, which offer a reasonably priced alternative to expensive suburban locations;
- The borough's location five and one-half miles southwest of the City of Philadelphia, providing access to financial, medical, cultural, educational and research facilities and resources available within the city;
- Proximity of the borough to the available work force in Philadelphia and the City of Chester;
- The availability of water and sewer infrastructure, particularly given the anticipated connection of the borough to the regional sewer system;
- The historically stable relationship between the residential community and the industrial users along the Eddystone waterfront and the existing physical separation between the residential community and the industrial areas, which minimizes the potential for conflicts between dissimilar adjacent uses;
- The limited number of major non-residential property owners, which facilitates cooperative and unified revitalization efforts;

- Proximity of the borough to Interstate 95, which provides access throughout the Northeast Corridor and links the Borough to Route 322, the Commodore Barry Bridge, New Jersey, I-295 and the New Jersey Turnpike;
- Proximity to Interstate 476 (the Blue Route), the completion of which will provide a link between I-95 and the Pennsylvania Turnpike through Montgomery and Delaware counties;
- Local and regional access provided by Chester Pike (US 13), which is the borough's northern boundary, and the Industrial Highway (PA 291), which traverses Eddystone;
- Freight rail services available to all industrial sites within Eddystone;
- Passenger and freight air services available at the Philadelphia International Airport, located three miles northeast of Eddystone;
- Public transportation services provided to the borough by two SEPTA bus routes and the R-2 regional rail line, including service to the airport, the City of Chester and Center City Philadelphia;
- Port facilities available within the borough at Penn Terminals.

## **WEAKNESSES**

The following weaknesses have likewise been identified within the study area, which may deter prospective development:

- Existing buildings which may not be easily adaptable to the needs of modern office or industrial uses, requiring creative re-use strategies which many developers may not be willing to undertake;
- The regional and national decline in recent years of the heavy manufacturing sector (which has historically been Eddystone's predominant land use) and the subsequent increase in light industrial, assemblage, warehouse and distribution, and service industry uses;
- Available work force skill levels which may not match the needs of potential employers;
- The lack of a cohesive and identifiable industrial corridor along the Delaware River waterfront, primarily a result of the absence of design elements such as lighting, landscaping and information signs along the Industrial Highway;

- Limited access from specific properties to the Industrial Highway or Chester Pike and the perceived difficulty in accessing Interstate 95 and Interstate 476;
- Limited local access to the proposed park and ride lot;
- Potential environmental contamination from previous heavy manufacturing uses, such as that discovered on the vacant Baer property;
- Lack of public access by Eddystone residents to the Delaware River waterfront;
- The potential for conflicting uses on adjacent parcels given the borough's general classification of all available parcels as "heavy industrial" districts.

## **NEEDS**

Based on the strengths and weaknesses of the Borough of Eddystone, the following study area needs have been identified by the study's Steering Committee and recommended for further consideration:

- Review of Eddystone's existing zoning regulations, focusing on minimizing potential conflicts between adjacent uses which simultaneously allowing prospective developers some flexibility on sites which may harbor problems such as environmental contamination;
- A transportation improvement strategy focusing on local access to key transportation assets;
- A land use strategy designed to stimulate the adaptive reuse of vacant and under-utilized industrial parcels;
- A plan for development along Eddystone's riverfront, including the provision of public waterfront access and amenities for borough.

## **RECOMMENDATIONS**

The following recommendations are presented in recognition of the study area strengths, weaknesses and needs identified above. These recommendations are intended to facilitate and promote the revitalization of vacant and under-utilized industrial parcels located in the Borough of Eddystone while simultaneously protecting the Borough and existing uses from potential conflicts between new or existing developments. The primary goal is to recommend the efficient investment of limited public resources and encourage private investment in the area.

Study recommendations are discussed below. Some of these recommendations are graphically illustrated on Figure VIII, including a zoning revision; the construction of the Crum Lynne park and ride facility and the simultaneous reconstruction of the SEPTA station at the Baldwin Towers; and, in the long term, construction of an access road linking Chester Pike and the Industrial Highway.

1. Encourage a coordinated, integrated approach to redevelopment of vacant and under-utilized parcels located within the Borough of Eddystone.

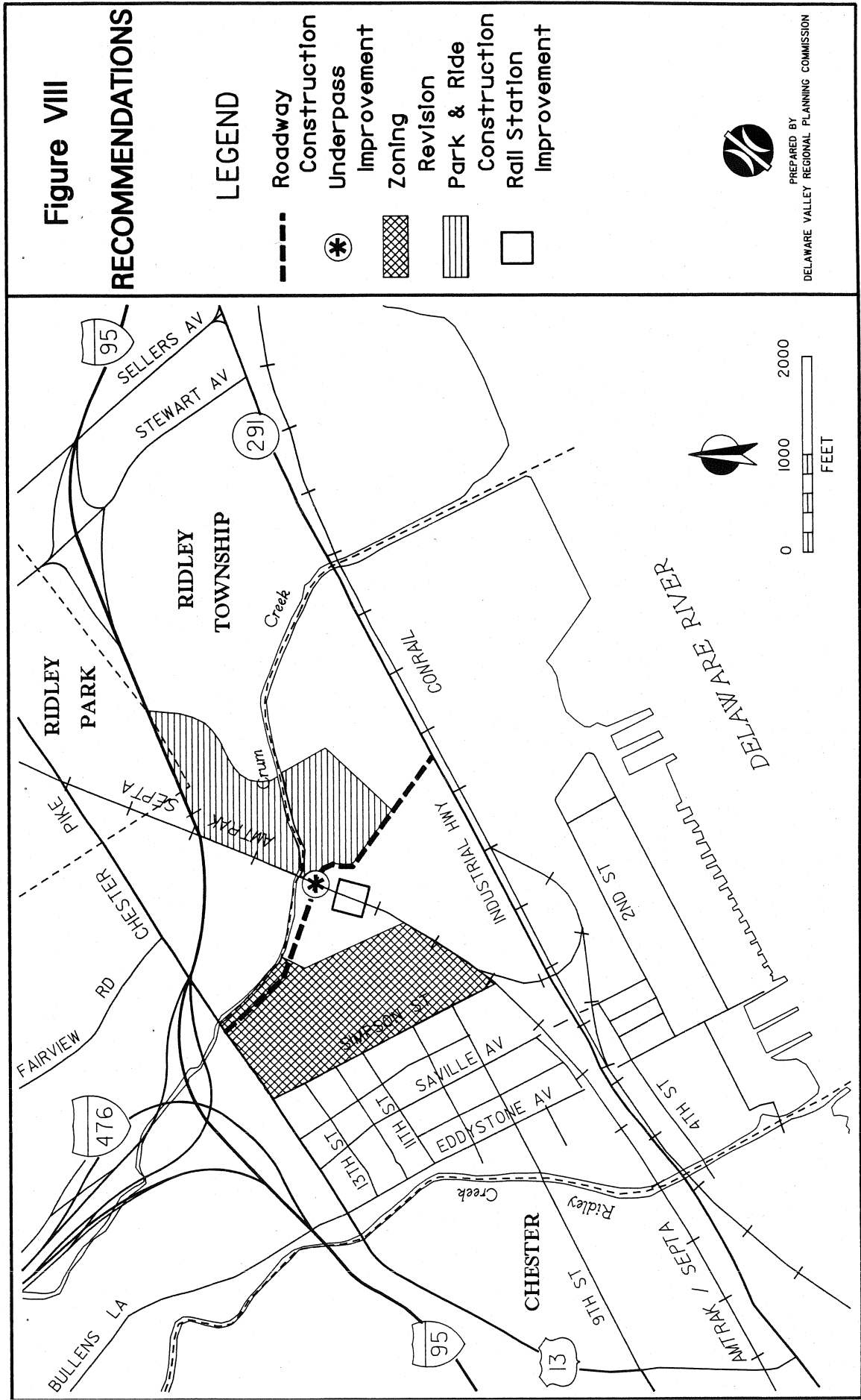
Several parcels which are likely to be redeveloped some time in the near future were identified in Chapter V and illustrated on Figure VII. Prospective development is likely to occur in the area identified as a potential revitalization area. This area generally runs north/south through the borough from Chester Pike to the Delaware River, bounded by Crum Creek, Boeing and PECO to the east; and the residential area, an existing industrial park and Foamex to the west.

Given the declining demand for manufacturing sites, developers will most likely be interested in the sites in Eddystone for other than heavy industrial uses, including light industrial development; warehouse and distribution space; general offices; flex space; retail uses; and other waterfront uses. Recent proposals include the construction of a retail center on the Adwin property (Site 1 on Figure VII) and a marina/hotel/convention center development on the waterfront property owned by Industrial Park Development Company (Site 8).

The development community should be encouraged to view the available sites in Eddystone as an integrated area, and prospective uses should be complementary rather than unrelated or conflicting. Integrated development of available parcels will minimize the potential for conflicts between adjacent uses; facilitate the most efficient use of limited public and private resources; increase the marketability of each individual site and provide developers with advantages based on economies of scale; and ultimately benefit the development community, the Borough of Eddystone and Delaware County overall.

One alternative is to support the coordinated development of the entire area identified in Figure VII, perhaps encouraging mixed-use development similar to the Airport Business Center development in Tinicum Township. However, the properties north of the Amtrak/SEPTA rail lines are currently physically separated from the properties south of those lines. Integrated development of all available vacant and under-utilized sites would require improved access through the identified revitalization area between Chester Pike and the Industrial Highway. It is unlikely that a new access road and the necessary rail crossing can be constructed before the sites are developed, given time and cost constraints. The short term priority is to ensure that the prospective development of the Adwin property complements the renovation of the Baldwin Towers and does not conflict

# EDDYSTONE BOROUGH REVITALIZATION STUDY



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with adjacent residential uses. Likewise, properties south of the rail lines should be cooperatively developed, either through actual consolidation of parcels or through cooperative efforts between the appropriate developers. The focus of these developments would naturally be on their frontage along the Industrial Highway, whereas the Adwin property and Baldwin Towers will necessarily focus on their access to Chester Pike.

2. Revise the local zoning ordinance to encourage a mixture of uses, allowing prospective developers flexibility while simultaneously protecting the interests of Borough and the County.

Given the decline in recent years of the manufacturing sector and the current demand for warehouse or distribution centers and service or light industrial uses, the borough should consider reclassifying certain parcels in the industrial portion of Eddystone that are currently designated for heavy industrial uses. At a minimum, the parcel owned by Adwin Realty and located north of the Amtrak/SEPTA rail lines between Simpson Street and Baldwin Towers should be rezoned. This recommended zoning revision is illustrated on Figure VII. The borough should also consider rezoning the Baldwin Towers property and other portions of the heavy industrial district as appropriate.

The Adwin parcel's current designation permits uses "necessary to support the economic health of the borough" (traditionally heavy manufacturing uses). Certain nuisance factors which are unacceptable in other zones are permitted within this zone. Although the majority of the heavy industrial district is physically separated from the rest of the borough by the rail lines, the Adwin parcel does not enjoy this physical separation. Its existing classification allows the development of a number of potentially conflicting uses immediately across the street from Eddystone's residential core. The heavy industry classification does not require special screening, buffering or setbacks, and does not address limiting local access to the site.

The borough could consider rezoning the site to "light industrial," using the existing classification from its zoning ordinance. A second alternative is to develop a new zone which allows a mixture of desired uses. An example of a new zoning classification would be one similar to the classification which Tincum Township developed for the Airport Business Center site. Tincum's new zone, known as a "business center district," permits a mixture of office, retail, commercial, warehouse, flex space, and industrial uses. A similar mixed-use zone may be appropriate for the non-residential properties north of the railroad tracks (specifically, the Adwin and Baldwin properties).

Given the current limited regional demand for additional office space; the cost of local services and limited employment opportunities associated with a retail

complex; and the limited existing public access available to the Adwin and Baldwin properties, it is not recommended that these sites be rezoned as office or retail zones. Instead, the parcels should be rezoned to accommodate either light industrial uses or a mixture of uses similar to those allowed in Tinicum's business center district.

Given the cost of developing potentially contaminated sites and changing market conditions, prospective developers should be allowed flexibility in determining feasible potential uses. However, a revised ordinance should include design standards and controls which effectively protect adjacent properties and the Borough of Eddystone. A detailed analysis and revision of the zoning ordinance should be undertaken, perhaps utilizing Community Development Block Grant (CDBG) or Coastal Zone Management (CZM) funding.

3. Review local land development regulations and adopt design standards and land use controls for certain uses in specific zones.

The Borough of Eddystone has no separate land development or site plan review ordinance, relying instead on requirements contained within the local zoning ordinance and comments from the Delaware County Planning Department. While Eddystone's zoning ordinance imposes certain requirements aimed at minimizing conflicts between residential uses and specifically prohibits certain industrial uses, its development controls imposed on allowable industrial or general business uses are limited.

The zoning ordinance requires minimum front, side and rear yards in all residential districts, but yard requirements in general business, light industrial or heavy industrial zones are limited. Special screening and buffering requirements are imposed within the light industrial district, but these provisions only apply wherever a light industrial district abuts a residential district. The ordinance also mandates that residential yard requirements apply wherever a non-residential zone abuts a residential district. However, this requirement does not apply if the uses are separated by a street.

Local officials, with assistance from county planning staff, should review and revise or adopt local land use controls and design standards, including area and bulk requirements; screening; buffering; landscaping; lighting; interior circulation; access controls; setbacks; and parking requirements.

4. Cooperatively provide amenities such as lighting, landscaping and informational signs throughout the non-residential areas in Eddystone, and particularly along the Industrial Highway.

As heavy manufacturing uses decline along the Delaware County waterfront in response to the changing economy, aesthetics will become more important to prospective developers and contribute to the marketability of the sites for other uses. Selective landscaping at various points along the Industrial Highway could effectively soften the heavily industrial characteristics of the area. A street maintenance program, including prompt restoration of the pavement when it deteriorates; regular street cleaning; and maintenance of landscaping, could also improve the image of the industrial area. Improving the lighting along the Industrial Highway and on specific sites will likewise benefit the area, by improving the sites aesthetically; improving access to specific sites; and improving perceived and actual security. The provision of these amenities and the maintenance of streets, highways, lighting and landscaping can be accomplished formally, through the formation of a special assessments district, or informally, through private sector initiatives with the support of county and local officials.

Informational signs can play an important role in improving access to and within Eddystone Borough. The private sector should work towards producing a standard format for signs along the Industrial Highway and Chester Pike, to identify businesses and destinations and to provide direction to people traveling on these major routes.

The borough and the development community should also investigate the feasibility of erecting signs on Interstate 95, Interstate 476, Stewart Lane (near the interchange with I-95) and along the Industrial Highway outside the borough's limits. PennDOT's requirements for placing signs along major highways, particularly interstate highways, are fairly strict, and may be difficult to meet. For example, light industrial or manufacturing areas qualify for signs only if they consist of five or more companies (if the sign is along a conventional highway) or fifteen or more companies (if the sign is along an interstate highway), all operating under a common name, such as an industrial park. PennDOT allows signs along highways for certain recreational attractions and retail uses, should the retail or marina proposals currently being considered become reality. The borough and the development community should contact PennDOT and review the most current "Attraction Signing Policy" to determine if the construction of specific signs is feasible.

5. Secure public recreational opportunities on the Delaware River Waterfront for the borough's residents.

Representatives of the Borough of Eddystone indicated during the course of this study that a local concern is the lack of public access to the Delaware River. The development community and the borough should work cooperatively to provide passive or active recreational opportunities along the riverfront for the residents of Eddystone. An opportunity to secure public access to the water may exist if the proposed marina/hotel/convention center is developed. Alternatively, the borough should investigate the possibility of working with the Foamex Corporation to obtain public access to and use of the company's currently unused waterfront, in exchange for the borough's continued support of the firm's manufacturing activities in the area.

6. Continue to support ongoing local and regional transportation management initiatives.

Several ongoing attempts to address the region's mobility problems could positively impact the Borough of Eddystone. These include PennDOT's proposed construction of the park and ride facility off of Interstate 95 and Interstate 476 and the proposed formation of a Transportation Management Association (TMA) along the waterfront in Delaware County.

As noted in Chapter III, The Pennsylvania Department of Transportation (PennDOT) has reserved funds to construct several park and ride lots along Interstate 95 and Interstate 476. Construction of the proposed park and ride facility in the Borough of Eddystone and Ridley Township would increase the marketability of the sites available for development in the Borough by improving access to the area for prospective employees and clients. The office development at the Baldwin Towers and any prospective development on the Adwin property would derive the most benefit from the park and ride lot, because of their proximity to the facility. Regional access to the entire Borough, however, would be enhanced.

The Travel Demand Management Unit of DVRPC and the Delaware County Planning Department have recently surveyed employers in the Delaware County Waterfront area to investigate the suitability of forming a TMA. A TMA is an organization that brings together the public and private sectors to address employer-related transportation issues. The purpose of forming a TMA is to identify key transportation issues and problems and work collectively to find solutions to the identified problems. Issues which may effect individual employers and ultimately the local and regional economy include traffic congestion during peak times, insufficient parking, inadequate access to public transit, poor highway access and inadequate circulation within the local area. The larger employers in

Eddystone, particularly Penn Terminals, PECO and Boeing-Vertol, could particularly benefit from participation in the proposed TMA.

County and local officials and the private sector should continue to support these ongoing efforts to improve regional mobility, which consequently will improve local and regional access to Eddystone Borough.

7. Construct an access road connecting the Industrial Highway with Chester Pike, and improve an existing underpass to accommodate traffic utilizing that road.

Limited access exists between Chester Pike and the Industrial Highway with the exception of Eddystone Avenue, which traverses the residential core of the borough. The construction of an access road connecting the Industrial Highway with Chester Pike and located away from the residential area may therefore be appropriate. The most feasible location of the new roadway is along the property line between the vacant Baer site and the property owned by Boeing-Vertol Company, as illustrated on Figure VIII. A road in that location would service the entire area identified as a potential revitalization area on Figure VII. The proposed road could also utilize an existing railway underpass located near the Baldwin Towers site, which would have to be improved to accommodate the anticipated traffic.

Two primary courses of action are available to implement highway improvements such as new roadway construction and reconstruction of an existing underpass. One is to seek PennDOT programming of the project. The alternative is to seek funding, right-of-way donations, and other assistance from private developers. Both of these strategies should be employed if construction of the access road is desired.

The construction of this access road is not listed as a short term recommendation because development on the major sites is likely to proceed before such a road could be completed. Although the private sector may be willing to provide the required right-of-way, completion of the road would be costly and would likely take a considerable amount of time, primarily because of the necessary upgrading of the railway underpass. Another issue is the function of the new road if the proposed park and ride facility is built immediately adjacent to it. Given the nature of the project and the current limits on available funding, PennDOT is not likely to view completion of the road or reconstruction of the underpass as a priority, unless the final plans for the park and ride facility include construction of this road. The Borough, PennDOT and SEPTA should investigate the feasibility of providing local access to the proposed park and ride facility at the Baldwin site.

## **CONCLUSION**

The Borough of Eddystone has many assets which enhance the potential for revitalization of currently vacant or under-utilized sites. These include its proximity to the City of Philadelphia; its superior transportation network; existing sewer and water infrastructure; its available waterfront property along the Delaware River; the existing physical separation between residential and non-residential uses, minimizing the potential for conflicts; and Eddystone's traditional community support of business and industry.

Based on the changing regional economy and current market demand, previous heavy manufacturing uses are likely to be replaced by light industrial or service-oriented uses. The borough, the county, and the private sector should cooperate to encourage the coordinated redevelopment of available sites while simultaneously protecting local and county interests and minimizing the potential for conflicts between adjacent uses. The borough's priority should be an analysis and revision of its zoning ordinance, including rezoning tracts to encourage mixed-use development and imposing appropriate design standards and land use controls.

## VII. POTENTIAL FUNDING SOURCES

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This final chapter briefly discusses potential sources of funding to accomplish the study's goals. Federal funding sources include the federal enterprise zone program, Urban Development Action Grants (UDAG), Public Works Impacts Projects and grants for public works and development facilities, administered by the Economic Development Administration of the Department of Commerce. State sources include the Business Infrastructure Development (BID) program, SITE Development grants, the Industrial Communities Action Program, the state enterprise zone program, and Coastal Zone Management (CZM) Program. Additional details on specific sources should be obtained from the appropriate administrative agency.

### FEDERAL PROGRAMS

The federal government offers a limited amount of funding to support projects such as road improvements and industrial development. In general, federal sources will be of little assistance to the Borough of Eddystone. Although the enterprise zone concept has support, federal enterprise zone legislation is currently held up in Congress since key legislators have been unable to agree on the content of the bill. Urban Development Action Grants (UDAG) are no longer funded. Public Works Impact Projects, administered by the Economic Development Administration of the Department of Commerce, are still available, but these funds are intended for distribution in redevelopment areas. Although Delaware County is listed as a redevelopment area, the committee necessary to recommend projects for the Administration's annual plan has been inactive in recent years. The county's current low unemployment rate may also make qualification for these funds difficult.

The only funds which may be available from the federal government are the Grants for Public Works and Development Facilities, administered by the Economic Development Division of the Department of Commerce. This program is designed to promote long-term economic development, and to assist in constructing facilities needed to encourage the creation or retention of permanent private sector jobs in distressed areas. Approximately \$111 million is available nation-wide during 1990, and Pennsylvania has traditionally received approximately \$7-\$10 million. These funds can be used to fund access roads to industrial areas or port facilities, but projects must demonstrate that they fulfill an urgent need in the area; would result in the creation of long-term employment opportunities; and would improve the opportunity for the expansion or establishment of industrial or commercial facilities. Applications are filed by a municipality, city, county or other political subdivision with the State's Economic Development Representative (EDR).

## **STATE PROGRAMS**

The Commonwealth of Pennsylvania has several programs aimed at creating jobs. The Business Infrastructure Development (BID) Program is aimed at developing large industrial projects that will create permanent jobs. The projects must result in at least ten new full-time equivalent jobs at the site within three years, and at least one new full-time equivalent job must be created for every \$15,000 in BID funds. The maximum BID funds available for any project is \$1.5 million, and each \$1.00 of BID funding must be matched by \$2.00 of private funding. If the work is completed at private property locations, the BID funding is in the form of interest bearing loans. The amount of BID funding that will be available statewide during 1991 is not yet known.

The SITE Development Grants are designed to create competitive industrial sites for Pennsylvania business. The grants can be used to develop access roads or other necessary infrastructure, and will provide up to \$50,000 or 50% of the total project costs, whichever is less. Projects must be completed within one year. The amount of available funding for 1991 is not yet known.

The Industrial Communities Action Program was designed to assist industrial communities with deteriorating facilities to improve those facilities in order to create jobs and encourage private investment. The funds can be used to create multi-tenant facilities, and must have the potential to create within five years one employment opportunity for every \$50,000 expended. The program will cover a maximum of 25% of eligible costs, and cannot exceed \$1 million. The program provides funding in the form of interest bearing loans, and the private sector must provide triple the money provided by the program and contribute equity to the project.

The Commonwealth of Pennsylvania has an Enterprise Zone Program, but no new applications for enterprise zones have been accepted since 1988. The City of Chester is currently designated as one of the Commonwealth's enterprise zones. In addition to the tax benefits associated with enterprise zone designation, the city receives approximately \$100,000 per year from the Commonwealth, which it has used to establish a revolving loan fund for small businesses. Given that the state is no longer accepting applications for enterprise zones and that federal legislation for enterprise zones has not been approved, the possibility of Eddystone realizing any of the tax benefits associated with enterprise zone designation is remote. It appears that the only way the borough could receive enterprise zone benefits would be if Chester is willing to expand their zone to include the Eddystone waterfront area. Given the limited funding available, it is unlikely that the city would be willing to enlarge their zone.

The Borough of Eddystone may be able to obtain funding for economic development studies from the Coastal Zone Management Program, since the community is considered a part of Pennsylvania's coastal zone. The Coastal Zone Management Program is administered by the Division of Coastal Zone Management (Bureau of Water Resources

Management, Pennsylvania Department of Environmental Resources) under the provisions of the Coastal Zone Management Act of 1972. The program is currently focusing on promoting economic development along the waterfront. Funding may be available for studies such as economic impact analyses; industrial re-use studies; or zoning or comprehensive plan revisions.

## **COUNTY ASSISTANCE**

Numerous state programs are administered by Delaware County. The Office of the Commerce Director is charged with locating funding sources for eligible projects and directing applicants to the appropriate county administrative agency. Most funding available through the county is for the creation of low and moderate income level jobs. The Community Development Block Grant (CDBG) Program has provided approximately \$3 million to Delaware County which has been used to establish a revolving loan fund for the creation of jobs. The Office of the Commerce Director is the clearinghouse for this revolving loan fund, which provides up to 25% of the total cost of the project.

The Office of the Commerce Director is also the liaison for the Delaware County Partnership for Economic Development, as well as the Delaware County Industrial Development Authority. These organizations rely on funding from the Pennsylvania Industrial Development Authority (PIDA) and the Pennsylvania Economic Development Financing Authority (PEDFA). PIDA loans are primarily to pay for construction of industrial facilities, and must amount to at least \$500,000. PEDFA loans require the creation of one job for every \$50,000 borrowed, and are aimed at purchasing land, buildings and equipment for manufacturing plants. The minimum PEDFA loan is \$400,000, with a cap of \$10 million.

RDC, Institute, Incorporated (RDC) is a non-profit economic development organization which seeks to promote economic growth in Delaware County with a primary focus on the riverfront area. RDC acts as a facilitator for businesses seeking to start up, locate or expand.

The majority of the funding sources described above are available only if permanent, long-term employment opportunities are created through the completion of the project. For many loans, the recipient should be either the municipality or a non-profit development agency. In all cases funds are limited and in many cases the application process is competitive. Time constraints may also limit the feasibility of utilizing certain program funds.



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