

CROYDON TRANSIT REVITALIZATION INVESTMENT DISTRICT

Bristol Township, Bucks County PA

A Plan for 2010 & Beyond



2501 BATH ROAD | BRISTOL, PA 19007 | PHONE: 215-785-0500

JUNE 18, 2009



PENNONI ASSOCIATES INC.
CONSULTING ENGINEERS

BRIS0901

June 12, 2009

BRISTOL TOWNSHIP COUNCIL

Bristol Township Administration Building
2500 Bath Road
Bristol, PA 19007

Re: **Croydon Transit Revitalization Investment District (TRID) – Final Planning Study
“A Plan for 2010 and Beyond”**

Attn: Jeffrey Bartlett,
Township Managing Director

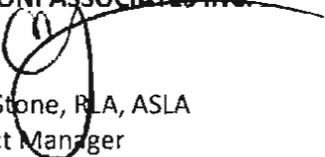
It is with great pleasure that we submit this document for Council’s approval and acceptance before forwarding onto the PA Department of Community and Economic Development as satisfaction of the TRID/LUPTAP Grant for this phase of development of the TRID program and Transit-Oriented Development to revitalize the Croydon Section of Bristol Township, in an area in proximity to the SEPTA Croydon Station and its new construction.

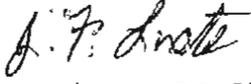
We believe that it satisfies the Grant conditions; containing: the Market Analysis, Value Capture, establishment of a viable TRID Boundary, and the Draft Agreement to effect the TRID area and program. In addition, it is in conformance with the original Request for Proposals, and has been reviewed by the Key Stakeholders working group, and other key agencies having a say on TRID, including SEPTA, the Bucks TMA, the BCRDA, Bucks County, DVRPC, area legislators, and members of the public through their input at various stages.

We (Pennoni Associates Inc., and Economic Development Associates) look forward to an opportunity to assist in subsequent phases of implementation of this challenging and worthy undertaking for the citizens/residents of Croydon and the Township in a program that can induce additional mass transit SEPTA ridership, and tax revenues from future development and redevelopment as revitalization occurs over time.

Very truly yours,

PENNONI ASSOCIATES INC.


Evan Stone, R.L.A., ASLA
Project Manager



Joseph Luste, P.P., Ph.D.
Project Planner

cc: Bucks County Commissioners & Planning Commission
SEPTA/Amtrak
Bristol Township School District
Redevelopment Authority of Bucks County
Bucks County Transportation Management Association
Delaware Valley Regional Planning Commission
Area Legislators



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ACKNOWLEDGEMENTS

This Croydon TRID Study and Report was made possible by a grant from the Pennsylvania Department of Community and Economic Development, Governor's Center for local Government Services via the LUPTAP Program for such studies., and by matching funding from Bristol Township, Bucks County, PA.

This Report has been prepared by the Consultant Team of Pennoni Associates Inc., and Economic Development Associates, as a sub-consultant responsible for Market and Value Capture Analysis, primarily. It also is based in part on the Draft Future Vision Plan.

KEY STAKEHOLDERS

The following agencies and organizations have greatly contributed either solely or as part of the key stakeholders committee, and as represented:

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Rick Pluta, Council
John Monahan, Council
Don Mobley, Council
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Glenn M. Kucher, Director of Building,
Planning and Zoning, Project Point-of-Contact

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TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID)
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A PLAN FOR 2010 & BEYOND

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EXECUTIVE SUMMARY

PREFACE – EXECUTIVE SUMMARY

Background:

Bristol Township, Bucks County, has been awarded a PA Department of Community and Economic Development (DCED) Land Use Planning Technical Assistance Program Grant (LUPTAP) to study the prospect of a Transportation Revitalization Investment District (TRID) in the neighborhood known as Croydon, along the SEPTA R7/AMTRAK Northeast Corridor rail line.

The U.S. Route 13 Revitalization Plan (April 2004) and subsequent Bucks County Waterfront Revitalization Plan (February 2005) are key documents supporting this study. Croydon is strategically located on the Route 13 corridor, and is potentially a major gateway to the waterfront reclamation that is already underway. Also utilized was the 2008 Bristol Township Comprehensive Plan. Key relevant features/background data of the previous draft future vision planning effort by the Miller Design Group initiated in 2007, have been brought forward in this document, and said plan will play a role in the next steps towards Transit-Oriented Development and zoning ordinance amendments, or re-zoning as may be applicable.

SEPTA is moving forward with construction commencing in the Spring of 2009 with a now \$15 million reconstruction of the Croydon Rail Station, which will include new park and ride spaces, a new parking lot on the easterly side of the rail right-of-way, ADA accessibility throughout, platforms, shelters, relocation/re-alignment of Cedar Avenue, lighting and landscaping. This new station will provide convenient access to Philadelphia, and Trenton, NJ and New York via New Jersey Transit Commuter Rail Line from Trenton. Access to Amtrak service from Trenton and Philadelphia is available through SEPTA connections.

Bristol Township is struggling, as are many first generation suburbs of Philadelphia, with how to redevelop underutilized properties near major transit facilities and thereby increase a tax base from real estate already developed to or near capacity. *Smart* development (Smart Growth) is necessary for many municipalities to remain viable. Development around the Croydon Station is consistent with the Governor's "*Keystone Principles*" of redeveloping first while providing efficient infrastructure (in this case, public transportation).

This TRID study will assist the Bristol Township's governing body to determine future funding options, and generate new ideas to ensure efficient community growth while retaining neighborhood integrity, providing new housing opportunities, creating Transit-Oriented Development (TOD) opportunities that bring jobs into the area and encourage private investment within the Croydon study area.

Partnerships:

This TRID study and the application for funding was generated by several agencies, all of which have partnered together while sharing a common stake in advance this Croydon TRID. These agencies, listed below, believe that this TRID project is a key community and economic development initiative:

- Bucks County Commissioners
- Bristol Township
- Southeastern Pennsylvania Transportation Authority (SEPTA)
- Bucks County Transportation Management Association (BCTMA)
- Delaware Valley Regional Planning Commission
- Bucks County Planning Commission
- Redevelopment Authority of Bucks County

Project Description:

This Croydon TRID Planning Study determined the opportunity for TOD and provided an understanding of how a TOD will benefit the community by establishing anticipated future land uses that could occur over time and which would be the subject of a TOD Ordinance to be developed, subsequently, as a next step to this process. This future TOD will consist of moderate to high density housing along with complimentary public uses, including, but not necessarily limited to; jobs, retail, series and professional office space, all concentrated in a mixed use development located along the regional rail system. A three-phase scenario has been forecasted in/for this TRID study and plan.

It is understood that a typical TOD has the transit facility at its central core with accompanying resident, commercial and employment uses within walking distances (typically 1500-2000 feet), and that TODs emphasize a self-sustaining community, pedestrian-oriented environment and reinforces the use of public transportation.

It is envisioned that this TRID study and plan becomes a model for TOD throughout Bucks County. Private developers are already engaged in two waterfront redevelopment projects in neighboring Bensalem Township, which, while not TODs in the traditional sense, will have convenient access to commuter rail through bus connections. Understanding how TRID will impact the Croydon community specifically, and Bristol Township as a whole, was a goal of this planning study, to ensure that the community's needs are in line with the best possible TRID solutions and future TOD solutions and end results.

TRID Boundary Establishment:

As reflected on the exhibits, the methodology employed was an initial maximum ½ mile radius TRID boundary from the Croydon Station, with a minimum boundary of 1/8th mile radius, per the TRID program, and more particularly Section 301 (2) of the TRID Act which spells out the boundary establishment and guidelines. Secondly, and as a basis, land use patterns as defined by the 2008 Bristol Township Comprehensive Plan as adopted was established within the maximum ½ mile radius. Thirdly, the area most affected for the foreseeable future up to 20 years was established within the maximum ½ mile radius – with the exception of adding the Industrial land use parcel to the east along Route 13, and as suggested after review by the Key Stakeholders, adding in the former trailer park parcel to the south. The area in purple as shown on the TRID Boundary Map exhibit extends beyond the ½ -mile radius is justified and is consistent with the TRID program approach and direction. The Key Stakeholders reviewed and hence agree with the boundary as proposed for TRID and subsequent TOD, in addition to Value Capture and Market Analysis for three (3) development phases over time.

Development/Re-development Phases:

As elaborated upon in chapter two, **Phase One** for priority projects is presented in a 0 to 2 year window of activities, and includes the SEPTA Croydon Station reconstruction, street and façade improvements, infrastructure improvements, and work on zoning ordinances and a TOD ordinance. **Phase Two** encompassed a 2 to 5 year window of actions calling for TOD style residential development of up to 200 units, and 5,000 to 10,000 square feet of high quality commercial office space and retail re-development, in addition to physical improvements to screening and buffering the rail line. Shared parking is also listed as an activity to pursue during this phase two. For the longer range, **Phase Three**, being a 5 to 20 year window projection, envisioned are: up to 800 residential units, up to 20,000 square feet of additional high quality, commercial, retail and office space supportive of the TOD, and certain Township administrative actions. These phases are used to accomplish the market analysis and value capture as required.

Market Analysis:

The Croydon TRID is located with an affluent market of Bucks and Montgomery counties in Pennsylvania and Burlington and Mercer counties in New Jersey. Both residential and non-residential growth in this market has been very strong within the past decade, although the current economic contraction has slowed development considerably with this market and the nation as a whole. It is expected that in the future when the current inventory of unsold housing is sold and commercial

occupancy rates rise, demand for new housing and commercial space will be strong in this region, particularly areas with superior transit access.

The current housing market is currently “tight” in the Croydon section of Bristol Township due to the long-term ownership and low mortgage characteristics of the owner-occupied housing stock. With improvements to the Croydon train station and a proposed marketing effort by the Croydon development entity, the demand for higher quality, affordably-price housing near the train station should have strong demand.

The current retail market in the Croydon TRID boundary is generally limited to those businesses that goods and services to local residents and a drivers traveling through Croydon on Route 13 that stop for essential and convenience purchases along the Route 13 Commercial Corridor. This plan calls for the development of up to 800 new residential units that will seek goods and services locally. This increase in consumer purchasing power should support the development and operation of at least 25,000 to 30,000 square feet of high-quality retail, restaurant and office space within the TRID boundary.

Economic Development Impact & Value Capture Analysis:

The creation of a TRID development program and the Improvements to the SEPTA Croydon train station will stimulate new investment with the TRID boundary over the 20-year life of the Croydon TRID program. The proposed TRID program will include a comprehensive program of infrastructure and aesthetic improvements that will create an attractive and economically feasible environment for private sector investment in new housing, retail and office development. Funding for such improvements will come from a variety of sources including governmental grants, private sector debt and equity and bond revenue secured by the new revenue generated by the private-sector development.

The proposed TRID development program included in this plan call for the development of 1,000 new residential units with a value of at least \$250 million, retail space with a value of \$8 million and new office space with a value of \$5.5 million. The total value of the private investment generated by the Croydon TRID program is estimated to be \$263.5 million. The capture of this new generated value is described in the chapter and detailed the Value Capture Analysis Chart and Financial Plan.

This new marginal value generated by the TRID program can be captured through the establishment of a TRID agreement in accordance with the TRID legislation that captures the new tax-flow paid by the owners of the new development into an authorized TRID fund that will be utilized by the TRID management agency for operating expenses and debt service on bonds that are to be issued to fund infrastructure improvements, land acquisition and other related development costs that will stimulate the development program. Funds will also be provided to SEPTA for certain maintenance and improvements of and around the train station. The remaining funds will be distributed, as per the agreement, on an annual basis to the existing governmental entities including the Township, County and local school district.

Financial Analysis:

The ultimate success of the TRID program will be dependent on the TRID Management Entity (TME) and its ability to secure new development projects to generate revenue capture. It is intended that the TRID agreement be adaptable to changing market conditions and needs of the proposed TRID District (TD) constituents. The percentages of allocation proposed and types of expenditures funded, can and should be subject to review and adaptable to change at the discretion of TME and its board of directors. The primary goal being the establishment and sustainability of a contemporary, transit oriented town center that promotes multi-modal transportation and a walkable, business friendly community.

Pursuant with the value capture analysis and the TRID legislation, proposed projects within the TD will be used to generate or capture marginal tax revenue. In lieu of ordinary ad valorem taxes, new projects in the TD will be assessed a modest 2% “TRID payment”. The 2% contribution will be based on market value of the proposed project. This revenue is in turn reinvested into the TD and apportioned to the various participating TD entities, as established in the TRID agreement. Of

the total capture revenue, 50% will be earmarked for re-investment into the TD and will be used to fund seven (7) major categories of TRID activity.

Based on the proposed pro forma for TD development projects, it is anticipated that the TRID will generate approximately \$64 million dollars in total revenue capture. Of this 50% or approximately \$32 million dollars will be reinvested into the TD for such activities as management, acquisition, maintenance and new project development.

Infrastructure Analysis:

As noted in various sections of this TRID Study report and in particular chapter 3 on the Financial Analysis and preliminary budget for the TME, there are a variety of public infrastructure elements that will be addressed immediately and over time and which includes safety improvements for vehicles and pedestrians, streetscapes enhancements, and storm drainage and sanitary sewerage that are currently being addressed either by SEPTA in its Croydon Station Improvements, or will be accomplished by the Managing Entity over time as projected. Private utilities are those such as telephone, internet, natural gas and public potable water which will of necessity be a function of projected land development, and redevelopment.

Environmental Assessment:

As evidenced in Chapter Four, and in the Appendix Items D. and F. – the Draft Future Vision Plan by the Miller Design Group, there are no hazardous waste sites within the established TRID area, however suspected “Brownfields sites” such as dry cleaners, gasoline service stations, and similar land uses have the potential for on-site materials that could be considered environmentally unfriendly, therefore development and re-development should consider this. Projected development and re-development is not expected to have an adverse impact on the environment of this TRID/TOD area, nor will it adversely affect the health and welfare of the residents of the Croydon Area of Bristol Township.

In terms of utilities, public water and sewer, drainage, natural gas, electricity and communications services are all in place. The private sector utilities such as: electricity, potable water, natural gas, and communications are under the authority of companies that can readily supply their respective utilities for future expansion. As for drainage in the subject Croydon area, SEPTA is working with the Township on resolving storm water drainage issues. Future development will be tasked with tending to its own storm water management plans in accordance with Township regulations. As for Sanitary Sewer, this subject Croydon area does exhibit sanitary sewerage which is collected and treated. In the past, a moratorium was placed on future extensions in various sections of the Township. Any increase in the volume of sanitary sewer (wastewater) will be subject to review and impact evaluation to accommodate future growth. In the meantime the Township Council will seek \$11 million – half grant money and half loans for repairs to its Croydon treatment plant and sewer system next year. If successful this action should provide for treatment capacity to handle the forecast re-development.

Transportation Analysis:

The TRID Study and Plan(s) for the future of this Croydon area of Bristol Township revolve around the SEPTA reconstruction of the Croydon Station. As pointed out in Chapter Five, and Appendix Items D. and F. – the Draft Future Vision Plan by the Miller Design Group, the station improvements will have significant impact on the accessibility to improved mass transit, via local and regional bus and rail connections and increased parking. Also, with the improvement comes opportunity for TOD development. The Route 13 Corridor Study improvements for traffic and pedestrian/biking access will be addressed during Phase One of the Implementation plan. Ridership is projected to increase significantly, in concert with the recent and presumed increase of mass transit ridership due to the spike in gasoline prices and the need to contain consumer and commuter costs. With the projected improvements to the Station and the circulation/accessibility and bus interconnections, it is expected that local development will be accommodated easily. Additionally, SEPTA, as part of the station reconstruction has committed to re-align the Cedar Avenue intersection which will certainly improve vehicular and pedestrian traffic and enhance safety. The proposed improvements to the I-95 and PA Turnpike Interchange has the real possibility of re-directing and removing significant through truck traffic on Route 13, particularly in the subject Croydon TRID/TOD and station area.

It is recognized that basically all of U.S. Route 13, throughout Lower Bucks County is a dangerous stretch of road with many accidents and fatalities, primarily pedestrians, recently. PennDOT has final plans for safety improvements from Bensalem to Tullytown that should be coming in the next few weeks, with most of the funding in place, based on the 2003 traffic study. A current streetscapes project underway in the Croydon Station area, together with SEPTA's station make-over and new construction will significantly improve vehicular and pedestrian safety, with programs slated to continue during implementation of this TRID Study and Plan of Action.

Community Outreach and Input:

During the conduct of the Draft Future Vision Plan by the Miller Design Group, several publicly invited presentations and a charrette were conducted in Croydon, and a subsequent Public/resident Opinion Survey of Perceptions of Croydon. Initial work called for a total of 3 public presentations, two have been accomplished previously, and one final, on June 10, 2009. Results were made known and public. The Survey Results are fully presented in Appendix B. Essentially, responders favored store front redo's, take care of what's there; needs for: a produce store, coffee shops, music store, fabric and hobby stores, professional offices, floral shops, etc. Most would want to see landscaping and associated roadway/street improvements, with a call for affordable housing, and commuters/transit riders given high points for 'user groups'. The public responders wanted to see a reconstructed station area with more parking. They also encouraged ways to bring boaters off the Delaware River up to the Route 13 area for business support. Responders desired a safe place to live and walk to the station and around the area. Lastly, responders favored more and easier parking and accessibility.

Consistency with PA's Keystone Principles:

This TRID Study and Plan is highly consistent with *the Keystone Principles* of re-developing first while providing efficient infrastructure (In this case, public transportation and support systems). In compliance with the *Keystone Principles* as specifically detailed and set forth in the Appendix, Item E., this project also has the planned capabilities of concentrating development, increasing job opportunities, fostering sustainable businesses, restoring and enhancing the environment, enhancing recreational and heritage resources by accessibility, expand housing opportunities, is planned regionally but implemented locally, and is seen as fair to support the equitable sharing of the benefits and burdens of development, and which will provide technical and strategic support, by activities and actions, for inclusive community planning to ensure social, economic, and environmental goals being met.

Matters pertaining to the generation of school-aged children from the future Transit-Oriented Development residential Development (phases two and three and beyond:

The type of housing proposed in this TRID development plan is considered Transit-Oriented Development (TOD) which has been determined to generate far fewer public school age children than other forms of non-age restricted development. According to a recent comprehensive study conducted by David Listokin, of the Bloustein School for Public Policy at Rutgers University, high-quality well-designed TOD residential development projects are generating an average of 2 public school-age children for every 100 units. Therefore, the typical 200-unit residential development proposed near the Croydon train station would generate approximately 4 school age children in the local public school system. For the total residential development program of 1,000 new TOD residential units, there would be 20 public school students generated.

Using the figure of \$10,000 to educate a student in the local public school system, at least \$40,000 would be required to be generated per year from the Value Capture Agreement for the local school district to cover the entire cost to educate the students projected to be generated by each of the five planned TOD residential projects. The agreement provides for \$100,000 from each of the residential projects to be paid by the local TRID agency to the local school district, providing a positive revenue coverage factor of 2.5 to 1 from the residential projects alone.

Draft TRID Agreement between SEPTA, Bristol Township, and School District:

The Draft TRID Agreement in Chapter Eight essentially is based on the TRID Act 238 of 2004 as adopted by the Pennsylvania State Legislature by way of stipulations and requirements of the Act, and also guidelines promulgated by the PA Department of Community and Economic Development with consultation with and by the Delaware Valley Regional Planning Commission. It is based also on the defined TRID Boundary, Market Analyses, and Value Capture Analysis as required by DCED. The Draft TRID Agreement sets forth those conditions by which the parties agreed to abide by and the inherent understandings, roles and responsibilities, in addition to the draft agreement shares of reinvestment district tax revenues. The Official TRID Agreement will be prepared in the next stages as enumerated herein below. The Draft TRID Agreement is to be between the Township, SEPTA/Amtrak, and the School District.

Future Directions:

As fully stated and detailed in Chapter Seven, and above in Development and Re-development phases, the recommendations are essentially to establish priorities and actions/activities to implement this TRID Study and Plan, modify zoning regulations to accommodate Transit-Oriented Development, address the expressed wishes and desires of the public (residents and businesses alike) – all to encourage increased transit ridership, and improve the quality of life in the Croydon Area of Bristol Township by adhering and carrying forward the phases as developed for this TRID Study and Plan and in so doing carry forward the recommendations of the Route 13 Corridor Study/Plan, and the Bucks County Waterfront Plan as well. It is envisioned that TOD-styled revitalization, including mixed-uses, to include professional offices, personal service retail, shopping, all that cater to both residents and commuters. Additionally, to be addressed will be: parking, walking and accessibility of parking and sidewalks, and safety enhancements to accommodate the land uses within a TRID and TOD area and transportation system improvements.

Next Steps:

It is recommended that upon acceptance and adoption of this planning study, that funding be secured to advance to the first phase of implementation as outlined herein, and which primarily seeks to accomplish the following: establishment of a non-profit 501 (c) (3) public corporation to manage and implement the recommendations of this planning study with practical guidance and assistance from the Bucks County Redevelopment Authority to carry the Draft TRID agreement forward to official status and update as needed over time. The management entity, which would be directly overseen by the Township, would establish programs to carry out streetscapes, facades improvements, utilities infrastructure, acquisition, revitalization, marketing program and campaign for developers of interest, and coordination of parties, having an ability to work with private sector and public sector parties, as authorized. Further next steps are to prepare the Transit-Oriented Development Ordinance (overlay or re-zoning), and make adjustments to the existing zoning district(s) land uses and regulations, accordingly. Additionally, the Township should continue its program of streetscapes and safety enhancements project to coincide with the SEPTA Croydon Station improvements and beyond as funding allows along the Route 13 corridor in Croydon, as reflected in the U.S. Route 13 Revitalization Plan of 2004.

Summary:

This TRID Study and Plan has addressed the expressed intent and spirit of the TRID legislation/program, needs expressed by both the Township, Key Stakeholders, and the public (residents and businesses) in a phased approach, which is supported by market analysis and value capture evaluation of what is currently and realistically envisioned to be the re-development and development scenario over time, which should increase mass transit ridership while enhancing the quality of life for current and future residents, merchants, and commuters in the Croydon Area of Bristol Township. Future actions and activities to accomplish these goals have been presented as well, they being essential to implement this TRID Study and Plan, accordingly in a structured and efficient manner as laid out, and approved.

CROYDON
TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID)
Bristol Township, Bucks County, PA

A PLAN FOR 2010 & BEYOND

CHAPTER ONE
MARKET ANALYSIS

CHAPTER ONE – Market Analysis

TRID BOUNDARY

The boundaries for the proposed Croydon TRID area are shown on the attached exhibits. This project area is approximately 200 acres and contains approximately 190 individual parcels. The area is currently predominantly residential with 143 parcels having residential uses and 41 being used for various commercial purposes and 6 with light industrial uses. The area has an assessed value of approximately \$5.3 million. Based upon an assessment ratio of true to assessed ratio of .094, establishing an estimated market value of the TRID area is estimated to be \$55 million.

Residential Market

The Croydon section of Bristol Township is an older established community of well-maintained residences with neighborhood retail and service business concentrated on Bristol Pike from the Neshaminy Creek to Newportville Road and along Cedar Avenue. Single family residences within the TRID area have a predominant market value of between \$150,000 and \$300,000 with the majority in the lower \$200,000 range.

The Croydon TRID is located within an affluent market of Bucks and Montgomery counties in Pennsylvania and Burlington and Mercer counties across the Delaware River in New Jersey. Residential growth has been very strong in the past decade within this marketplace, although housing development has dramatically slowed since the middle of 2007 due to overbuilding, sub-prime mortgage problems and the decline of the business cycle into an economic recession. Housing prices and rental rates in the older areas of Lower Bucks County are lower than in the new suburban and exurban area of the Montgomery/Bucks county region.

The Croydon TRID area residential market is very "tight" with low vacancy rates and high numbers of homeowners with small or no mortgages on their homes. The residential market within the area is reasonably priced and is marketed as a good residential value. Long-term and newer homeowners are maintaining their properties and investing in additions and improvements in their properties. Other than some isolated areas near Cedar Avenue the residential properties within the TRID boundary are in sound condition and should continue to be improved by their owners.

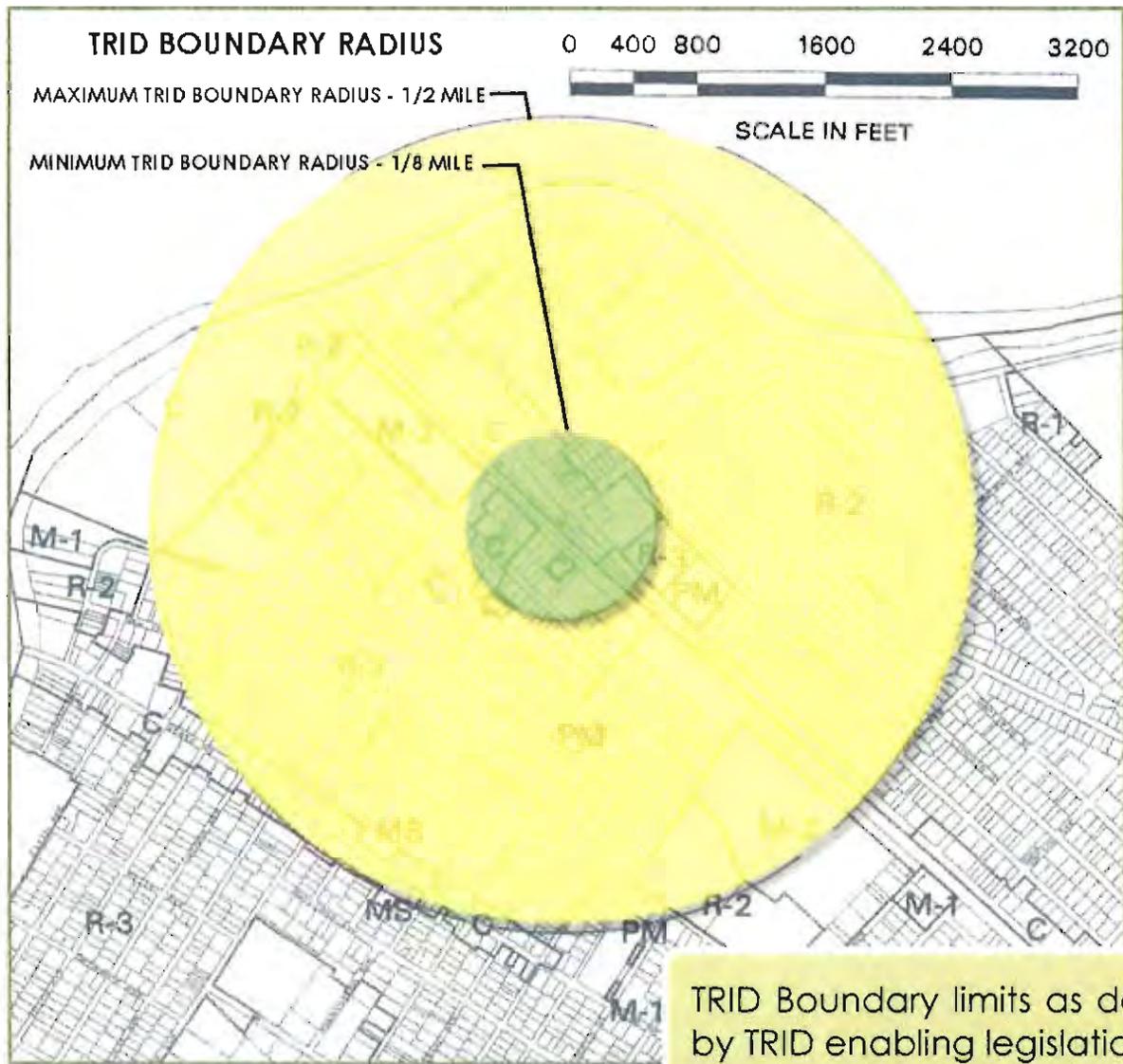
Residents of the Croydon TRID area have good access to employment centers throughout the region including the City of Philadelphia, the City of Trenton and the newer industrial and office parks within the region. Residents can conveniently take transit on the SEPTA rail line to Center City Philadelphia and Trenton. Shopping is conveniently located within the TRID boundary for essential services and supermarkets and regional shopping centers are a less than 15 minute car ride away. The area has excellent recreational resources nearby from boating on the Delaware River, open spaces at Neshaminy State Park and strolling the historic waterfront of Bristol Borough. Major cultural institutions and sporting venues are located in Philadelphia, within a short automobile or train ride.

With increased demand for living within walking distance to mass transit and SEPTA's plan for a \$15 million upgrade of the Croydon Station in 2009-2010, there will be an increasing demand for affordable, well-designed residential development in the TRID area. Due to the current situation of overbuilding of housing within the region and recession, it will be difficult to finance and develop new residential projects within the TRID area in the short term.

Assuming that the current oversupply of housing is absorbed and the economy recovers over the next 18 to 24 months, developers will again be able to finance and develop profitable projects with the TRID area. For this reason, this plan calls for focusing on improvements to the infrastructure, the train station and building facades within the district so that the stage will be set to attract developers of residential projects to the area.

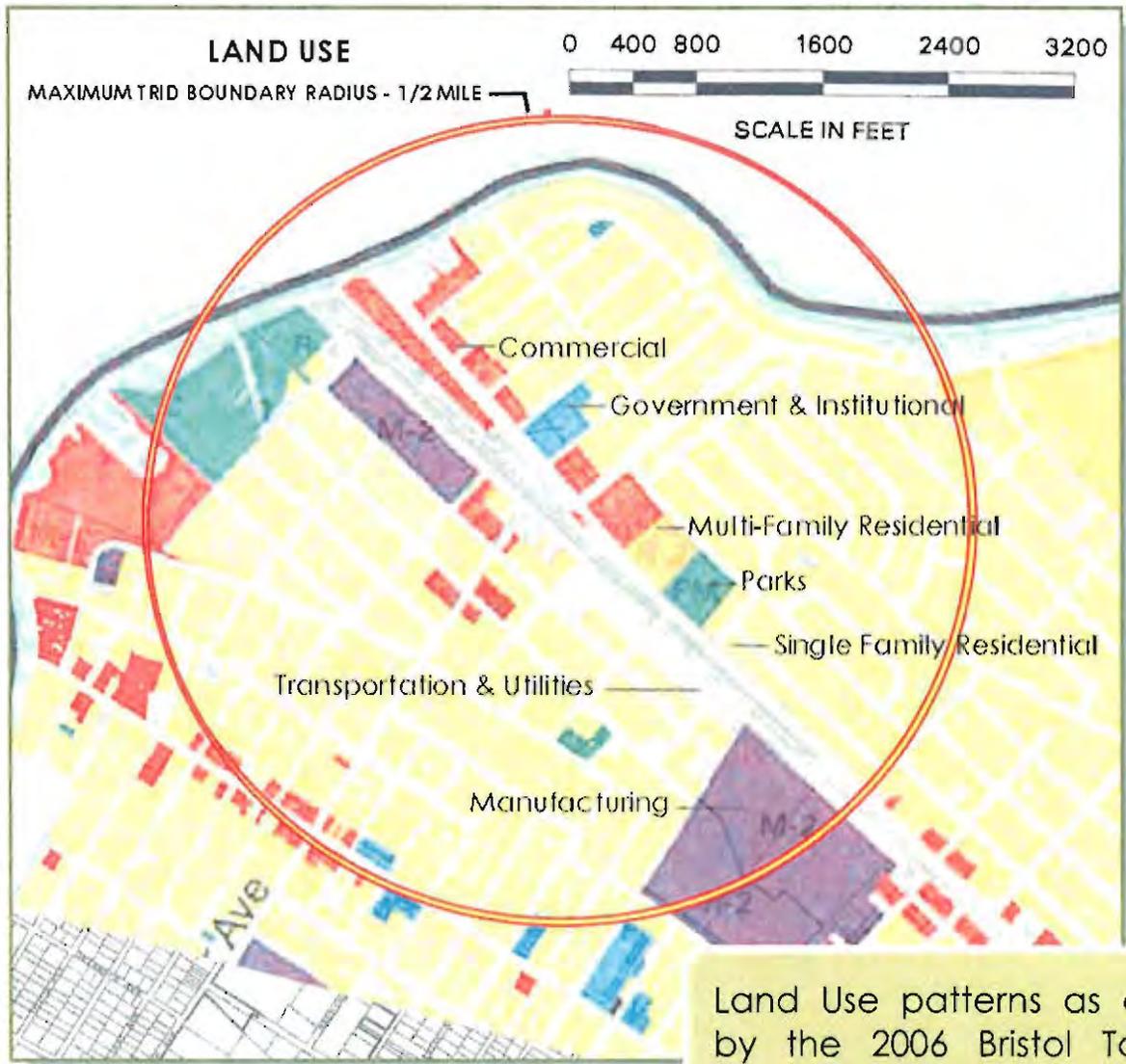
Typical residential projects within the Delaware Valley Region fall in the 200 to 400 unit range. The revitalization of the Croydon Train Station will be the keystone for attracting one or more residential developers to the TRID area. The Township development entity will need to work on making economically feasible and approvable sites available within two

CHAPTER 1 – MARKET ANALYSIS & TRID BOUNDARY



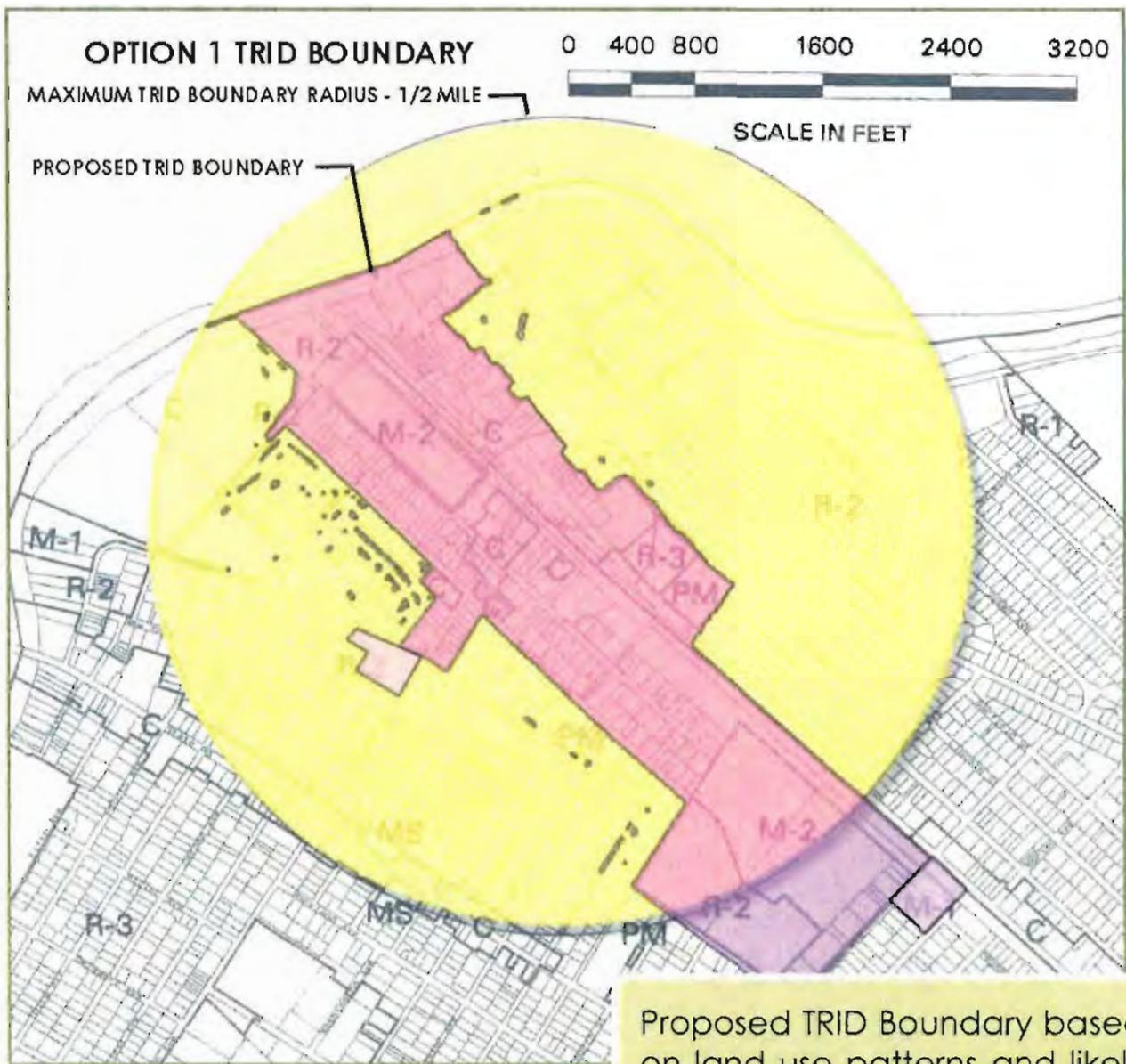
TRID Boundary limits as defined by TRID enabling legislation: Act No. 2004-238

Minimum 1/8 mile radius from any transit station and not to exceed 1/2 mile from any transit station.



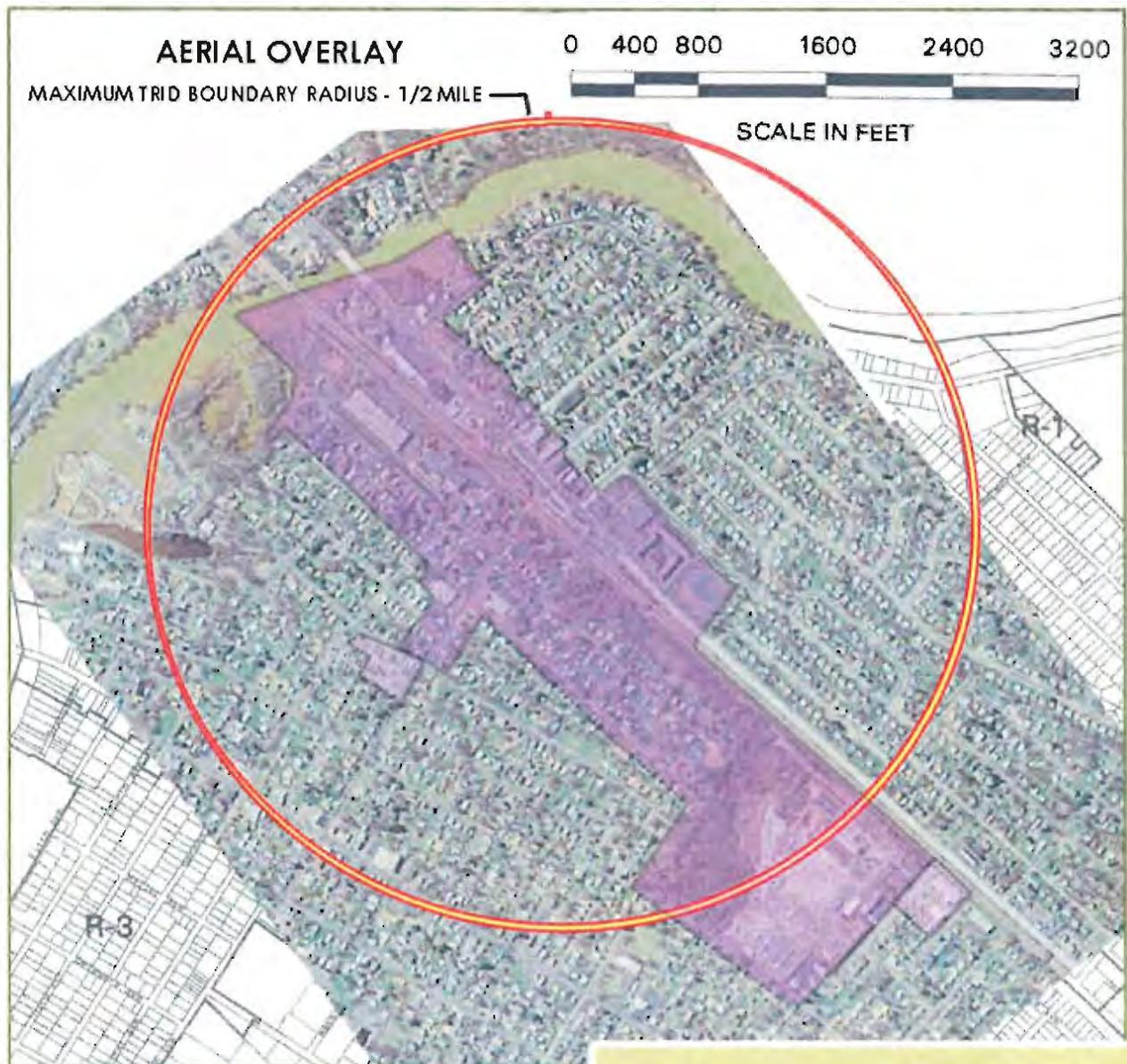
Land Use patterns as defined by the 2006 Bristol Township Comprehensive Plan

- 90% Residential
- 5% Commercial
- 2% Manufacturing
- 1% Open Space
- 1% Institutional
- 1% Multi-family residential



Proposed TRID Boundary based on land use patterns and likely areas of re-development within the Croydon Core...

Exceeds 1/2 mile radius but is permitted based on land use and zoning for the parcel(s) outside the defined radius...



Aerial overlay of TRID Boundary on existing conditions aerial photograph

years near the train station. Two sites located south of the rail line near Cedar Avenue appear to be the best locations for new residential projects.

Retail Market

Within the TRID boundary there are approximately 40 commercial establishments. These businesses are primarily retail establishments providing goods to local residents and drivers traveling on Bristol Pike. Uses include convenience stores, pharmacies, restaurants and taverns and a used car lot. The market for retail space is very limited at the current time. Sale prices and rental rates are on the lower end of the market for the Bucks/Montgomery counties region. The recent decline in the economy is creating a downward pressure on the retail market, which is reducing sales volumes, sale prices and rental rates. The Croydon area lacks a major supermarket, which is typical for older retail centers.

This plan calls for assisting the current retail property owners and tenants through a comprehensive program of "Main Street" improvements to the properties on Bristol Pike. This program will include new streetscape improvements of sidewalks, trees, benches etc. Funds will be secured to provide façade improvements to building owners and shopkeepers. The new project development agency will work on recruiting new businesses based upon a retail gap analysis to add the retail product mix of the district.

The additional of new residential units within the TRID area will be a major source of customers to the existing and new retail establishments in the area. The addition of new "wallets and pocketbooks" to the retail area will create an increase in sales that will support the expansion and rejuvenation of the retail sector of the area. Dining and pubs located within the retail area should be targeted for improvements so that the disposable income of the new and existing residents are captured within the TRID area and do not leak out to other areas within the region.

With the development of approximately 200 units of new housing in the area, and improved streetscapes and signage, the Bristol Pike area could support at least 20,000 SF of new or infill retail spaces including a small grocery store, restaurants, and other goods needed by local residents and travelers on the highway.

Office Market

The current TRID area has a very limited number of office uses within the boundary. There are some office uses on floors above the retail center. The dearth of office space may be due to the zoning of the area and nature of the development pattern within the region.

There will be a limited demand for office space for local service providers such as attorneys, accountants, doctors, financial service firms, and other service providers as the TRID development program advances. With the planned growth in the residential base within the area, the area could accommodate the development of 5,000 to 10,000 square feet of new office space. Residents of the new development(s) may be a potential user of the office space if they decide to open a business near their home. Additional office space could be developed as the residential units are completed and the development agency attracts more business to the TRID area.

Revisions to Zoning

In order to accomplish the developments discussed above, the Township needs to make changes to its Zoning Ordinance to permit and encourage the development proposed in the TRID plan. Developers are reluctant to go through the time and expense of seeking variances and other actions in order to secure approvals. They seek out areas that have the necessary zoning "by right". Specific recommendations are included in this plan for changes to the zoning map and ordinances to support the implementation of this plan.

CROYDON
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Bristol Township, Bucks County, PA

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CHAPTER TWO **ECONOMIC DEVELOPMENT & VALUE CAPTURE ANALYSIS**

CHAPTER TWO – Economic Development & Value Capture Analysis

Value Capture Resources within the TRID Boundary

The creation of a TRID development program spurred by the major commitment of SEPTA to improvement of the Croydon rail station will stimulate the development of new investment within the TRID boundaries over a prescribed period of time. This TRID plan calls for a three phase development scheme that focuses initially on infrastructure upgrades and other aesthetic improvements that set the stage for new investment.

The value capture resources include new residential development driven to the demand for new housing located within walking distance of an upgraded transit station that provides convenient transportation to employment centers including Center City Philadelphia and the City of Trenton. In addition, the new residential development will spur new retail, restaurant, tavern and office investment within the TRID area.

Funding Sources for Facilities, Services and Development (Matrix)

The funding matrix, found on the next page, identifies that there are a number of sources of funding for the development of new facilities, services and development. Private equity and bank financing will provide a major share of the funding for private real estate developments. State and federal programs are also available for eligible projects. Most of the sources of funds for infrastructure and services such as public safety, clean-up etc. will be secured from public programs (see attached Program & Funding Matrix). Grants are planned to be the source of funding for the initial streetscape and infrastructure improvements.

It is anticipated that either taxable or tax-exempt bonds will be able to be issued based upon the new revenue provided to the Township's TRID administering agency from a portion of the new marginal revenue generated from the new projects included in this TRID plan. The bonds will be paid off from the future revenues from these new projects.

Potential Incremental Tax Revenue Gains

If we assume 2% total taxes and on \$250 million, the maximum potential could be \$5 million to be divided by the taxing districts. [The Township's normally receive 25% of this or \$1.25 million].

The Croydon TRID plan calls for a three-phase development program that is based upon a realistic assessment of the market and the time and effort needed to complete projects within the TRID area. The phases include the following activities:

Phase I (0 to 2 years from project start)

In the initial phase of the Croydon TRID program, the effort will focus on setting up the administering agency, completing streetscape improvements, facade improvements and other activities that will set the stage for new investments within the area.

Phase II (2 to 5 years from project start)

The second phase of the Croydon TRID program starting in the second full year of the effort will include the development of a high-quality, high-density approximately 200-unit residential development with a value of over \$50 million, new office space of between 5,000 and 10,000 SF, with a value of \$1-2 million, 20,000 SF of new retail space with a value of \$3 million for a total new value to be captured with the area of approximately \$55 million. The amount is equal to the current estimated market value of the TRID area, creating a doubling of the real estate market value of the area.

Phase III (5-20 years from project start)

During the third phase of the project, which runs 15 years, the program included the development of approximately 800 additional units of new high-quality housing within the TRID area worth \$200 million. Additional office space of 20,000 SF with a value of \$4 million and new retail developments based upon the market in future years. The final phase of the development program is projected to generate an additional \$231,500,000 of new investment within the TRID area.

Fiscal Effects on the Township Tax Base

Assuming that a TRID agreement is worked out between the local taxing entities and SEPTA along the following sharing percentages, the following fiscal positive effects are estimated to accrue to Bristol Township's tax base.

Under the TRID legislation, the new marginal tax revenue generated by the TRID projects can be utilized to make investments within the TRID area to spur investment. Assuming that new projects can be assessed at 2% of the value of the development cost, the development program can generate between \$1,090,000 and \$5,270,000 when fully developed (see attached TRID Revenue Chart). The available new revenue will be dispersed to the parties in the TRID according to the executed TRID agreement. Assuming that the Township will receive 10% of the new marginal revenue, this will generate between \$109,000 and \$527,000 annually to the Township during the TRID's 20-year life. Following the completion of the TRID program life, the tax revenue from the new projects will be taxes on the normal ad valorem basis.

Forecast Job Creation and Income

In terms of job creation, there will be both construction and permanent jobs created by the TRID plan projects. Construction jobs generated are a function of the value of the construction and the type of construction. It is estimated that each \$1 million of construction will create 8 construction jobs for a period of one year, or person-years. Over the 20-year TRID period, the estimated \$259 million of new construction would create 2,072 person-years of construction. The typical 200-unit residential development valued at \$50 million would create 400 construction jobs. The annual peak construction would be in the later years when the higher numbers of residential projects are under construction. As added benefits of the construction of new projects within the TRID area will be spending by the construction workers and other personnel in local restaurants, taverns and retail stores.

Permanent jobs can be estimated by the number of square footage developed. Office space generates approximately 4 jobs per 1,000 SF, retail spaces can generate between 2 and 4 jobs per 1,000 SF depending on the type and size of the shop. Restaurants and taverns create between 10 and 40 jobs depending on the size and sales volume. The 45,000 SF of new non-residential development could create an additional 200 new jobs within the area, based upon a mix of the above uses.

The income of the new workers will range from minimum wage for unskilled restaurant workers and retail clerks to attorneys and doctors in office units. Incomes would range from \$16,000 on the low end to over \$100,000 for professionals and business owners.

Value of Future Development

The total projected value of the new TRID projects is a \$263.5 million, most of which is generated by the development of new homes within the TRID boundary. The pace of development will begin slowly and accelerate as infrastructure improvements are completed and "pioneer" projects are completed.

In addition to the value of the TRID projects that are generated by the program, existing property owners are expected to upgrade their properties and make significant investments throughout the district as a response to the new improvements being made within the area. This will have a further positive effect upon the local tax base within the Township.

CROYDON TRID VALUE CAPTURE ANALYSIS

Year	Phase	TRID PROJECTS				Value Basis	Annual Capture at 2%	TRID REV.50%	SEPTA 10%	TWP. 10%	SCHOOL 20%	COUNTY 10%
		Residential	Office	Retail	Total							
2009	1											
2010	1											
2011	2	\$ 50,000,000	\$ 1,500,000	\$ 3,000,000	\$ 54,500,000	\$ 54,500,000	\$ 1,090,000	\$ 545,000	\$ 109,000	\$ 109,000	\$ 218,000	\$ 109,000
2012	2					54,500,000	1,090,000	545,000	109,000	109,000	218,000	109,000
2013	2					54,500,000	1,090,000	545,000	109,000	109,000	218,000	109,000
2014	3	50,000,000			50,000,000	104,500,000	2,090,000	1,045,000	209,000	209,000	418,000	209,000
2015	3					104,500,000	2,090,000	1,045,000	209,000	209,000	418,000	209,000
2016	3		4,000,000		4,000,000	108,500,000	2,170,000	1,085,000	217,000	217,000	434,000	217,000
2017	3	50,000,000		5,000,000	55,000,000	163,500,000	3,270,000	1,635,000	327,000	327,000	654,000	327,000
2018	3					163,500,000	3,270,000	1,635,000	327,000	327,000	654,000	327,000
2019	3					163,500,000	3,270,000	1,635,000	327,000	327,000	654,000	327,000
2020	3	50,000,000			50,000,000	213,500,000	4,270,000	2,135,000	427,000	427,000	854,000	427,000
2021	3					213,500,000	4,270,000	2,135,000	427,000	427,000	854,000	427,000
2022	3					213,500,000	4,270,000	2,135,000	427,000	427,000	854,000	427,000
2023	3	50,000,000			50,000,000	263,500,000	5,270,000	2,635,000	527,000	527,000	1,054,000	527,000
2024	3					263,500,000	5,270,000	2,635,000	527,000	527,000	1,054,000	527,000
2025	3					263,500,000	5,270,000	2,635,000	527,000	527,000	1,054,000	527,000
2026	3					263,500,000	5,270,000	2,635,000	527,000	527,000	1,054,000	527,000
2027	3					263,500,000	5,270,000	2,635,000	527,000	527,000	1,054,000	527,000
2028	3					263,500,000	5,270,000	2,635,000	527,000	527,000	1,054,000	527,000
Total		\$ 250,000,000	\$ 5,500,000	\$ 8,000,000	\$ 263,500,000		\$ 63,860,000	\$ 31,930,000	\$ 6,386,000	\$ 6,386,000	\$ 12,772,000	\$ 6,386,000

CROYDON
TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID)
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CHAPTER THREE
FINANCIAL ANALYSIS AND
EXPENDITURE PLAN

CHAPTER THREE – Financial Analysis and Expenditure Plan

BACKGROUND

Pursuant with the value capture analysis and the TRID legislation, proposed projects within the TRID District (TD) will be used to generate or capture marginal tax revenue. In lieu of ordinary ad valorem taxes, new projects in the TRID district will be assessed a modest 2% “TRID payment”. The 2% contribution will be based on market value of the proposed project. This revenue is in turn reinvested into the TRID and apportioned to the various participating TRID entities, established in the TRID agreement. The portion of revenue earmarked for re-investment into the TRID will be used to fund seven (7) major categories of TRID activity.

The Value Capture Analysis schedule proposes the following distribution of TRID revenue:

- TRID Management Entity 50%
- SEPTA 10%
- Township 10%
- School District 20%
- Bucks County 10%

Of the total projected revenue, 50% will be allocated to the TRID Management Entity (TME) for the purposes of administration and project completion. Reinvesting in the TRID assures that the program remains vital and continues to attract new projects for the projected 20 year TRID program. The TRID will serve as the precursor to enabling and promoting Transit Oriented Development (TOD) projects which emphasize a walkable, pedestrian friendly, mixed use community core, situated about the Croydon train station.

The previously outlined phased project proforma highlights three (3) primary categories of new TRID development projects, with an emphasis on creating high density, high quality, residential units. This critical mass of new residents, coupled with existing Croydon residents, serves to fuel the TRID district. TRID projects are generally defined as residential, office and retail. These three main categories of development are envisioned to take place over time as market conditions and opportunity dictate.

It is envisioned that the 50% revenue capture for the TME will be used to fund a variety of tasks and projects associated with establishing, administering and maintaining the TRID district. There are seven (7) proposed funding elements. These elements are as follows:

- TRID Management and Administration
- Marketing of the TD
- Maintenance of TD projects
- A “Façade Assistance” Program (Exterior maintenance offset fund)
- “Streetscape” – construction projects targeted to enhancing pedestrian activity
- Utility Infrastructure Development – capital projects required to provide basic service utilities including control of storm water run-off.
- Acquisition – securing rights to property identified for redevelopment within the TD

The following spreadsheet identifies the specific percentages of the captured revenue that will be allocated to each of the above noted activities. Over the projected twenty year (20) lifespan of the TD, the average amount of captured revenue allocated to each of the seven activities is as follows:

- TRID Management and Administration 8%
- Marketing of the TD 1%
- Maintenance of TD projects 24%

CROYDON TRID REVENUE AND EXPENDITURES

REVENUE GENERATORS					TRID SHARE			MAJOR FUNDING ELEMENTS - % ALLOCATION								TOTALS	
Year	Phase	Residential	Office	Retail	Total	Value Basis	Annual Capture at 2%	TRID REV.50%	TRID Management 10%	Marketing 5%	Maintenance 10%	Facade Assistance 20%	Streetscape 15%	Utility Infrastructure 10%	Acquisition 30%	100%	
2009	1																
2010	1																
2011	2	\$ 50,000,000	\$ 1,500,000	\$ 3,000,000	\$ 54,500,000	\$ 54,500,000	\$ 1,090,000	\$ 545,000	\$ 54,500	\$ 27,250	\$ 54,500	\$ 109,000	\$ 81,750	\$ 54,500	\$ 163,500	\$ 545,000	
2012	2		NO NEW PROJECTS			\$ 54,500,000	1,090,000	545,000	\$ 54,500	\$ 27,250	\$ 54,500	\$ 109,000	\$ 81,750	\$ 54,500	\$ 163,500	\$ 545,000	
2013	2		NO NEW PROJECTS			\$ 54,500,000	1,090,000	545,000	\$ 54,500	\$ 27,250	\$ 54,500	\$ 109,000	\$ 81,750	\$ 54,500	\$ 163,500	\$ 545,000	
Sub Total					\$163,500,000	\$3,270,000	\$1,635,000	\$163,500	\$81,750	\$163,500	\$327,000	\$245,250	\$163,500	\$490,500	\$1,635,000		
2014	3	50,000,000			50,000,000	104,500,000	2,090,000	1,045,000	\$ 83,600	20,900	156,750	104,500	209,000	156,750	313,500	\$ 1,045,000	
2015	3		NO NEW PROJECTS			104,500,000	2,090,000	1,045,000	\$ 83,600	20,900	156,750	104,500	209,000	156,750	313,500	\$ 1,045,000	
2016	3		4,000,000		4,000,000	108,500,000	2,170,000	1,085,000	\$ 86,800	21,700	162,750	108,500	217,000	162,750	325,500	\$ 1,085,000	
2017	3	50,000,000		5,000,000	55,000,000	163,500,000	3,270,000	1,635,000	\$ 130,800	32,700	245,250	163,500	327,000	245,250	490,500	\$ 1,635,000	
2018	3		NO NEW PROJECTS			163,500,000	3,270,000	1,635,000	\$ 130,800	32,700	245,250	163,500	327,000	245,250	490,500	\$ 1,635,000	
Sub Total					\$644,500,000	\$12,890,000	\$6,445,000	\$515,600	\$128,900	\$266,750	\$644,500	\$1,289,000	\$966,750	\$1,933,500	\$6,445,000		
2019	3		NO NEW PROJECTS			163,500,000	3,270,000	1,635,000	\$ 130,800	32,700	245,250	163,500	327,000	245,250	490,500	\$ 1,635,000	
2020	3	50,000,000			50,000,000	213,500,000	4,270,000	2,135,000	\$ 170,800	42,700	327,000	213,500	427,000	327,000	654,000	\$ 2,135,000	
2021	3		NO NEW PROJECTS			213,500,000	4,270,000	2,135,000	\$ 170,800	42,700	327,000	213,500	427,000	327,000	654,000	\$ 2,135,000	
2022	3		NO NEW PROJECTS			213,500,000	4,270,000	2,135,000	\$ 170,800	42,700	327,000	213,500	427,000	327,000	654,000	\$ 2,135,000	
2023	3	50,000,000			50,000,000	263,500,000	5,270,000	2,635,000	\$ 210,800	52,700	399,750	263,500	527,000	399,750	799,500	\$ 2,635,000	
Sub Total					\$1,067,500,000	\$21,350,000	\$10,675,000	\$854,000	\$210,800	\$42,700	\$327,000	\$1,067,500	\$2,135,000	\$1,551,750	\$4,753,500	\$10,675,000	
2024	3		NO NEW PROJECTS			263,500,000	5,270,000	2,635,000	\$ 210,800	52,700	399,750	263,500	527,000	399,750	799,500	\$ 2,635,000	
2025	3		NO NEW PROJECTS			263,500,000	5,270,000	2,635,000	\$ 210,800	52,700	399,750	263,500	527,000	399,750	799,500	\$ 2,635,000	
2026	3		NO NEW PROJECTS			263,500,000	5,270,000	2,635,000	\$ 210,800	52,700	399,750	263,500	527,000	399,750	799,500	\$ 2,635,000	
2027	3		NO NEW PROJECTS			263,500,000	5,270,000	2,635,000	\$ 210,800	52,700	399,750	263,500	527,000	399,750	799,500	\$ 2,635,000	
2028	3		NO NEW PROJECTS			263,500,000	5,270,000	2,635,000	\$ 210,800	52,700	399,750	263,500	527,000	399,750	799,500	\$ 2,635,000	
Sub Total					\$1,317,500,000	\$26,350,000	\$13,175,000	\$1,054,000	\$263,500	\$52,700	\$399,750	\$1,317,500	\$2,635,000	\$1,999,250	\$5,488,500	\$13,175,000	
TOTALS					\$3,193,000,000	\$63,860,000	\$31,930,000	\$2,587,100	\$649,150	\$129,825	\$1,999,250	\$6,164,000	\$4,753,500	\$14,433,000	\$43,888,500	\$131,930,000	
<i>Average % of TRID Revenue over 20 year TRID Agreement</i>								8%	1%	24%	7%	26%	20%	14%			

• A "Façade Assistance" Program	7%
• "Streetscape"	26%
• Utility Infrastructure Development	20%
• <u>Acquisition</u>	<u>14%</u>
	100%

FUNDING ELEMENTS

TRID MANAGEMENT AND ADMINISTRATION

The TD is envisioned to be a living, flexible arrangement, defined by a general agreement among the participating TRID entities. Once an agreement in principal has been accepted by all parties, the first step in the TD process will be to establish the TRID Management Entity (TME).

The TME will be established as a 501 (3) (c) nonprofit entity, whose sole mission will be to provide the administration, management, and marketing of the TD. The TME will be run by a full time, paid administrator with oversight provided by a seven (7) member board of directors. The board will consist of representatives from each of four (4) participating TD parties, two (2) "at large" members from the local community, representing retailers and homeowners; and one (1) representative from the Bucks County Redevelopment Authority.

In the initial phases of the proposed TD, the TME will concentrate on marketing the TD to prospective developers and identifying potential properties for acquisition. A significant TD objective will be to secure vested ownership rights to properties which are suited to redevelopment consistent with the TD mission. Obtaining potential re-zoning and completing preliminary work that expedites land development approvals for prospective developers is a primary objective. As the TD evolves, the TME will grow as well with the hiring of staff and expanded duties, consistent with the effort needed to promote, manage and maintain the TD.

The percentage of revenue allocated to this task will remain relatively consistent (10 -8%) throughout the life of the TD, but the dollar value of that allocation will increase as capture value of the TD increases over time.

MARKETING

A specific task of the TME will be to develop a marketing campaign to promote the TD and the value that it offers to prospective developers. A multi-media approach incorporating Internet, printed media, television and radio will be utilized to advertise and generate "buzz" about the TD. This effort will be intensive in the early years of the TD and will gradually taper off to a "maintenance level" as the TD is built out and its value becomes self evident and its existence is known throughout the region.

The percentage of revenue (5 – 1%) allocated to this task will also reduce commensurate with the level of activity required.

MAINTENANCE

As projects are completed in the TD, the TME will oversee the routine maintenance and care of the "public" portions of these new projects. These services will be sub-contracted and typically involve landscaping, signage, and related care of built objects and furnishings that make up the public realm of the TD.

The percentage of revenue allocated (10 -30%) to this task will increase throughout the life of the TD, as will the dollar value of that allocation as capture value of the TD increases with the completion of projects over time.

FAÇADE ASSISTANCE PROGRAM

The Façade Assistance Program (FAP) is proposed as general fund to be set up as a capital matching vehicle to promote and encourage existing and future commercial property owners within the TD to maintain their buildings. The specific details of the program are to be determined but are most often set up as a 50/50 match program to offset costs to the property

As new projects are developed, a certain portion of those projects will incorporate public amenities to augment and increase the pedestrian friendly, multi-modal transportation aspects of the TD. The TME will utilize a portion of its revenue share to complete or leverage funding for additional projects that extend or add value to specific projects completed within the TD. These are most notably streetscape type projects that promote walk-ability and create a sense of place for the TD. These projects promote and encourage residents, tourists and commuters to spend time and hence, money, at the various retail and commercial establishments in the TD.

The extension of streetscape improvements, creation of pedestrian plazas, enhanced landscaping, wayfinding, pedestrian scale lighting and the creation of shared parking facilities are examples of typical projects.

The percentage of revenue allocated (15 -30%) to this task will increase throughout the life of the TD, as will the dollar value of that allocation as capture value of the TD increases with the completion of projects over time. These dollars may be used for physical improvements, to pay down debt service or as matching funds for various grant and bond programs to maximize project value and scope.

UTILITY INFRASTRUCTURE

As new projects are developed, they will incorporate public utilities to provide required services.

These new projects while welcome and wanted, will at the same time place demands on already aging utility infrastructure within the TD. The TME will utilize a portion of its revenue share to complete or leverage funding for additional infrastructure projects that extend or add value to specific projects completed within the TD. The extension of storm water infrastructure, waste water treatment and conveyance as well as potable water conveyance and treatment are examples of typical projects.

The percentage of revenue allocated (10 -20%) to this task will increase throughout the life of the TD, as will the dollar value of that allocation as capture value of the TD increases with the completion of projects over time. These dollars may be used for physical improvements, to pay down debt service or as matching funds for various grant and bond programs to maximize project value and scope.

ACQUISITION

As the TME promotes the TD to prospective developers, it will also identify potential properties for acquisition and redevelopment. A TME objective will be to secure vested, transferable ownership rights to properties which are suited to redevelopment. Obtaining potential re-zoning and completing preliminary groundwork that expedites land development approvals for prospective developers is a primary objective. This is seen as a significant attractor for new developments.

The percentage of revenue allocated (30 -6%) to this task will decrease throughout the life of the TD, however the dollar value of that allocation will remain relatively consistent as capture value of the TD increases with the completion of projects over time. As the TD is built out, fewer acquisition opportunities are anticipated.

SUMMARY

The TD will be governed by the TRID agreement which will outline the framework for a cooperative venture between the participating parties. The ultimate success of the program will be dependent on the TME and its ability to secure new development projects to provide the required revenue capture. It is intended that the framework be adaptable to changing market conditions and needs of the proposed TD constituents. The percentages of allocation and types of expenditures funded, can and should be subject to review and adaptable to change at the discretion of TME and its board of directors. The primary goal being the establishment and sustainability of a contemporary, transit oriented town center that promotes multi modal transportation and a walkable, business friendly community.

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CHAPTER FOUR
ENVIRONMENTAL ASSESSMENT

CHAPTER FOUR – Environmental Assessment

The following are taken from the Draft Future Vision Plan, Appendix item 7., as prepared by the Miller Design Group, and as provided by Pennoni Associates, based on that Plan's sections, as follows:

2.4 Environmental Assessment

2.4.1 Natural Systems

Generally speaking, the TRID study area is predominately a highly industrialized and urbanized area, with air quality affected by daily life. Air pollution may occur from the following: trains, buses, trucks, cars, factories, construction, and any other typical air pollutants that occur within a populated area.

As shown on the following exhibit, entitled "Environmental Features", there are identified and recognized wetlands associated with the Neshaminy Creek within the proposed project area and beyond. Wetlands are based on soil types, ground water conditions and vegetation.

In terms of soils, given the existing built-up and disturbed nature of the subject area, top soils are essentially "man-made" mixtures of disturbed soils, while underlying soils vary from well drained to poorly drained in proximity to water courses. Vegetation is mainly native in variety and species, including those associated with wet soils and lands. There are no known species of aquatic animals known to be endangered; however in association with Neshaminy Creek, tributaries, and the Delaware River, there is an abundance of such creatures.

The water system and water quality are issues associated with a public community water system as provided by Aqua Pennsylvania.

Projected revitalization of the project area will cause negligible environmental impacts to an already well-developed section of Bristol Township. Further the proposed and projected redevelopment is not expected to have an adverse impact on the environment nor will it adversely affect the health and welfare of the residents of the Croydon Area of Bristol Township.

2.4.2 Parks and Open Spaces

Within the ½ mile radius of the SEPTA Croydon Station, the existing park and recreation land uses are modest, primarily on the northerly side of Route 13 to the east of the Multi-family apartment complex, and a small "vest park" on the southerly side of the rail corridor to the east of Cedar Avenue, as shown on the appendix exhibit, entitled "Open Space".

A rather significant sized parcel of Township-owned land, approximately 17 acres, exists within the ½ mile radius, and on the easterly side of Neshaminy Creek. This site contains wetlands and is environmentally sensitive, but accessible and has been the subject of past environmental and site use evaluation featuring an environmental educational center. It has significant possibilities as an ultimate destination location that could be provided access from the SEPTA rail station and other means of transportation, including pedestrian and vehicular linkages to Route 13.

Also within the general surrounding Croydon area of Bristol Township there are a number of "private" patches of open space, where no development or site disturbance is evidenced.

Outside of the immediate ½ mile radius limit, but of significance nevertheless to residents and visitors is the Neshaminy State Park, along the banks of the Delaware River at its convergence with the Neshaminy Creek, as

shown on the exhibit. This state park contains approximately 330 acres of wooded and wetland and riverine habitat, with four miles of walking trails, picnic areas, a swimming pool, and a 235 slip marina. The Park is mostly located on the westerly side of the Creek in Bensalem Township, but the marina portion of the park is within Bristol Township.

Additionally, there are future plans for the continuation of the Future East Coast Greenway/Delaware River Heritage Trail through the area with connections to the north and south and to Neshaminy State Park. A fixed route has yet to be established and designated, as shown on the exhibit.

2.4.3 Infrastructure

Within the ½ mile radius of the SEPTA Croydon Station and beyond, the area exhibits existing natural gas, electricity, public water supply, communications (telephone and Cable TV), sanitary sewer collection and storm drainage facilities and amenities. This is not surprising for a fully-developed (for the most part) built-up area of the Township and County. Generally speaking public water, electricity, communications, and natural gas are not seen as supply issues and customarily can be provided.

Gas is available both along Route 13, and Cedar Avenue in the study area and beyond. As also shown, storm water provisions for collection and discharge are in place along Route 13, and flows beneath the rail bridge over Cedar Avenue and thence downwards towards Neshaminy Creek. SEPTA and the Township are currently addressing this issue of collection and discharge in this area. There have been some reports of flooding during an intense rain storm which is being investigated and assessed as well. Any additional landscaping by SEPTA and/or the public sector along Route 13, and private developers would decrease runoff by natural means would have to be consistent with storm water management ordinances and regulations.

The Bristol Township Water and Sewer Department serves Bristol Township and portions of Middletown Township. Currently being evaluated and assessed are measures to prevent infiltration and inflow of non-sewerage waters into the system as to allow for additional sanitary sewage treatment capacity.

Any future development/redevelopment, and/or revitalization, through the land development process of Bristol Township and Bucks County, must ensure adequate supply of utilities and acceptable levels of storm water discharge and sanitary sewer discharges. Depending on the magnitude of such revitalization, restrictions or limits may or may not apply, as conditions at the time rule and may vary according to land use types.

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CHAPTER FIVE **TRANSPORTATION AND** **LAND USE EVALUATION**

CHAPTER FIVE – Transportation Analysis & Land Use Evaluation

The following are taken from the Draft Future Vision Plan, Appendix Item 7., as prepared by the Miller Design Group, and as provided by Pennoni Associates, based on that Plan's sections, as follows:

2.2.2 Transit and Traffic

Transit Access –

The primary driving engine to this study is the existing availability of the SEPTA R7 West Trenton Regional Rail commuter line and station at Croydon. As shown on the following exhibit, entitled "Transit Access", there are currently 58 trains per day (29 in each direction) passing through and accommodating transit ridership at this Croydon Station, with approximately 300 boarding passengers per day.

This corridor also serves as the AMTRAK Northeast Corridor with approximately 160 non-stop trains passing through the corridor and station area daily. There may be a periodic freight train passing through the corridor as well, at approximately 1 per day.

SEPTA operates several bus routes in this part of Bucks County, also shown on the appendix exhibit. In particular, the route 128 bus, which connects the region through Croydon along State Road and which also provides for passenger transfer to the rail facility in proximity to the station and Route 13. Due to transfers that are available, bus access to the Croydon Station is available from throughout the greater Lower Bucks County Region.

Traffic/Mobility Issues –

Vehicular and pedestrian circulation is crucial to any area designated for redevelopment/revitalization, in particular. The subject area of this TRID Study and Plan is no exception, and several mobility deficiencies and issues have been identified on the following exhibit entitled "Mobility Issues", based on a past Plan (the U.S. Route 13 Revitalization Plan) which greatly details traffic congestion and mobility issues in depth, and field observations for this TRID study.

For U.S. Route 13, in the study area, for example; there are missing segments of sidewalks, limited pedestrian accommodations at intersections, missing walkways and crosswalks. In Transit-Oriented Development scenarios provisions for safe and identified walking ways is crucial.

It is recognized that basically all of U.S. Route 13, throughout Lower Bucks County is a dangerous stretch of road with many accidents and fatalities, primarily pedestrians, recently. PennDOT has final plans for safety improvements from Bensalem to Tullytown that should be coming in the next few weeks, with most of the funding in place, based on the 2003 traffic study. A current streetscapes project underway in the Croydon Station area, together with SEPTA's station make-over and new construction will significantly improve vehicular and pedestrian safety, with programs slated to continue during implementation of this TRID Study and Plan of Action.

There are also existing vehicular issues and problems in the study area. For example, as also shown on the following appendix exhibit, there are unacceptable levels of service for vehicles at the intersection of Newportville Road with Route 13, Cedar Avenue approaching Route 13, and westbound Route 13 at Walnut Street.

2.2.4 Parking

Parking Issues –

To compound these issues parking is at a premium with some disorganized parking space arrangements along Route 13, as noted on the following exhibit entitled "Parking". It is recognized that the utilization of parking spaces (74 pay spaces) for the SEPTA Croydon Station are fully utilized (100%). Handicapped parking spaces also are provided by SEPTA on its parking lot. Adjacent privately owned lots in the vicinity of the existing station and nearby lots also accommodate SEPTA train riders. Examples of this are the CVS parking lot (by arrangement between CVS and SEPTA), the adjacent gravel lot (containing approximately 30 spaces), and some parking along Route 13, which are off SEPTA premises. Parking Issues along with pedestrian and vehicular issues and concerns are addressed in great detail in the Route 13 Revitalization Plan (Corridor Study), as referenced.

There are other locations where parking is and is not allowed along Route 13, and there are certain areas, as shown with limited and timed parking available. It is possible that rail commuters may be using nearby off-street parking on strip malls as well, which are within walking distance of the station.

Parking is not allowed along Cedar Avenue due to limited right of way and roadway amenities. SEPTA has plans of record for improvements to the Croydon Station to increase parking and make other improvements, to be discussed in other sections of this report, and to re-align Cedar Avenue at Bristol Pike.

2.3 Land Use and Zoning

2.3.1 Land Use

The predominate land use within the Croydon TRID and 1/2 mile radius of the SEPTA station along Route 13 and the southerly side of the rail corridor are commercial, retail and industrial in general. Land uses along Route 13 further include strip commercial, personal service establishments, gas stations, Saint Thomas' church, rectory and school; restaurants, and retail facilities. Further to the north of the abutting non-residential uses fronting on Route 13, is the residential area of the Croydon area that exhibits predominately single family residences, with a multi-family project to the east of the CVS site. General land uses are categorized on the appendix exhibit entitled "Land Use".

Land uses along the rail corridor, include the SEPTA station, and industrial uses on the southerly side of the rail corridor, followed by residential further southward. The Neshaminy Creek is the political and geographic boundary of Bristol Township which encompasses the Croydon section of the Township and the TRID study area.

To the south, of the 1/2 mile radius of the SEPTA station, are: a few small parks, more single-family residences. As State Road is approached, there are industrial, commercial and mixed residential uses along State Road and Cedar Avenue connecting with the additional Croydon commercial hub along State Road to the east of Cedar Avenue. Zoning and land uses are mostly consistent with each other.

2.3.2 Zoning

The area within the 1/2 mile radius of the SEPTA Croydon Station, as shown on the appendix exhibit entitled "Zoning", contains several zoning district designations. The predominate zoning classification along the northerly side of the rail corridor and Route 13, running together for the most part and parallel, is "C" – Commercial, to the Neshaminy Creek and northerly and southerly along the creekside on the Township side of the boundary with Bensalem Township.

Also along Route 13, to the east is the R-3 Multi-family zone and adjacent to that to the east is the PM, Park Municipal zoning district for the recreation field. The remainder of lands to the north of the commercial district on that side of Route 13, are zoned as R-2 Residential and consisting mainly of single-family residences.

On the southerly side of the Route 13 and Rail corridor, there is an "M-2" Heavy Manufacturing District as shown and as exists, added to by a "C" Commercial District in and around the vicinity of Cedar Avenue. The balance of the south side of the corridor is a combination of the "R-2" and "R-3" Residential Zoning Districts. Also on this southern side of the Route 13 and Rail Corridor along State Road, the land is zoned and primarily used for the "C" Commercial Zoning District. Marinas and associated water uses are zoned as "C" Commercial as well. Additionally, along the southerly side of the rail corridor, to the eastside of the ¼ mile radius limit there is another M-2 Heavy Industrial Zone District and land use.

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CHAPTER SIX **COMMUNITY OUTREACH**

CHAPTER SIX – Community Outreach

The Request for Proposals stated a need to conduct a Community Outreach program for input from residents and merchants in the Croydon Area. Three (3) such sessions were to be held, one at the beginning of the study to explain what TRID is and the impacts it can have on the community, one during the study process to gather input, and one near the end of the study to address any concerns the community may have. It is understood that the Miller Design Group, as prime consultant for the conduct of the initial TRID planning effort recognized as the Future Vision Plan, and located in Appendix, Item F., conducted these public input meetings and also conducted charrettes as summarized in the Future Vision Plan. These public input sessions were generally conducted in 2007. Results of the charrettes were to appear in the Appendix of the Miller Design Group's Draft Future Vision Plan until activity ceased in the preparation of the Draft Plan.

The first of the publicly noticed and held public input sessions was on September 22nd, 2007, a second such public input session was held on November 13th, 2007 at the St. Thomas Aquinas Catholic Church facilities. The third and final public outreach was conducted on May XXth, 2009, as part of this final TRID Study and Plan. Additionally the charrette, was conducted on June 27th, 2007 also at the St. Thomas Aquinas Catholic Church facilities in the center of the Croydon TRID area for residents. Results of the charrette are provided in the Appendix, item 7, as conducted by and prepared by the Miller Design Group.

Additionally, the Miller Design Group, prepared a public survey vehicle for input (accomplished January through March, 2007), and the results are located in the Appendix, item B. A last public outreach input meeting was held in June, 2009.

Essentially, responders favored store front redos, take care of what's there; needs for: a produce store, coffee shops, music store, fabric and hobby stores, professional offices, floral shops, etc. Most would want to see landscaping and associated roadway/street improvements, with a call for affordable housing, and commuters/transit riders given high points for 'user groups'. The public responders wanted to see a reconstructed station area with more parking. They also encouraged ways to bring boaters off the Delaware River up to the Route 13 area for business support. Responders desired a safe place to live and walk to the station and around the area. Lastly, responders favored more and easier parking and accessibility.

This TRID Study and Plan is fully responsive to the expressed desires of the residents and businesses be heard on public form and on survey documents.

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CHAPTER SEVEN **CONSISTENCY WITH PA'S** **KEYSTONE PRINCIPLES**

CHAPTER SEVEN – Consistency with PA’s *Keystone Principles*

The following criteria were evaluated and which affirm consistency of this TRID Study and Plan with the *Keystone Principles*:

IMPLEMENTING THE KEYSTONE PRINCIPLES:

Core Criteria

1. Project avoids or mitigates high hazard locations (e.g., floodplain, subsidence or landslide prone areas).
2. Project/Infrastructure does not adversely impact environmentally sensitive areas, productive agricultural lands, or significant historic resources.
3. Project in suburban or rural area: Project and supporting infrastructure are consistent with multi-municipal or county & local comprehensive plans and implementing ordinances, and there is local public/private capacity, technical ability, and leadership to implement project.
4. Project in “core community” (city, borough or developed area of township): Project is supported by local comprehensive vision & plan, and there is local public/private capacity, technical ability, and leadership to implement project.
5. Project supports other state investments and community partnerships.

Preferential Criteria

1. Development/Site Location
2. Brownfield or previously developed site.
3. Rehabilitation or reuse of existing buildings (including schools and historic buildings).
4. Infill in or around city, borough, or developed area of township.
5. If greenfield site, located in or adjacent to developed area with infrastructure.
6. Located in distressed city, borough or township.

Efficient Infrastructure

1. Use of existing highway capacity and/or public transit access available.
2. Within ¼ mile of existing or planned public transit access (rail, bus, shared ride or welfare to work services).
3. Use of context sensitive design for transportation improvements.
4. Use/improvement of existing public or private water and sewer capacity and services.

Density, design, and diversity of uses.

1. Mixed residential, commercial & institutional uses within development or area adjacent by walking.
2. Sidewalks, street trees, connected walkways and bikeways, greenways, parks, or open space amenities included or nearby.
3. Interconnected project streets connected to public streets.
4. Design of new water, sewer and storm water facilities follows Best Management Practices, including emphasizing groundwater recharge and infiltration, and use of permeable surfaces for parking and community areas.

Expand Housing Opportunities

1. Adopted county and multi-municipal or local municipal plans include a plan for affordable housing; and implementing zoning provides for such housing through measures such as inclusion of affordable housing in

developments over a certain number of units (e.g., 50), provision for accessory units, and zoning by right for multifamily units.

2. Project provides affordable housing located near jobs (extra weight for employer assisted housing).
3. Project adds to supply of affordable rental housing in areas of demonstrated need.

Increase Job Opportunities

1. Number of permanent jobs created and impact on local labor market.
2. Number of temporary jobs created and impact on local labor market.
3. Number of jobs paying family sustaining wages.
4. Increased job training coordinated with business needs and locations.

Foster Sustainable Businesses

1. Sustainable natural resource industry improvement or expansion: agriculture, forestry, recreation (fisheries, game lands, boating), tourism.
2. Business or project is energy efficient; uses energy conservation standards; produces, sells or uses renewable energy; expands energy recovery; promotes innovation in energy production and use; or expands renewable energy sources, clean power, or use of Pennsylvania resources to produce such energy.
3. Project meets green building standards.
4. Project supports identified regional industry cluster(s).

Restore/Enhance Environment

1. Cleans up/ reclaims polluted lands and/or waters.
2. Protects environmentally sensitive lands for health, habitat, and biodiversity through acquisition, conservation easements, planning and zoning, or other conservation measures.
3. Development incorporates natural resource features and protection of wetlands, surface and groundwater resources, and air quality.

Enhance Recreational/Heritage Resources

1. Improves parks, forests, heritage parks, greenways, trails, fisheries, boating areas, game lands and/or infrastructure to increase recreational potential for residents and visitors.
2. Historic, cultural, greenways and/or opens space resources incorporated in municipal plans and project plan.
3. Makes adaptive reuse of significant architectural or historic resources or buildings.

Plan regionally; Implement Locally

1. Consistent county and multi-municipal plan (or county and local municipal plan) adopted and implemented by county and local governments with consistent ordinances.
2. County or multi-municipal plan addresses regional issues and needs to achieve participating municipalities' economic, social, and environmental goals. All plans (county, multi-municipal, and local) follow standards for good planning, including:
 - a. Is up-to-date.
 - b. Plans for designated growth and rural resource areas, and developments of regional impact.
 - c. Plans for infrastructure, community facilities, and services, including transportation, water and sewer, storm water, schools.
 - d. Plans for tax base and fair share needs for housing, commercial, institutional, and industrial development.

- e. Identification of high hazard areas where development is to be avoided.
 - f. Identification of and plans for prime agricultural land, natural areas, historic resources, and appropriate mineral resource areas to be conserved.
 - g. Open space plan for parks, greenways, important natural and scenic areas and connected recreational resources
3. County and local ordinances implement the governing plans and use innovative techniques, such as mixed use zoning districts, allowable densities of six or more units per acre in growth areas, and/or clustered development by right, transfer of development rights, specific plans, and tax and revenue sharing.

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CHAPTER EIGHT
DRAFT AGREEMENT

CHAPTER EIGHT – Draft Agreement Between SEPTA, Bristol Township, School District

Draft TRID Agreement

This Proposed Draft Agreement, between the Township of Bristol, Bucks County, PA, the Southeastern Pennsylvania Transit Authority (SEPTA), Amtrak, and the Bristol Township School District, reads as follows:

Preamble:

This proposed DRAFT Agreement is made consistent with Act 238 of 2004, known as the Transit Revitalization Investment District Act, hereinafter designated as TRID. This Agreement is based on the Croydon TRID Planning Study, as approved of by the Southeastern Pennsylvania Transit Authority, hereinafter designated as SEPTA, and the Township of Bristol, Bucks County, PA. The Agreement basis is the Croydon TRID Planning Study which was conducted in accordance with the Township's Request for Proposals, and the TRID legislation and program guidelines, as prepared and provided by the Pennsylvania Department of Community and Economic Development (DCED) with and by consultation of the Delaware Valley Regional Planning Commission (DVRPC).

The County of Bucks Planning Commission, the Bucks County Transportation Management Association (BCTMA), the Redevelopment Authority of Bucks County (BCRDA) and others have been reviewing agencies Key Stakeholders. Based upon their reviews and actions, this Croydon TRID Planning Study is considered completed. Requisite public presentations and input have been obtained and factored into the Planning Study.

It is hereby understood that from time to time and under changing circumstances, such as development interests and partnerships, the Agreement as adopted may be modified accordingly to reflect these changing circumstances and directions. Said actions to be subject to the TRID Act and conducted in much the same manner by the agencies described below as part of their respective roles.

Further, this TRID Planning Study and Agreement identifies roles, responsibilities, financial commitments, management entity, and defined improvements, pursuant to Section 301, (b), utilizing research and information conducted and presented in the TRID Planning Study. Lastly, and as required, the Croydon TRID Planning Study is based on findings and recommendations of the following plans and studies: The 2004 U.S. Route 13 Revitalization Plan, the 2005 Bucks County Waterfront revitalization Plan, and the 2008 Bristol Township Comprehensive Plan, prepared by the Bucks County Planning Commission. This draft agreement and provisions are consistent with the market analysis and value capture analysis conducted over time and completed in June of 2009. During the preparation of the TRID Planning Study, special attention was given to the established "Keystone Principles" for Development and Re-development, as well. The DRAFT Agreement is an integral part of this Croydon TRID Planning Study which follows on the next page:

DRAFT AGREEMENT

As proposed in this Croydon TRID Planning Study

Roles, Responsibilities, and Understandings

1. SEPTA may acquire the property, improve it for future development (where applicable), such as: site clearance, utility work, environmental remediation and similar improvements, and work with the Township and implementation body to offer it for sale to the private sector for use or uses consistent with the adopted TRID Plan.
2. Alternatively, SEPTA may advertise the presence of available development sites (where applicable) within the TRID Boundary, including a map or potentially developable or re-developable properties, and invite interested developers to submit proposals in cooperation with the Township and/or Implementation body.
3. SEPTA may not be the primary real estate developer, and where joint development activities are confined to the construction support and access facilities: that is, vehicular access, parking, pedestrian ways, building pads, foundation columns, signage, and similar items.
4. SEPTA and Bristol Township will designate a management entity for the TRID, which will be a municipal authority in accordance with the requirements of 53 Pa.C.S. Ch. 56 - (relating to municipal authorities) to manage and facilitate TRID implementation. The Township of Bristol shall retain policy and oversight responsibilities for all budgetary and programmatic actions of the designated TRID management entity.
5. To the extent of the TRID Act, creative partnerships will be established (where applicable) with SEPTA, Amtrak, the BCTMA, the BCRDA, and the private sector to accomplish TRID purposes where the benefits to all are both desirable and to be encouraged.
6. A neighborhood improvement district, business improvement district or similar entities may be designated to manage and carry out TRID activities.
7. SEPTA may transfer its obligations under Section 503 for coordination of development activities to the Township of Bristol and the entities or authorities established to manage the TRID activities, by sub-agreement.
8. In furtherance of this TRID Agreement, the Township of Bristol, SEPTA, BCTMA, Bucks County, the BCRDA and other partners, including the managing entity, shall enter into a sub-agreement (where applicable) for development with a pertinent private sector development organization or organizations to implement the proposed TRID. The Development agreement (where applicable) will stipulate the final project scope as well as the partners' roles, responsibilities, financial arrangements, schedule of improvements and the exactions or contributions to the project(s).
9. SEPTA is responsible for the scope and scale of needed or proposed transit capital improvements within the TRID area, including the cost, financing, phasing and schedule of all transit-related improvements which shall be included in its adopted capital program.
10. The Township of Bristol and other established partners and management entity are responsible for the scope and scale of needed or proposed support facilities, highway accessways, and community or neighborhood facility

Improvements, for example: sidewalks and recreation facilities, vehicular and pedestrian safety measures, and certain aesthetic improvements to public and private properties. These improvements may include support from the private sector (where applicable).

11. SEPTA, the Township of Bristol, and other identified parties to the TRID will be responsible for defining the administrative and management roles and responsibilities that will be most appropriate to achieve implementation of the TRID in the Croydon section of the Township.
12. It is understood that that proposed real estate development or re-development may trigger additional needs for transit improvements and community facility improvements or support facilities and shall be accommodated through pertinent amendments of the TRID Planning Study and Township Comprehensive Plan.
13. The TRID Act stipulates that – *in conjunction with the establishment of a TRID Boundary, a coterminous value capture area shall simultaneously be created to enable local municipalities, school districts, the County and the public transit agency to share the increased tax increment or real estate and other designated tax revenues generate by new real estate investment within the established TRID boundary.*

Participants in the TRID, through the designated management entity, shall develop an administrative and project schedule and budget to implement the project, including future maintenance needs, as defined in the TRID Planning Study, as well as the shares and use of such tax revenues as are projected to be generated from the TRID value capture area. The municipality may review and revise the TRID budget.

14. *Tax revenues generated within the TRID area shall be dedicated to completion and future maintenance of the specific and necessary improvements designated in the Comprehensive Plan amendment and TRID Planning Study, as follows:*
 - a. *The Township and County shall not use such revenues for general governmental purposes, and the public transit agency shall not use such revenue for transit capital improvements elsewhere on the public transportation system.*
 - b. *Local municipalities, school districts and the county shall establish an amortization schedule for receipt, investment and expenditure of any TRID tax revenues, not to exceed 20 years, similar to the amortization schedule in the Act of July, 11, 1990 (P.L. 465, No. 113), known as the Tax Increment Financing Act. However, where a municipal authority has been created, it shall be responsible for fixing the amortization schedule and for defining the TRID capital improvement plan.*
15. Nothing in the TRID Act shall preclude a private sector entity from offering to implement or finance needed public transportation or community improvements at the initiation of or concurrent with proposed TRID-related real estate development.
16. The Township of Bristol and SEPTA will jointly conduct at least one public meeting in the TRID area to review the proposed joint development plan and its related public improvements prior to implementation.

MARKET ANALYSIS AND VALUE CAPTURE ANALYSIS

The proposed TRID development program included in this plan call for the development of 1,000 new residential units with a value of at least \$250 million, retail space with a value of \$8 million and new office space with a value of \$5.5 million. The total value of the private investment generated by the Croydon TRID program is estimated to be \$263.5 million. The

capture of this new generated value is described in the chapter and detailed the Value Capture Analysis Chart and Financial Plan. The Value Capture analysis and share is appended to this Draft Agreement.

PROPOSED VALUE CAPTURE TAX REVENUE SHARES

The following are based on the above analyses within the TRID boundary area and the projected three (3) phases of SEPTA and community facilities and support Improvements, with development and re-development possibilities as projected:

TRID Management Entity –	50%
SEPTA –	10%
Amtrak Rail (to be determined)	
Bristol Township –	10%
Bucks County –	10%
Bristol Township School District –	20%

The above revenue for the TRID Management Entity include: management/administration, marketing, maintenance, façade improvements assistance, streetscapes and safety measures, utility infrastructure, and acquisition, as shown in Chapter 3. Financial Analysis, and the appended chart.

AGREEMENT AGENCIES

The following partners and participants, hereby indicate consent to this Draft Agreement as may be modified and so voted upon to accept. By signature, it is certified that these parties subscribe to the understandings, roles, responsibilities, the base TRID Planning Study, the management and implementation stages, and the shares of the tax revenues and their uses as may be provided by the new development and re-development as may be reasonably expected to occur, and the stipulation that it may be necessary to amend the program from time to time due to circumstances and with subsequent review and approval by these parties to this agreement.

SEPTA	by _____	date: _____
Amtrak	“	“
Township of Bristol	“	“
Bucks County	“	“
School District	“	“

(Attachments, as noted)

CROYDON TRID VALUE CAPTURE ANALYSIS

Year	Phase	TRID PROJECTS				Value Basis	Annual Capture at 2%	TRID REV.50%	SEPTA 10%	TWP. 10%	SCHOOL 20%	COUNTY 10%
		Residential	Office	Retail	Total							
2009	1											
2010	1											
2011	2	\$ 50,000,000	\$ 1,500,000	\$ 3,000,000	\$ 54,500,000	\$ 54,500,000	\$ 1,090,000	\$ 545,000	\$ 109,000	\$ 109,000	\$ 218,000	\$ 109,000
2012	2					54,500,000	1,090,000	545,000	109,000	109,000	218,000	109,000
2013	2					54,500,000	1,090,000	545,000	109,000	109,000	218,000	109,000
2014	3	50,000,000			50,000,000	104,500,000	2,090,000	1,045,000	209,000	209,000	418,000	209,000
2015	3					104,500,000	2,090,000	1,045,000	209,000	209,000	418,000	209,000
2016	3		4,000,000		4,000,000	108,500,000	2,170,000	1,085,000	217,000	217,000	434,000	217,000
2017	3	50,000,000		5,000,000	55,000,000	163,500,000	3,270,000	1,635,000	327,000	327,000	654,000	327,000
2018	3					163,500,000	3,270,000	1,635,000	327,000	327,000	654,000	327,000
2019	3					163,500,000	3,270,000	1,635,000	327,000	327,000	654,000	327,000
2020	3	50,000,000			50,000,000	213,500,000	4,270,000	2,135,000	427,000	427,000	854,000	427,000
2021	3					213,500,000	4,270,000	2,135,000	427,000	427,000	854,000	427,000
2022	3					213,500,000	4,270,000	2,135,000	427,000	427,000	854,000	427,000
2023	3	50,000,000			50,000,000	263,500,000	5,270,000	2,635,000	527,000	527,000	1,054,000	527,000
2024	3					263,500,000	5,270,000	2,635,000	527,000	527,000	1,054,000	527,000
2025	3					263,500,000	5,270,000	2,635,000	527,000	527,000	1,054,000	527,000
2026	3					263,500,000	5,270,000	2,635,000	527,000	527,000	1,054,000	527,000
2027	3					263,500,000	5,270,000	2,635,000	527,000	527,000	1,054,000	527,000
2028	3					263,500,000	5,270,000	2,635,000	527,000	527,000	1,054,000	527,000
Total		\$ 250,000,000	\$ 5,500,000	\$ 8,000,000	\$ 263,500,000		\$ 63,860,000	\$ 31,930,000	\$ 6,386,000	\$ 6,386,000	\$ 12,772,000	\$ 6,386,000

CROYDON TRID REVENUE AND EXPENDITURES

REVENUE GENERATORS					TRID SHARE			TRID EXPENDITURE ALLOCATION							TOTALS		
Year	Phase	Residential	Office	Retail	Total	Value Basis	Annual Capture at 2%	TRID REV.50%	TRID Management 10%	Marketing 5%	Maintenance 10%	Façade Assistance 20%	Streetscape 15%	Utility Infrastructure 10%	Acquisition 30%	100%	
2009	1																
2010	1																
2011	2	\$ 50,000,000	\$ 1,500,000	\$ 3,000,000	\$ 54,500,000	\$ 54,500,000	\$ 1,090,000	\$ 545,000	\$ 54,500	\$ 27,250	\$ 54,500	\$ 109,000	\$ 81,750	\$ 54,500	\$ 163,500	\$ 545,000	
2012	2	NO NEW PROJECTS				\$ 54,500,000	\$ 1,090,000	\$ 545,000	\$ 54,500	\$ 27,250	\$ 54,500	\$ 109,000	\$ 81,750	\$ 54,500	\$ 163,500	\$ 545,000	
2013	2	NO NEW PROJECTS				\$ 54,500,000	\$ 1,090,000	\$ 545,000	\$ 54,500	\$ 27,250	\$ 54,500	\$ 109,000	\$ 81,750	\$ 54,500	\$ 163,500	\$ 545,000	
Sub Total					\$163,500,000	\$3,270,000	\$1,635,000	\$163,500	\$81,750	\$163,500	\$327,000	\$245,250	\$163,500	\$480,500	\$1,635,000		
Year	Phase	Residential	Office	Retail	Total	Basis	at 2%	REV.50%	8%	2%	15%	10%	20%	15%	30%	100%	
2014	3	50,000,000			50,000,000	104,500,000	2,090,000	1,045,000	\$ 83,600	20,900	156,750	104,500	209,000	156,750	313,500	\$ 1,045,000	
2015	3	NO NEW PROJECTS				104,500,000	2,090,000	1,045,000	\$ 83,600	20,900	156,750	104,500	209,000	156,750	313,500	\$ 1,045,000	
2016	3		4,000,000		4,000,000	108,500,000	2,170,000	1,085,000	\$ 86,800	21,700	162,750	108,500	217,000	162,750	325,500	\$ 1,085,000	
2017	3	50,000,000		5,000,000	55,000,000	163,500,000	3,270,000	1,635,000	\$ 130,800	32,700	245,250	163,500	327,000	245,250	490,500	\$ 1,635,000	
2018	3	NO NEW PROJECTS				163,500,000	3,270,000	1,635,000	\$ 130,800	32,700	245,250	163,500	327,000	245,250	490,500	\$ 1,635,000	
Sub Total					\$644,500,000	\$12,890,000	\$6,445,000	\$515,600	\$128,900	\$966,750	\$644,500	\$1,289,000	\$966,750	\$1,933,500	\$6,445,000		
Year	Phase	Residential	Office	Retail	Total	Basis	at 2%	REV.50%	8%	1%	25%	5%	25%	25%	11%	100%	
2019	3	NO NEW PROJECTS				163,500,000	3,270,000	1,635,000	\$ 130,800	16,350	408,750	81,750	408,750	408,750	179,850	\$ 1,635,000	
2020	3	50,000,000			50,000,000	213,500,000	4,270,000	2,135,000	\$ 170,800	21,350	533,750	106,750	533,750	533,750	234,850	\$ 2,135,000	
2021	3	NO NEW PROJECTS				213,500,000	4,270,000	2,135,000	\$ 170,800	21,350	533,750	106,750	533,750	533,750	234,850	\$ 2,135,000	
2022	3	NO NEW PROJECTS				213,500,000	4,270,000	2,135,000	\$ 170,800	21,350	533,750	106,750	533,750	533,750	234,850	\$ 2,135,000	
2023	3	50,000,000			50,000,000	263,500,000	5,270,000	2,635,000	\$ 210,800	26,350	658,750	131,750	658,750	658,750	289,850	\$ 2,635,000	
Sub Total					\$1,067,500,000	\$21,350,000	\$10,675,000	\$854,000	\$106,750	\$2,668,750	\$533,750	\$2,668,750	\$2,668,750	\$1,174,750	\$10,675,000		
Year	Phase	Residential	Office	Retail	Total	Basis	at 2%	REV.50%	8%	1%	30%	5%	30%	20%	8%	100%	
2024	3	NO NEW PROJECTS				263,500,000	5,270,000	2,635,000	\$ 210,800	26,350	790,500	131,750	790,500	527,000	158,100	\$ 2,635,000	
2025	3	NO NEW PROJECTS				263,500,000	5,270,000	2,635,000	\$ 210,800	26,350	790,500	131,750	790,500	527,000	158,100	\$ 2,635,000	
2026	3	NO NEW PROJECTS				263,500,000	5,270,000	2,635,000	\$ 210,800	26,350	790,500	131,750	790,500	527,000	158,100	\$ 2,635,000	
2027	3	NO NEW PROJECTS				263,500,000	5,270,000	2,635,000	\$ 210,800	26,350	790,500	131,750	790,500	527,000	158,100	\$ 2,635,000	
2028	3	NO NEW PROJECTS				263,500,000	5,270,000	2,635,000	\$ 210,800	26,350	790,500	131,750	790,500	527,000	158,100	\$ 2,635,000	
Sub Total					\$1,317,500,000	\$26,350,000	\$13,175,000	\$1,054,000	\$131,750	\$3,952,500	\$658,750	\$3,952,500	\$2,635,000	\$990,500	\$13,175,000		
TOTALS						\$3,193,000,000	\$63,860,000	\$31,930,000	\$2,587,100	\$449,150	\$7,751,500	\$2,164,000	\$8,155,500	\$6,434,000	\$4,388,750	\$31,930,000	
Average % of TRID Revenue over 20 year TRID Agreement									8%	1%	24%	7%	26%	20%	14%		

30.2

CROYDON
TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID)
Bristol Township, Bucks County, PA

A PLAN FOR 2010 & BEYOND

CHAPTER NINE
FUTURE DIRECTIONS

CHAPTER NINE – Future Directions

The following are taken from the Draft Future Vision Plan, Appendix item 7., as prepared by the Miller Design Group and as accomplished by Pennoni Associates, based on that Plan's sections, as follows:

7. IMPLEMENTATION STRATEGIES –

7.1 TRID Zoning Districts

7.1.1 Mixed-use –

The purposes of TRIDs are to spur transit-oriented development, community revitalization, and enhanced community character around public transit facilities. TRIDs also allow for the establishment of "value capture" areas in which additional tax revenues generated within the TRID may be applied to public transportation capital improvements, related site development improvements and maintenance. Part of the eligible activities include the identification of necessary revisions to comprehensive plans, land use ordinances, and other pertinent regulations necessary to further define the boundaries of the TRID and to undertake proposed Transit Oriented Development.

It is a recommendation of this TRID Study, as it was of the U.S. Route 13 Revitalization Plan and the Bucks County Waterfront Revitalization Plan that a Transit-Oriented Development Overlay District Ordinance be defined and developed and the Zoning Ordinance therefore amended. It is a further recommendation that this TRID study Area's defined area serve as a basis for the TOD area which, upon subsequent work study and preparation, will be established by Zoning Ordinance. It is recognized that a TRID study area is to be established and agreed to as part of this TRID study...for value capture purposes. It may be that the TOD area to be designed with pertinent land uses and other measures to make TOD reasonably attractive to developers for revitalization to occur, may be more central to the ½ mile radius and take into consideration the existing zoning, including existing residential, commercial, retail, industrial and open spaces within the ½ mile radius limit. Land uses are to be recommended in this TRID Study project subject to the TOD overlay district zoning process in implementing this Study.

Mixed uses –

Consideration to mixed uses, such as first story support retail that caters to residents and commuters alike with upper story residential units, supported by vehicular and pedestrian safety and circulation enhancements, and other uses, such as banking, personal service, artistry/artisans, restaurants, etc. should be considered. To accomplish the subsequent preparation of a TOD, it is recommended that several TODs in existence in the region and elsewhere be capitalized upon as to Transit oriented land uses and then which would be sensitized to the Croydon situation, current and future. Certain land uses may be excluded by a TOD overlay district zoning ordinance.

Area and Bulk Implications –

Traditional TOD zoning focuses on higher density and tighter sites in terms of structural setbacks and to create that downtown feel for locations, including what is considered suburban. This is what drives a market for TOD development; people and land uses clustered conveniently around Transit facilities, stations and amenities. Recommendations as set forth by a Delaware Valley Regional Planning Commission (DVRPC) report, entitled: "ON-TRACK, Progress towards Transit-Oriented Development in the Delaware Valley", August, 2007, include a variety of site and density measures.

In this DVRPC survey and study of TOD communities, there is information on 43 transit stations in the region. In Pennsylvania, eight municipalities plan on pursuing a Transit Revitalization District (TRID, where the TRID project

points the way to Transit Oriented Development. There are however a number of continuing challenges to TOD; being: density to support mass transit, parking spaces reductions and sharing, including on-street parking, and opposition to density and structural building heights.

In terms of residential density, national research lists minimum densities for different types of TOD, with a minimum density of 12 units/acre for a commuter town center TOD; for a suburban neighborhood TOD at least 20 units/acre for an urban neighborhood; and at least 50 units/acre for a suburban center; and at least 60 units/acre for an urban downtown. As for the mix of uses on a percentage basis of site or uses, that is subject to local variation, and should be based on research of local, regional, state and national TODs in place and their "formulas".

Height is another variable that is highly sensitive to suburban station areas. Given the highly competitive nature of land development, redevelopment and revitalization there are many issues that predominately merge from the value of land in its current state as opposed to development value as perceived by the land owners. This market force drives a factor of density and density given a small site equals height to recover purchase and development costs. All these factors contribute to and need to be considered in the subsequent preparation of a TOD Overlay Zoning District, as recommended for this subject Croydon TRID area of Bristol Township. Standards and guidelines vary and are subject to community review and acceptance at the time of TOD Zoning preparation, pursuant to the Municipalities Planning Code.

7.1.3 Parking –

In terms of parking, the Urban Land Institute has suggested parking ratios for a variety of land uses and times of operation, particularly in mixed-use and Transit Oriented Development scenarios, that include reductions from usual zoning to encourage shared parking, and on-street parking to decrease the amount of available parking in TODs which in turn encourages pedestrian movements and commuter-oriented commercial and residential uses.

In the case of this TRID area, additional parking analysis should be accomplished beyond this Study and for the recommended TOD, to assess and integrate the shared parking possibilities of the additional parking provided by SEPTA in its Croydon Station enlargement and improvement project, with the adjacent site and other potential development sites that may occur over time for revitalization resulting from a TOD ordinance. In a traditional TOD situation

It is planned and hoped for that commuters will shop and otherwise take advantage of commuter-supportive retail facilities and amenities that are in close proximity therefore walking rather than driving from one parking lot or space to another nearby. Lastly, TOD development encourages and promotes less vehicular traffic and subsequently leads to cleaner air and water.

The following are the future directions established in this Final TRID Study and Planning Document, June, 2009:

The 2009 new proforma for development is divided into three (3) segments or priority levels based on an understanding of existing land use, probability of implementation and value to the TRID. It should be noted that the proposed improvements to the SEPTA Croydon Station and Phase 1 Streetscape from Walnut Avenue to Newportville Road are significant first steps in the TRID process.

The proposed proforma for development and improvements in the TRID is the basis for determining the "value added" tax revenue that can be generated by the TRID. This revenue can be leveraged against additional funding such as bond referendums, for completing the various projects in support of the TRID. The proposed development proforma segments are as follows:

PRIORITY PROJECTS 1 - (0-2 Years completion timeframe)

- Croydon Train Station Improvements
 - Phase 1 Streetscape Improvements (Walnut to Newportville) Façade improvements to local businesses within the TRID boundary
 - Visual and sound mitigation of Amtrak/SEPTA tracks within TRID boundary
 - Infrastructure Improvements
1. Stormwater infrastructure and drainage improvements
 2. Pedestrian lighting
 3. Pedestrian accessibility, ADA compliance
 4. Community/business shared parking facilities

Township Action Items

- Revise existing or add zoning ordinances in support of TRID development, consistent with the Comprehensive Plan
- Establish TRID administering body such as Economic Development Corporation or “Main Street Manager” position to spearhead TRID initiatives and oversee the administration of the TRID agreement.

PRIORITY PROJECTS 2 - (2-5 Years completion timeframe)

- Development of high quality, high density residential units within TRID boundary (+/- 200)
 - Development of high quality, commercial office space within TRID boundary (5 -10K SF)
 - Retail redevelopment of existing building stock
 - New retail development (e.g. redevelop used car lot) including food store
 - Visual and sound mitigation of AMTRAK/SEPTA tracks within TRID boundary (ongoing)
 - Infrastructure Improvements (ongoing)
1. Stormwater infrastructure and drainage improvements
 2. Pedestrian lighting
 3. Pedestrian accessibility, connections to train station and retail areas
 4. Community/business shared parking facilities

Township/TRID Administration Action Items

- Evaluate TRID agreement for consistency with objectives to ensure successful completion of priority projects.
- Evaluate Value Capture Analysis for potential changes based on projects completed to date.

PRIORITY PROJECTS 3 - (5-20 Years completion timeframe)

- Development of high quality, high density residential units within TRID boundary (+/- 800)
- Development of high quality, commercial office space within TRID boundary (20K SF)
- New retail development based on updated Economic GAP analysis
- Visual and sound mitigation of AMTRAK/SEPTA tracks within TRID boundary (ongoing)
- Infrastructure Improvements (ongoing)

1. Pedestrian accessibility, connections to train station and retail areas
2. Community/business shared parking facilities
3. Open space development

Township/TRID Administration Action Items

- Evaluate TRID agreement for consistency with objectives to ensure successful completion of priority projects.
- Evaluate Value Capture Analysis (VCA) for potential changes based on projects completed to date.

The successful development of the VCA will serve as the foundation for the actual TRID agreement between SEPTA and Bristol Township. The agreement will outline each party's specific responsibilities and commitments as well as outline the VCA and financing options for the TRID. Our team will assist the Township with developing this agreement consistent with the Intent of the TRID enabling legislation, ACT No. 2004-238.

PRIORITY PROJECTS 3 - (5-20 Years completion timeframe)

- Development of high quality, high density residential units within TRID boundary (+/- 800)
- Development of high quality, commercial office space within TRID boundary (20K SF)
- New retail development based on updated Economic GAP analysis
- Visual and sound mitigation of Amtrak/SEPTA tracks within TRID boundary (ongoing)
- Infrastructure Improvements (ongoing)

1. Pedestrian accessibility, connections to train station and retail areas
2. Community/business shared parking facilities
3. Open space development

Township/TRID Administration Action Items

- Evaluate TRID agreement for consistency with objectives to ensure successful completion of priority projects.
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STAKEHOLDERS' assigned work completed to date and the process thus far, the list of stakeholders was re-examined for the project as each of these entities has some level of interest or direct involvement with the proposed TRID. The specific level of involvement required of each stakeholder is flexible dependent on the TRID process and where each stakeholder "fits into" the overall decision

making matrix. The stakeholder group should include the following entities if not already included: Amtrak, Bristol Township, SEPTA, area legislators, the Bucks TMA, the Bucks County Redevelopment Authority, Bucks County, and others as appropriate.

CROYDON
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A PLAN FOR 2010 & BEYOND

APPENDIX

CROYDON
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APPENDIX

	<u>Pages</u>
A. 2008 Comprehensive Plan	2-13
<ul style="list-style-type: none">• Transportation Chapter• Future Land Uses Chapter• Economic Development Chapter	
B. Resident/Public Input Survey Summary	3 pgs.
C. Economic Development & Value Capture Analysis	15+
<ul style="list-style-type: none">• Research reports, charts, figures, tables and references	42 pgs.
D. Previous Project-Related Reports	16-38+
<ul style="list-style-type: none">• Landscapes/streetscapes• Recreation, historic, cultural• Utilities and stormwater• Brownfields and hazardous waste sites• Zoning districts, uses• Traffic, transportation• Environmental Evaluation	
E. Pennsylvania Keystone Principles	39-42
F. Draft Future Vision Plan Components	7 pgs.

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A. **2008 COMPREHENSIVE PLAN**

A. 2008 COMPREHENSIVE PLAN – RELEVANT EXTRACTS

1. Transportation and Circulation

Proper land use planning is critical to prevent adverse effects on the transportation network due to improper development. Conversely, when transportation improvements are designed, addressing the needs of the general public, individual property owners, and neighborhoods is important. Where appropriate, transportation improvements should be designed as multiple-use facilities that provide for pedestrians, bicycles, public transit, and automobile use.

The continued development and redevelopment of the township is dependent on the advantages that a well-functioning transportation system provides. Maintaining and enhancing the quality and efficiency of the streets, highways, and railroads in the township will support the township's economic development efforts. This chapter examines the existing transportation system in the township and provides analysis and recommendations for the various modes of transportation that serve the township.

U.S. Route 13—Stretching approximately 11 miles through Bucks County, the U.S. Route 13 segment serves as the northern terminus of U.S. 13. (U.S. Route 13 continues south for more than 525 miles to the area of Fayetteville, North Carolina.) The four-lane U.S. Route 13 was constructed in the mid-1950s as a spur from the U.S. 1 Expressway through Morrisville, terminating at the Bristol Pike (which continues the route of U.S. 13 south) in Levittown.

The corridor provides access to the oldest communities in the county and is an extremely important travel corridor for commercial traffic. This corridor provides parallel service to Interstate 95 and is complemented by parallel public transit service on SEPTA's R-7 regional rail line. U.S. Route 13 also contains several park and ride lots. The corridor also has direct access to major travel corridors such as Route 413 and the Pennsylvania Turnpike. Most importantly, the corridor is the main spine for the county's officially recognized "Enterprise Zone" and as such is vital in the county's overall plan for redevelopment.

Public Transportation

Currently, public transportation is provided within Bristol Township by Southeastern Pennsylvania Transportation Authority (SEPTA) rail service and fixed-route bus service. Rail service is provided by the SEPTA R-7 Regional Rail Station in the village of Croydon. Township residents also have convenient access to the Bristol Station located in Bristol Borough. SEPTA rail service provides access to Philadelphia and Trenton, New Jersey. SEPTA provides connecting service with New Jersey Transit in Trenton which provides service to New York. Bristol residents can also access AMTRAK's Northeast Corridor Service through the station located at Cornwells Heights in adjacent Bensalem Township. AMTRAK's Northeast Corridor provides access to New York, Boston, and Washington, D.C.

Bristol Township is served by three SEPTA bus routes: 128, 129, and 304. The 128 bus route provides service to State Road, the Bucks County Office Center and the lower Bucks campus of Bucks County Community College on Route 413, the Bristol Commerce Park Shopping Center, and the SEPTA train stations located in the village of Croydon and Bristol Borough. The Route 128

begins at the Neshaminy Mall in Bensalem Township and ends at the Oxford Valley Mall in Middletown Township. Connections to other SEPTA bus routes can be found at both malls.

As development and redevelopment takes place, township officials should examine how the use of public transportation will be affected. The township should maintain a dialog with SEPTA and the Bucks County Transit Management Association to ensure that needs of its residents are being met.

Croydon Station Rehabilitation

The Croydon rail station lacks good pedestrian connections, shelters, and parking facilities. Pedestrians accessing the station from Cedar Avenue must walk to the railroad bridge and climb the dilapidated, wooden stairs to the platforms. The existing platforms are low level and substandard in terms of length and condition. Where Cedar Avenue passes under the railroad line, the sidewalks become narrower and the area is dark and not well-maintained. There are currently 68 paid parking spaces. An additional 70 spaces are adjacent to the station, but they are not controlled by SEPTA. At the transit shelter, there is minimal lighting and few benches for waiting commuters.

SEPTA is moving forward with a \$15 million reconstruction of the Croydon Rail Station. The project will include enhanced parking and amenities, with the addition of 150 new park and ride spaces, Americans with Disability Act (ADA) accessible platforms, shelters, and landscaping. The Croydon Station Project will rehabilitate and upgrade the station area and increase the parking capacity. The redesign will include a bus turnaround and bus shelter, which will reduce the amount of time a rider spends waiting for a transfer and improve the pedestrian environment.

The project will include construction of new high level platforms and new canopies, shelters, and platform amenities along with the realignment of Cedar Avenue. Station reconstruction will also include site drainage and stormwater detention improvements, as well pedestrian pathway improvements in conjunction with bus loop optimization. A new parking lot will be provided on the outbound side along with a reconfiguration of the existing inbound side lot. In addition, the station and all pathways from the bus to the train shall be rehabilitated to ensure that the entire site is ADA compliant in all aspects. Renovation of the Croydon Station will provide safety, accessibility, and structural improvements that will enhance commuter comfort and convenience. The realignment of Cedar Avenue will help to alleviate a traffic bottleneck at U.S. Route 13 and provide increased capacity at the intersection.

Croydon Transit Revitalization Investment District

Bristol Township is struggling, as are many first generations suburbs of Philadelphia, with how to redevelop underused properties near major transit facilities and thereby increase a tax base from real estate already developed to or near capacity. Smart redevelopment is necessary to allow businesses to remain viable. The Croydon area is a suitable candidate for redevelopment. In order to entice redevelopment, a Transit Revitalization Investment District (TRID) study was initiated in early 2007.

The Transit Revitalization Investment District Act (Pennsylvania Act 238 of 2004) empowers municipalities, counties, and public transportation agencies to work cooperatively to establish TRIDs. TRIDs promote community revitalization by establishing value capture areas as a means to reserve designated tax revenues for public transportation capital improvements. They also

promote the creation of private–public partnerships designed to encourage redevelopment in and around the public transportation facilities.

TRIDs also serve the basis for requiring planning studies, comprehensive plan and zoning amendments that enable the establishment of transit-oriented development (TOD). A TOD is a residential or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. A TOD should consist of moderate- to high-density housing along with complementary public uses including, but not necessarily limited to, jobs, retail, services, and professional office space, all concentrated in a mixed use development located along the regional rail system. A typical TOD has the transit facility at its central core with accompanying residential, commercial, and employment uses within walking distance, which is typically within 2,000 feet. TODs emphasize a self-sustaining community and pedestrian-oriented environment and reinforces the use of public transportation.

The Croydon TRID planning study will assist Bristol Township’s governing body in determining future funding options and generating new ideas to ensure efficient community growth. The study will focus on retaining neighborhood integrity, providing new housing opportunities, and creating TOD opportunities that bring jobs into the area and encourage private investment within the Croydon study area.

The Croydon Station area has the potential to be a prime example of a transit-oriented development. The current condition of Croydon could be simply described as a “transit adjacent” situation. All the right coordinating uses exist, but have poor pedestrian access, or they are in need of being redeveloped. The existing retail and apartments are built conveniently along U.S. Route 13 directly across from the train station. Behind these buildings are neighborhoods with significant population density and an intact pedestrian environment. The existing retail stores have some historic architectural elements and classic storefront windows, which could be improved easily with new paint, restored façades, and appropriate signage. The existing pedestrian environment lacks crosswalks, signals, and aesthetic interest. To make this station area more successful, pedestrian connections should be improved with pedestrian signals and crosswalks at Newportville Road and Cedar Avenue. Improving the façades of the existing buildings will make a tremendous difference in people’s perception of the retail area.

**TABLE 9-1
2007–2010 DVRPC Transportation Improvement Program**

Project Name	Project Description	Implementation Year
I-95 / PA Turnpike Interchange	Construction of a full interchange between I-95 and PA Turnpike, relocation of toll plazas, and widening of I-95 between Route 413 and U.S. 1.	2008
Route 413 Corridor Improvement Project	Widen Route 413 from Old Lincoln Highway to Bath Road to accommodate a third center lane for left turns	2008
U.S. Route 13 Closed Loop Traffic Signal System	Installation of a closed loop traffic signal system on U.S. 13 from PA Turnpike to Bucks County Line.	2007
U.S. Route 13/PA Turnpike Safety Improvements	Provide interim safety improvements with regard to truck traffic. Study potential for long-term improvements.	2010

U.S. Route 13 Betterment Project	Restoring the pavement through base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guardrail improvements to U.S. 13 from Route 413 to Levittown Parkway.	Beyond 2010*
State Road Drainage Improvements	Correct stormwater/drainage problems on State Road from Elm Street to Neshaminy Creek	Beyond 2010*
U.S. Route 13 Croydon Area Redevelopment Project	Complete rehabilitation of the Croydon business district. Will serve as the impetus to completing rehabilitation efforts along the entire 11-mile corridor.	Beyond 2010*

As development occurs along the roads slated for improvement, the township should work with developers to ensure that transportation improvements are made in accordance with these future projects.

U.S. Route 13 Revitalization Plan

The U.S. Route 13 corridor is one of the most heavily traveled corridors within the township. U.S. Route 13 traverses Bensalem Township, Bristol Borough, Bristol Township, and Tullytown Borough. Recognizing the need to improve the corridor, the U.S. Route 13 Task Force was created. This task force was composed of representatives of the Bucks County Redevelopment Authority, the Transit Management Association of Bucks County, the Bucks County Planning Commission, and each of the four municipalities, as well as other interested parties. It was through this task force that the U.S. Route 13 Revitalization Plan came into being. The study examined the existing condition of the corridor, potential changes to the corridor, how the corridor could be developed based upon municipal input, and suggested changes necessary to develop the corridor to provide the greatest safety of the travelers on the roadway, while at the same time providing for economic development potential. This study was completed in 2004.

Within Bristol Township, U.S. Route 13 varies from a two-lane cross-section with unlimited turning movements to a six-lane cross-section with a center median including cross-sections with two travel lanes and a center turn lane, and four lanes with a median. U.S. Route 13 commercial streetscapes are unattractive and characterized by a harsh visual clutter of signs, overhead power lines, and traffic devices. Fundamental pedestrian amenities, such as serviceable sidewalks, shade trees, pedestrian lighting, and street furniture are largely missing. Unpleasant streetscapes are damaging for business in that they discourage pedestrian traffic and business patronage.

One recommendation of the study was to implement streetscape beautification along the corridor. Streetscape beautification is one of the primary ways a community can invest in its town center. Improved streetscapes create an inviting and attractive public face for the community and provide a positive feeling to visitors. In addition to improving the public image of U.S. Route 13, pleasant streetscaping can have a significant traffic calming effect by transforming the perceived character of certain roadway segments to "mainstreets."

The U.S. Route 13 study also identified needed improvements to the spacing, location, and design of driveway access. Driveway access improvements can reduce the number and frequency of vehicle turning conflicts and thereby improve operations and safety in the U.S. Route 13 corridor. Short-term improvements for providing access to nonconforming parcels may

Include a reduction in width of access openings, definition of access driveways, consolidation of access openings, and closing existing access points in conjunction with planned reconstruction projects. Long-term improvements for providing access to nonconforming parcels may involve additional modification of the site access to achieve the recommended corner clearances and driveway spacing. Long-term opportunities to further improve property access are recommended to be explored as sites are redeveloped or in conjunction with future development of adjacent parcels.

The study also identified U.S. Route 13/Cedar Avenue/Walnut Avenue as a problem intersection due to the diminished levels of service at the intersection. Level of service (LOS) is a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. LOS measurements range from levels A to F, with LOS A representing the best and LOS F the worst. According to the study, the intersection of U.S. Route 13/Cedar Avenue/Walnut Avenue is operating at a LOS E in both the morning and afternoon peak periods. The high traffic volume on the westbound Cedar Avenue approach is the main cause of delay at the intersection. The intersection is projected to operate at a LOS D in the morning peak period and LOS F in the afternoon peak period in the design year (2025). As part of the analysis in this study, the shared left turn/right turn lane of the westbound Cedar Avenue approach was recommended to be widened to an exclusive left turn lane and exclusive right turn lane. The widening of the westbound approach and optimized timing resulted in a LOS B in the morning peak period and LOS D in the afternoon peak period. The widening of the westbound approach would not require any additional right-of-way based on the existing traffic signal permit plan. Due to the grade change west of U.S. Route 13, however, the widening would require a new retaining wall.

The plan also recommended some pedestrian improvements to this intersection. Recommendations included adding pedestrian signals at the southbound U.S. Route 13 approach and eastbound Walnut Avenue approach; adding striped crosswalks at the southbound U.S. Route 13 approach and eastbound Walnut Avenue approach; and installing pedestrian warning signs along the northbound and southbound U.S. Route 13 approaches.

When this comprehensive plan update was completed, construction was not completed on the projects recommended in the study. However, the U.S. Route 13 Betterment Project and U.S. Route 13 Croydon Area Redevelopment Project, which are both found on the 2007–2010 DVRPC TIP, incorporate the recommendations from the study.

As areas along U.S. Route 13 are developed or redeveloped, the recommendations in the U.S. Route 13 should be implemented. Furthermore, the township should work with PennDOT to ensure that the recommendations are included in any future rehabilitation projects undertaken by PennDOT.

Pedestrians and Bicyclists

The opportunity to travel by foot and bicycle is important for both recreational purposes and for members of the community who do not drive. These modes of transportation also provide an alternative to the automobile.

Providing a walkable environment is essential to efficient transportation. Every trip begins and ends with walking. Walking remains the cheapest form of transportation for all people, and the construction of a walkable community provides the most affordable transportation system any community can plan, design, construct, and maintain. Walkable communities put urban

environments back on a scale for sustainability of resources (both natural and economic) and lead to more social interaction, physical fitness, and diminished crime and other social problems. Walkable communities are typically more livable communities and can lead to whole, happy, healthy lives for the people who live in them.

Through the provisions of the subdivision and land development ordinance, Bristol Township is able to ensure new developments, both residential and nonresidential, are provided with sidewalks. Sidewalks will provide alternative methods to make certain needed trips, in addition to their use for exercise and recreation.

It is important that sidewalks be provided in the higher density residential zoning districts and in nonresidential areas where walking should be encouraged as an alternative to the use of the automobile. Sidewalks should be provided on both sides of existing and proposed streets. There should be compelling reasons for the waiver of the sidewalk standards of the ordinance.

The township should also consider construction of sidewalks on streets where there currently are none. Throughout the township, pedestrian connections to nonresidential uses and to other neighborhoods are limited, especially in the Levittown neighborhoods. The New Falls Road corridor is one example of where sidewalks are needed. In the absence of sidewalks, informal walking paths have developed along the road. The township should study this issue further and consider improving these informal walking paths with sidewalks, shade trees, pedestrian lighting, and street furniture. This will improve pedestrian accessibility and safety.

In many communities, bicycle systems are important and much appreciated facilities. The subdivision and land development ordinance could be revised to include requirements for bicycle improvements in addition to or in place of sidewalks in appropriate areas. A bicycle plan should be prepared to determine the best routes to connect existing and anticipated developments with schools, shopping areas, parks and playgrounds, employment centers, and other key community locations. The bicycle system would be used and enjoyed by all the township residents, as well as people who work, shop, or visit Bristol Township. More information on trail development that may include bicycle and/or pedestrian paths can be found in the Park, Recreation, and Open Space Planning chapter of this plan.

Access Management

There are several roads in the township that are candidates for access management improvements. The U.S. Route 13 Revitalization Plan identified access management problems in the U.S. Route 13 corridor and provided recommendations for improvements.

Summary of Recommended Actions

Work with SEPTA and the Transportation Management Association of Bucks County to ensure that the public transportation needs of its residents are being met.

Work with SEPTA with the renovation of the Croydon Station and the implementation of the Croydon Transit Revitalization Investment District recommendations.

Work with PennDOT to ensure that recommendations from the U.S. Route 13 Revitalization Plan are included in any future rehabilitation projects undertaken by PennDOT.

Prepare a bicycle plan to determine the best routes to connect existing and anticipated developments with key community locations.

Develop an access management plan to be included in the subdivision and land development review process.

2. Land Use

Development Today and Projected Changes

Bristol Township is a typical “inner-ring” or “first-tier” suburban community. America’s inner-ring suburbs—once hubs of economic and social activity—have been “shortchanged” in the recent urban renaissance, because they have received little of the benefits of the revitalization occurring in downtowns, nor have they experienced the growth of the outlying areas.

Prospective Development

The prospect for future development in Bristol Township will likely include the remaining vacant land, as well as adaptive reuse and redevelopment opportunities. Pennsylvania’s commitment to providing funding opportunities in hopes of stimulating economic investment and revitalization for distressed areas such as first ring suburbs and targeting areas around transit stops should benefit communities such as Bristol Township. The Croydon Station Transit Redevelopment Investment District (TRID) Study, currently in production, is a prime example of this effort. (For more information on this study, see Chapter 9, Transportation and Circulation.)

C Commercial—The purpose of this district is to provide for the creation and continuation of retail, service and office development in appropriate areas throughout the Township. The district contains required design standards for development taking place along Route 13 and State Road that address parking, street trees, signage, lighting, landscaping, and building design to foster a uniform streetscape and more pedestrian-friendly atmosphere. These standards serve as the implementing mechanism of the Route 13 Revitalization Study.

Two particular uses appear to be harming the township’s image as an up-and-coming economy: check cashing establishments and used car lots. Check cashing establishments are often associated with low-income neighborhoods and can be an eyesore because they lack high-quality landscaping and make use of iron bars and chains to secure the building. Used car lots are often established on lots that appear to be otherwise vacant—except for the cars themselves and a temporary trailer that is used for an office. Little to no landscaping is provided for used car lots and, besides a low-quality appearance, used car lots convey a sense of transition and impermanency.

Transit-Oriented Design

Transit-oriented design (TOD) is an approach to urban design that encourages pedestrian-oriented activity centers linked throughout a region by transportation corridors. Often centered

on a public transit stop (bus or rail) this form of development de-emphasizes the dependence on the automobile created by traditional suburban development. Transit-oriented design can be implemented through zoning ordinances, capital improvements, special area plans, redevelopment plans, and site design.

TODs have a commercial/office district and a central transit stop at their core. Within the core, storefronts line the sidewalks; there are central public spaces; and parking is located on street, behind buildings, and in underground or above ground structures. Public plazas and open space are integral features of the core. The commercial core is surrounded by high- and medium-density housing. A mix of unit types (apartment buildings, duplexes, single-family homes on small lots, and accessory apartments) is encouraged. Uses that require large amounts of land, such as low-density housing, auto sales lots, or industrial complexes are located outside a ten-minute walk to the core.

Streets within a transit-oriented development are laid out in a simple form, with multiple ways of getting to a destination, so that all traffic is not funneled onto a single artery. Regional highways pass on the edge of a transit-oriented development, rather than cutting through the middle. Within the TOD, streets are designed for slow-speed traffic and on-street parking. Bicycle lanes may be placed on collector streets, and bicycle parking facilities are located at destination points. Street trees and sidewalks line all streets.

TODs would be most appropriate near the Croydon train station. The areas around bus stations and along bus routes may also have some potential for this type of development.

During the production of this plan, the Croydon station area was studied in detail as part of a Transportation Revitalization Investment District (TRID) study. The recommendations of the TRID study will be incorporated in the Future Land Use Plan chapter of this plan.

Overall Planning Issues

The most important purpose of a comprehensive plan is to provide direction for a community's efforts for future planning and development. Bristol Township is a largely urbanized community that faces many of the ill effects of inner ring suburbs – inadequate community planning, revitalization, enhancement, and funding opportunities. Township officials will continue to pull together its collective resources to address some of these shortcomings. Recent publications, such as the *Bucks County Waterfront Revitalization Plan*, *Croydon Transit Investment District Study*, and the *U.S. Route 13 Revitalization Plan* have identified key opportunities and constraints for the township. Successful implementation of this Plan and other strategic plan recommendations will be a focus for township officials over next decade and beyond.

Future land use and development should be guided by the planning principles of "Smart Growth" and "Sustainability." These land use planning strategies are endorsed by many county and state governments, including Bucks County and the Commonwealth of Pennsylvania. Smart growth promotes a concentration of development and diversity of uses. This approach is intended to guide development and conserve natural systems, utilizing existing infrastructure, revitalizing growth centers, and encouraging alternative means of transit such as walking and biking.

Special Study Areas

Along with the implementation of these overall planning principles, there are specific areas in the Township, that warrant special consideration. The Special Study Areas section below describes specific policies and recommendations for each of the designated study areas.

Regarding the proposed I-995/Turnpike project, Other proposed projects that will benefit from the enhanced access from the new interchange will include the Croydon Transit Revitalization Investment District along Route 13 and the Rohm and Haas waterfront development, which are discussed in more detail below.

The Bucks County Waterfront Revitalization Plan (2005) is intended to provide a vision for the entire lower Bucks County Delaware River waterfront and thus provides the basis for the recommendations of the Bristol Township Comprehensive Plan Update. The Bucks County Waterfront Revitalization Plan articulates a community-based vision that will guide future revitalization efforts along lower Delaware River waterfront communities, including Bristol Township. The plan envisions "opportunity areas" for each municipality that show detailed concept plans for key areas in the study area.

Croydon

The Croydon special study area is located in southwestern Bristol Township is bounded by the waterfront special study area, the Neshaminy Creek special study area, Newport Road, and the boundary with Bristol Borough. The residential neighborhoods of Croydon Manor, Croydon Acres, Croydon Heights, and Maple Shade are included in this study area. Improvements to U.S. Route 13 and the commercial area on U.S. Route 13 in the vicinity of the Croydon train station are both discussed in previous sections.

Portions of the Croydon special study area are a focus of the **Croydon TRID study** which is discussed in detail in the Transportation section. As of the time that this Comprehensive Plan Update was completed, the Croydon TRID study was still in production. While the TRID study has not been completed as of the completion of this Comprehensive Plan Update, it is assumed that this planning effort and the planned improvements for the Croydon train station and U.S. Route 13 will result in increased development and redevelopment in the Croydon area. New residential development should take the form of those recommended in the Land Use Characteristics and Development Trends section which included Traditional Neighborhood Development, Transit-Oriented Design, and Infill Development. To capture the potential benefits of this increased development and redevelopment the township's land development regulations should be brought in line with the planning that has taken place.

The anticipated activity in the Croydon special study area should also conform to the recommendations from the Bucks County Waterfront Revitalization Plan, which as mentioned above, calls for the development of address streets, riverfront corridors and municipal gateways to promote the waterfront.

The design elements suggested for address streets can be implemented without any guidance from other municipalities and therefore are something that can be initiated immediately. Address streets should include design elements including street trees and accent plantings, special paving, continuous sidewalks, pedestrian amenities such as street furniture and buffer zones, wayfinding and signage features, architectural guidelines, lighting for street and sidewalks,

minimization of curb cuts, placing of overhead utilities underground or behind buildings, bicycle lanes, and the screening of unsightly areas. Address streets in the Croydon special study area are State Road, Cedar Avenue and River Road.

Route 13 Corridor — West

The western segment of the Route 13 corridor lies between Bensalem Township and Bristol Borough and consists of a mix of commercial, industrial, and residential uses. Some of the highlighted recommendations of the U.S. Route 13 Revitalization Plan along the western corridor include exploring the potential redevelopment of the aging shopping center near the Croydon post office located south of Route 13 between the Amtrak/SEPTA rail line.

Corridor improvements for the western segment include installing quality fencing along cemetery and rail line), new entrance signage for residential neighborhoods, pedestrian-oriented lights, street trees, wider sidewalks, on-street parking, and improved building facades.

Similar to other designated gateways into the township, the Route 13 western gateway along the Bensalem Township border should include appropriate signage, landscaping, and lighting welcoming visitors arriving into Bristol Township.

The implementation of the Revitalization Plan is intended to produce a series of strategies that improves mobility, pedestrian safety, and general aesthetics of the area, in turn, attracting the type of investment and redevelopment that will lead to more residential, employment, and retail opportunities. Township officials will continue to work with PennDOT to ensure that recommendations from the Revitalization Plan are included in any future rehabilitation projects undertaken by PennDOT.

Special Study Areas Summary

Several plans and studies that are discussed above collectively have significant development implications on Bristol Township. Depending on the timing of construction, several large-scale developments proposed in these plans and studies may create a competing environment for residential and nonresidential construction within the township, notwithstanding the potential competing interests with proposed regional projects. Certain projects may not be feasible within the 10-year timeframe of the planning period of this Plan. Plans and studies may also differ in detail and scope than a previous study for the same project area. For instance, the Croydon Transit Investment District Study and the U.S. Route 13 Revitalization Plan differ in the project's intensity and plan details. However, ideas developed in Croydon Transit Investment District Study completed after the completion of the U.S. Route 13 Revitalization Plan, have evolved and dovetailed into the more comprehensive vision for the Croydon area. Based upon changing market conditions, township officials will continue to evaluate the feasibility of these projects and determine their priorities for implementation.

Summary of Recommended Actions

Overall Planning Issues

- Encourage smart growth and sustainability for future development through the use of "green design" such as LEED certification, the use of porous paving, green roofs, rain gardens, and other appropriate best management practices (BMPs).

- Implement appropriate recommendations of this Plan and other strategic plans (e.g., Bucks County Waterfront Revitalization Plan, Croydon Transit Investment District Study, and U.S. Route 13 Revitalization Plan) over the next decade and beyond.
- Continue to proactively identify appropriate alternatives for infill redevelopment projects that are compatible with the scale and context of their surroundings.
- Explore the feasibility of enhancing existing residential areas through the incorporation of alternative housing developments in appropriate locations throughout the township including traditional neighborhood development (TND) and transit-oriented design (TOD).

Croydon

- Amend the township's land use regulations to implement recommendations of the Croydon TRID study.
- Implement recommendations from the Bucks County Waterfront Revitalization Plan related to address streets, riverfront corridors, and municipal gateways.

Route 13 Corridor—East and West

- Use the U.S. Route 13 Revitalization Plan as the guiding document for future land use and development in the corridor.
- Continue to work with PennDOT to implement recommendations of the U.S. Route 13 Revitalization Plan.
- Consider the provision of local ordinances and regulations that can foster a high-quality, unified master plan of this area.
- Establish a gateway feature

3. Economic Development

This chapter focuses on what today's businesses' need and how Bristol Township can accommodate those needs to improve the business climate. This involves improving the township's quality of life and improving the workforce. Companies involved in the knowledge economy go where the qualified workforce is and not where the best tax deals are offered. As part of the effort to attract business the township should plan their investments in infrastructure to get the best return on their expenditures. The recommended actions are described in the following sections: Local Economic Development, Bristol Township and the Knowledge Economy, Economic Vitality, and Fiscal Impacts and Capital Improvement Programming.

The township should create a collaborative environment among government and business, and provide a customer oriented and responsive government. Streamlining the permitting process to give businesses the needed flexibility to redevelop old facilities and build new will enhance economic development.

There are a number of changes to the physical environment that can be made to enhance economic development in the Knowledge Economy. Infrastructure investments in telecommunication and internet access are necessary for new business. Amenities such as cultural facilities, natural resource integrity, and public safety can be enhanced. Traffic mobility can be improved by road improvements, transit oriented development, and greater transit availability.

The township's neighborhoods and villages can promote interaction, accessibility, and creativity required by the Knowledge Economy. These areas may also provide for work-live environments to facilitate the energy necessary for creativity. Creativity is encouraged by work and living environments that allow for a lot of interaction among people. Chance encounters in hallways, restaurants, neighborhoods, and conferences lead to new partnerships and solutions to common challenges.

Recommendations for Action—Knowledge Economy

Improve traffic mobility through the implementation of the recommendations of Chapter 9 Transportation and Circulation.

Recommendations for Action – Economic Vitality

Provide for a mix of uses in a range of zones to promote the development of a diversity of business types, ensuring that the land uses are compatible with the Comprehensive Plan. This means that economic development should focus on highway corridors and industrial parks, and other areas designated for employment growth in the Comprehensive Plan. Support flexibility in permitted uses for commercial buildings, including non-traditional uses like restaurants and child-care centers.

Build partnerships with the business, non-profit, and other communities to foster the Township's economic vitality.

CROYDON
TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID)
Bristol Township, Bucks County, PA

A PLAN FOR 2010 & BEYOND

B. **RESIDENT/PUBLIC INPUT** **SURVEY SUMMARY**

Opinion Survey on Perceptions of Croydon Survey Results

-- Surveys were disseminated from January through early March at township meetings, through the parish church, community groups, and business owners. About 1300 copies of the survey were distributed.
 -- Of these, about 180 have been returned, for a response rate of about 12%. 157 returned surveys were processed for the "results" below.
 -- Because most respondents, about 90%, indicated they were "homeowners," surveys from other categories were folded into the overall totals.
 -- Percentages reflect multiple preferences: they do not add up to 100% for each question. The percentage next to each preference or answer indicates the number of total respondents who checked that preference.

<u>General Impressions</u>		<u>%</u>	<u>Sample Remarks and Suggestions</u>
1 What's your overall opinion of Croydon today, as a place to live, work, and play?	Needs to be more attractive;	84%	"Redo storefronts like Bensalem"
	Better mix of stores needed;	28%	"I'm tired of people putting Croydon down. Please help us."
	Needs more opportunities for different groups of people;	10%	
	Great as it is--no changes;	4%	
2 What "direction" is Croydon headed in? What's the economic future of Croydon?	Better physical appearance attract new residents, businesses;	83%	"Take care of what's already there." "...resident since 1941....don't think any of this will ever come about."
	New economic life needed;	23%	
	The future is bright;	6%	"...years ago Croydon had everything...Many landmarks -- Grundy Mansion, China Hall, White Hall -- all gone.."
<u>Uses and Users</u>			
3 What types of "convenience retail" would you like to see in the Rt 13 commercial center of Croydon?	Grocery store	60%	"Produce store"
	Restaurants	56%	
	Bakeries	36%	
	Convenience stores	16%	
	Specialty food stores	16%	
	Pharmacies	8%	
	Liquor-beer distributors	4%	
	Bars/lounges	0	
4 What types of "shopping goods" outlets would be good for the Rt 13 commercial center?	Gifts, Novelty shops	34%	"Starbucks"
	Department stores	31%	"Hobby, craft shop"
	Bookstores, newsstands	31%	"Fabric, craft shop"
	Clothing/accessories	21%	"People do not want to come to a run-down area to shop."
	Home furnishings	18%	"Music store"
	Computer/software stores	18%	"Dollar store"
	Warehouse clubs	13%	"Movie theatre"
	Sporting goods	13%	"Coffee shop -- not Starbucks"
	Radio/TV/Electronics	8%	
	Jewelry	5%	
	Office supplies	5%	
	Appliances	4%	
	5 What other types of retail or commercial uses would you like to see?	Professional offices	45%
Garden centers, nurseries		44%	"Cafe -- non-alcoholic--for young people"
Home centers		27%	
Florists		25%	
Hair salons		13%	
Auto parts, accessories		10%	
Laundry, dry-cleaning		10%	
Art dealers		8%	
Lumber yards		4%	

6 What types of uses would you NOT like to see?	Adult books, go-go bars Heavy manufacturing Trucking, warehouse facilities Auto dealers Big-box stores	95% 73% 73% 66% 56%	"Pawn shops, check-cashing" "Bars" "No fast food" "Things you don't see in Newtown or Yardley."
7 Generally, what "user groups" are best provided for in Croydon?	Commuters/transit-riders Families with children Business owners The elderly Toddlers, young children Teens	37% 34% 20% 19% 12% 8%	
8 What user groups are generally NOT well provided for in Croydon?	Teens The elderly Families with children Toddlers, young children Commuters/transit-riders Business owners	62% 61% 36% 33% 22% 20%	"Need bus loop from Cityline to Levittown Parkway."
Public Environment			
9 What kinds of things would be good to have in the public areas of Croydon?	More crosswalks--safe ways to get across Route 13; Shade trees, green space; Plazas, nice places to sit; Good street lighting; Wide sidewalks; Bike lanes;	68% 61% 58% 55% 40% 29%	"Recreation Center" "Tot lot" "Community Center" "Teenagers need something to do." "Senior Center" "Gym with pool"
10 What potential, if any, do the Neshaminy and Delaware waterfronts have for Croydon?	Creek has potential for variety of uses--marinas, retail, housing, etc. Public access is important; Too hard to get to; Floods are a big problem; Great potential above floodplain; Already have park space, marinas; Too much industry to expand water access;	47% 43% 30% 20% 20% 16% 10%	"No housing" "Affordable housing" "Fishing, kayaking" "Marina should be public, not leased." "Waterfront dining"
11 What kinds of infrastructure improvements need to be made across the Rt 13 commercial area of Croydon?	More landscaping; Better storm sewers--railroad underpass floods; Rebuild streets, curbs; Better street lighting; Repave sidewalks;	68% 67% 61% 59% 49%	"Area is a disgrace" "Dog park" "Whole area neglected too long." "No littering" "Everything is poor, old, and ugly."
Train Station			
12 What is your general opinion of the station?	Great for Croydon; a solid asset; Strong potential for improving the commercial center; Could be great focal point of the community; Needs better parking, access; Contributes to poor pedestrian environment, lack of safety; In a bad location for parking, getting in and out; An eyesore; divides the community in half; Trains are noisy, dirty;	56% 48% 47% 41% 32% 25% 23% 6%	"Bulldoze it" "Rumbles my house"

13 How could the station and surrounding area be improved?	<p>Make it cleaner, more attractive; 79%</p> <p>More pedestrian-friendly; 49%</p> <p>Make it a real transit center, with buses, shuttles, etc. 42%</p> <p>Move the station so there's more room for parking, shops, offices... 19%</p>	<p>"Relocate station towards Neshaminy Creek – overlooking the water"</p> <p>"Better policed. Graffiti is a big problem."</p> <p>"Clean it up and landscape it."</p> <p>"Steps are hazardous"</p>
Traffic & Parking		
14 What is your view of traffic in and around the commercial center of Croydon?	<p>Traffic is heavy--unsafe for pedestrians; 54%</p> <p>Most traffic is through traffic--doesn't stop; 45%</p> <p>Too much speeding--more enforcement needed; 43%</p> <p>Route 13 is noisy and unpleasant; 19%</p> <p>Getting in and out of the station is not easy; 19%</p>	<p>"Route 13 is a disgrace. Looks like the beginnings of a slum area."</p>
15 What are your opinions of the parking situation in the center of Croydon?	<p>Not enough; parking should be easy; 65%</p> <p>Parking garage would be good; 18%</p> <p>Parking should be out of view; 14%</p> <p>Fewer curb cuts--better for pedestrians; 11%</p>	
Architecture & Design		
16 What is your preference in architectural style?	<p>19th Century--Colonial, Federal 29%</p> <p>Don't know 25%</p> <p>19th Century--Victorian 24%</p> <p>Modern/contemporary 15%</p> <p>20th Century--Arts & Crafts 11%</p>	
17 What are your preferences in building materials?	<p>Masonry--brick, stone, stucco... 67%</p> <p>Roofing: asphalt shingles; 28%</p> <p>Siding & trim: wood; 19%</p> <p>Siding & trim: wood substitutes; 14%</p> <p>Siding: vinyl, metal; 12%</p> <p>Roofing: metal; 11%</p> <p>Masonry--concrete block; 8%</p>	
18 Is "green building"-- the use of energy-saving materials and systems -- a good idea?	<p>Yes, should be used wherever possible; 45%</p> <p>Maybe: make sure products are reliable; 40%</p> <p>No, too expensive, not tested; 8%</p>	
19 If you could dream of a "new" Croydon, what would it be?	<p>A thriving small town; 57%</p> <p>An active, attractive neighborhood center, with the station as the focus; 36%</p> <p>An active urban center focused on the waterfront; 27%</p> <p>A quaint, quiet village; 21%</p>	<p>"Needs a facelift"</p> <p>"Keep it as it is"</p> <p>"Bring boaters off the Delaware into Neshaminy Creek via restaurants and entertainment."</p> <p>"During summer months there is a warm, "shore" feeling, with the marina and waterfront. We should incorporate that feeling into our community."</p>
20 What "ingredients" would go into a positive image or "vision" of Croydon?	<p>Great place to live; walk to the train; 64%</p> <p>Walks and trails along creek; 57%</p> <p>Plaza or park to relax in; 50%</p> <p>Great for recreation--biking, boating, swimming, picnicking; 46%</p> <p>Exciting; so many things to do; 24%</p>	<p>"Similar to New Hope"</p> <p>"Skate park"</p> <p>"Get drugs out of Croydon"</p> <p>"No space left; all built on."</p> <p>"Please make this a reality."</p> <p>"Would like to feel safe but really do not."</p> <p>"We are a proud community. The township thinks Croydon is part of Bensalem."</p>

CROYDON

TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID)

Bristol Township, Bucks County, PA

A PLAN FOR 2010 & BEYOND

C.

**ECONOMIC DEVELOPMENT
& VALUE CAPTURE ANALYSIS**



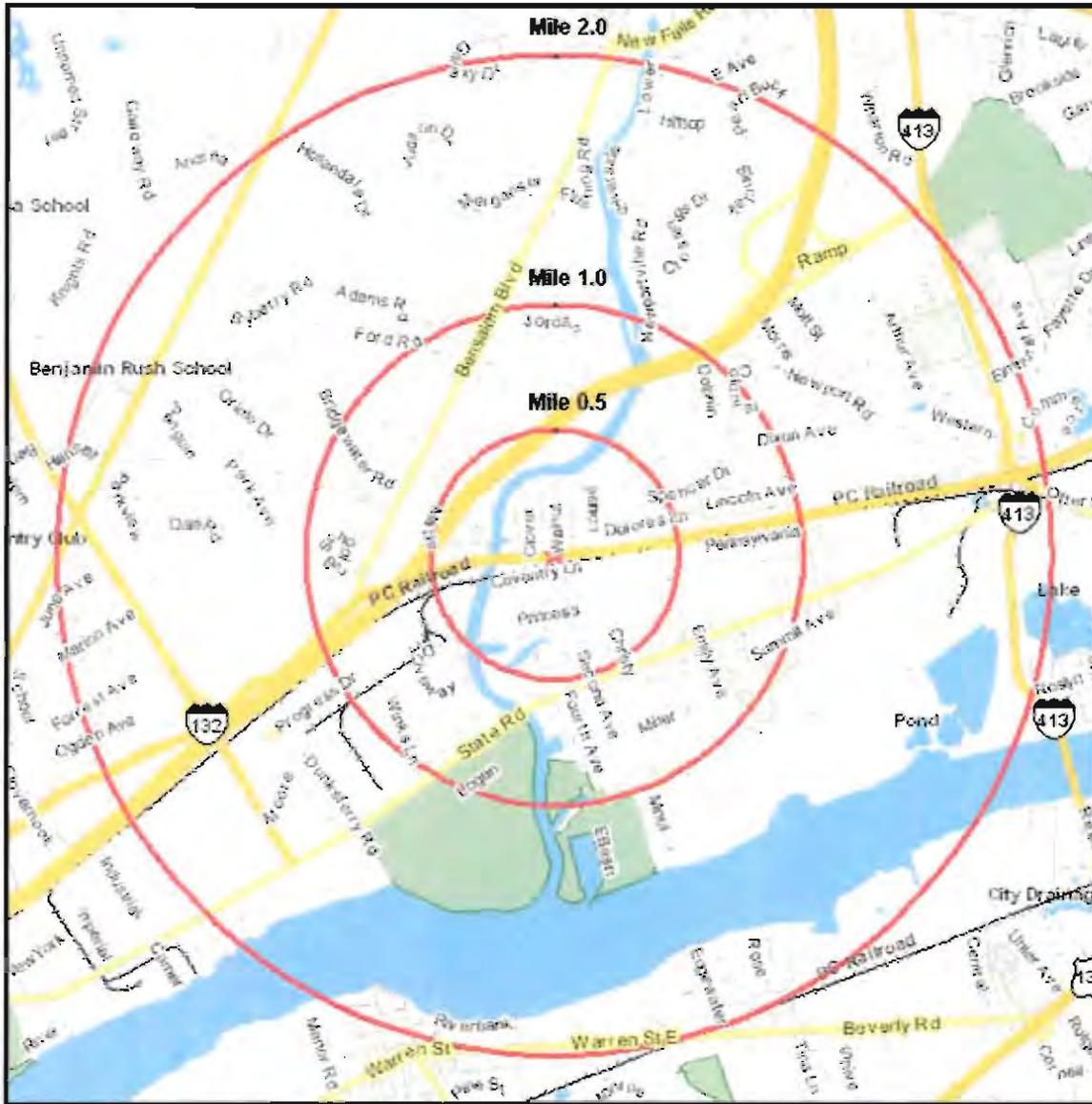
INTERIM REPORT
ON THE DEMOGRAPHIC AND MARKET CONDITIONS
WITHIN THE
CROYDEN TRANSIT REVITALIZATION INVESTMENT DISTRICT

May 27, 2009

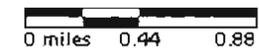
Area Map

Prepared For:
Project Code: Croyden TRID

Order #: 965169685
Site: 01



CEDAR AVE AT BRISTOL PIKE
CROYDON, PA 19021
Coord: 40.093900, -74.908800
Radius - See Appendix for Details



Area Map

Prepared For:
Project Code: Croyden TRID

Order #: 965169685
Site: 01

Appendix: Area Listing

Area Name:

Type: Radius

Radius Definition:

CEDAR AVE AT BRISTOL PIKE	Center Point:	40.093900	-74.908800
CROYDON, PA 19021	Circle/Band:	0.00 -	0.50

Area Name:

Type: Radius

Radius Definition:

CEDAR AVE AT BRISTOL PIKE	Center Point:	40.093900	-74.908800
CROYDON, PA 19021	Circle/Band:	0.00 -	1.00

Area Name:

Type: Radius

Radius Definition:

CEDAR AVE AT BRISTOL PIKE	Center Point:	40.093900	-74.908800
CROYDON, PA 19021	Circle/Band:	0.00 -	2.00



Pop-Facts: Demographic Snapshot Report

Radius: CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, aggregate

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Radius: CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, aggregate

Description	0.00 - 0.50 miles		0.00 - 1.00 miles		0.00 - 2.00 miles	
	Radius	%	Radius	%	Radius	%
Population						
2012 Projection	2,956		11,579		29,938	
2007 Estimate	2,934		11,638		30,402	
2000 Census	2,889		11,793		31,146	
1990 Census	2,953		11,604		30,376	
Growth 2007-2012	0.75%		-0.51%		-1.53%	
Growth 2000-2007	1.56%		-1.31%		-2.39%	
Growth 1990-2000	-2.17%		1.63%		2.53%	
2007 Est. Population by Single Race Classification						
	2,934		11,638		30,402	
White Alone	2,707	92.26	10,353	88.96	24,244	79.74
Black or African American Alone	48	1.64	518	4.45	2,249	7.40
American Indian and Alaska Native Alone	19	0.65	62	0.53	103	0.34
Asian Alone	71	2.42	379	3.26	2,520	8.29
Native Hawaiian and Other Pacific Islander Alone	1	0.03	1	0.01	11	0.04
Some Other Race Alone	33	1.12	156	1.34	637	2.10
Two or More Races	55	1.87	168	1.44	638	2.10
2007 Est. Population Hispanic or Latino by Origin*						
	2,934		11,638		30,402	
Not Hispanic or Latino	2,780	94.75	11,060	95.03	28,642	94.21
Hispanic or Latino:	154	5.25	578	4.97	1,760	5.79
Mexican	45	29.22	164	28.37	539	30.63
Puerto Rican	76	49.35	280	48.44	713	40.51
Cuban	5	3.25	15	2.60	45	2.56
All Other Hispanic or Latino	28	18.18	118	20.42	464	26.36
2007 Est. Hispanic or Latino by Single Race Class.						
	154		578		1,760	
White Alone	92	59.74	355	61.42	930	52.84
Black or African American Alone	8	5.19	23	3.98	76	4.32
American Indian and Alaska Native Alone	0	0.00	2	0.35	4	0.23
Asian Alone	0	0.00	0	0.00	6	0.34
Native Hawaiian and Other Pacific Islander Alone	0	0.00	0	0.00	2	0.11
Some Other Race Alone	31	20.13	148	25.61	615	34.94
Two or More Races	23	14.94	49	8.48	129	7.33



Pop-Facts: Demographic Snapshot Report

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Description	0.00 - 0.50 miles		0.00 - 1.00 miles		0.00 - 2.00 miles	
	Radius	%	Radius	%	Radius	%
2007 Est. Pop. Asian - Alone Race by Category¹	71		379		2,520	
Chinese, except Taiwanese	1	1.41	17	4.49	164	6.51
Filipino	21	29.58	79	20.84	221	8.77
Japanese	1	1.41	11	2.90	33	1.31
Asian Indian	24	33.80	167	44.06	1,530	60.71
Korean	10	14.08	46	12.14	294	11.67
Vietnamese	9	12.68	30	7.92	101	4.01
Cambodian	3	4.23	10	2.64	16	0.63
Hmong	0	0.00	0	0.00	0	0.00
Laotian	0	0.00	0	0.00	0	0.00
Thai	0	0.00	1	0.26	19	0.75
Other Asian	1	1.41	12	3.17	98	3.89
Two or more Asian categories	0	0.00	5	1.32	43	1.71
2007 Est. Population by Ancestry	2,934		11,638		30,402	
Pop, Arab	5	0.17	25	0.21	81	0.27
Pop, Czech	10	0.34	43	0.37	85	0.28
Pop, Danish	0	0.00	1	0.01	12	0.04
Pop, Dutch	23	0.78	89	0.76	216	0.71
Pop, English	142	4.84	561	4.82	1,450	4.77
Pop, French (except Basque)	45	1.53	173	1.49	397	1.31
Pop, French Canadian	0	0.00	3	0.03	15	0.05
Pop, German	486	16.56	1,868	16.05	4,498	14.80
Pop, Greek	8	0.27	39	0.34	124	0.41
Pop, Hungarian	18	0.61	60	0.52	121	0.40
Pop, Irish	563	19.19	2,191	18.83	5,327	17.52
Pop, Italian	385	13.12	1,518	13.04	3,825	12.58
Pop, Lithuanian	36	1.23	141	1.21	249	0.82
Pop, United States or American	70	2.39	273	2.35	732	2.41
Pop, Norwegian	5	0.17	28	0.24	96	0.32
Pop, Polish	245	8.35	924	7.94	2,223	7.31
Pop, Portuguese	14	0.48	57	0.49	162	0.53
Pop, Russian	20	0.68	103	0.89	322	1.06
Pop, Scottish	22	0.75	92	0.79	290	0.95
Pop, Scotch-Irish	30	1.02	110	0.95	230	0.76
Pop, Slovak	16	0.55	47	0.40	68	0.22
Pop, Sub-Saharan African	13	0.44	42	0.36	237	0.78
Pop, Swedish	1	0.03	10	0.09	41	0.13
Pop, Swiss	4	0.14	12	0.10	15	0.05
Pop, Ukrainian	29	0.99	114	0.98	261	0.86
Pop, Welsh	25	0.85	83	0.71	157	0.52
Pop, West Indian (exc Hisp groups)	4	0.14	18	0.15	45	0.15



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Description	0.00 - 0.50 miles		0.00 - 1.00 miles		0.00 - 2.00 miles	
	Radius	%	Radius	%	Radius	%
2007 Est. Population by Ancestry						
Pop, Other ancestries	348	11.86	1,582	13.59	5,364	17.64
Pop, Ancestry Unclassified	367	12.51	1,429	12.28	3,759	12.36
2007 Est. Pop Age 5+ by Language Spoken At Home						
	2,799		11,021		28,722	
Speak Only English at Home	2,603	93.00	10,119	91.82	24,800	86.34
Speak Asian/Pacific Islander Language at Home	59	2.11	133	1.21	710	2.47
Speak IndoEuropean Language at Home	116	4.14	513	4.65	1,952	6.80
Speak Spanish at Home	13	0.46	238	2.16	1,125	3.92
Speak Other Language at Home	9	0.32	18	0.16	136	0.47
2007 Est. Population by Sex						
	2,934		11,638		30,402	
Male	1,490	50.78	5,896	50.66	15,412	50.69
Female	1,444	49.22	5,742	49.34	14,990	49.31
Male/Female Ratio	1.03		1.03		1.03	
2007 Est. Population by Age						
	2,934		11,638		30,402	
Age 0 - 4	135	4.60	617	5.30	1,680	5.53
Age 5 - 9	149	5.08	679	5.83	1,831	6.02
Age 10 - 14	170	5.79	733	6.30	1,942	6.39
Age 15 - 17	127	4.33	470	4.04	1,242	4.09
Age 18 - 20	119	4.06	410	3.52	1,045	3.44
Age 21 - 24	136	4.64	565	4.85	1,517	4.99
Age 25 - 34	369	12.58	1,691	14.53	4,566	15.02
Age 35 - 44	451	15.37	1,847	15.87	4,795	15.77
Age 45 - 49	251	8.55	1,003	8.62	2,541	8.36
Age 50 - 54	240	8.18	899	7.72	2,346	7.72
Age 55 - 59	196	6.68	766	6.58	1,995	6.56
Age 60 - 64	169	5.76	605	5.20	1,581	5.20
Age 65 - 74	221	7.53	732	6.29	1,861	6.12
Age 75 - 84	156	5.32	486	4.18	1,141	3.75
Age 85 and over	46	1.57	135	1.16	319	1.05
Age 16 and over	2,433	82.92	9,446	81.17	24,509	80.62
Age 18 and over	2,352	80.16	9,139	78.53	23,706	77.98
Age 21 and over	2,233	76.11	8,729	75.00	22,661	74.54
Age 65 and over	423	14.42	1,353	11.63	3,320	10.92
2007 Est. Median Age						
	40.82		38.54		37.87	
2007 Est. Average Age						
	40.40		38.48		37.93	



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Description	0.00 - 0.50 miles		0.00 - 1.00 miles		0.00 - 2.00 miles	
	Radius	%	Radius	%	Radius	%
2007 Est. Male Population by Age	1,490		5,896		15,412	
Age 0 - 4	70	4.70	320	5.43	871	5.65
Age 5 - 9	78	5.23	356	6.04	968	6.28
Age 10 - 14	85	5.70	370	6.28	987	6.40
Age 15 - 17	75	5.03	261	4.43	651	4.22
Age 18 - 20	55	3.69	196	3.32	533	3.46
Age 21 - 24	73	4.90	292	4.95	786	5.10
Age 25 - 34	192	12.89	863	14.64	2,364	15.34
Age 35 - 44	236	15.84	969	16.43	2,485	16.12
Age 45 - 49	127	8.52	508	8.62	1,282	8.32
Age 50 - 54	121	8.12	455	7.72	1,180	7.66
Age 55 - 59	95	6.38	380	6.45	981	6.37
Age 60 - 64	85	5.70	305	5.17	792	5.14
Age 65 - 74	111	7.45	358	6.07	919	5.96
Age 75 - 84	72	4.83	218	3.70	497	3.22
Age 85 and over	15	1.01	45	0.76	117	0.76
2007 Est. Median Age, Male	39.96		37.99		37.20	
2007 Est. Average Age, Male	39.65		37.82		37.24	
2007 Est. Female Population by Age	1,444		5,742		14,990	
Age 0 - 4	65	4.50	298	5.19	809	5.40
Age 5 - 9	72	4.99	323	5.63	864	5.76
Age 10 - 14	85	5.89	362	6.30	956	6.38
Age 15 - 17	52	3.60	209	3.64	592	3.95
Age 18 - 20	64	4.43	214	3.73	512	3.42
Age 21 - 24	63	4.36	273	4.75	731	4.88
Age 25 - 34	177	12.26	828	14.42	2,202	14.69
Age 35 - 44	215	14.89	877	15.27	2,310	15.41
Age 45 - 49	124	8.59	496	8.64	1,259	8.40
Age 50 - 54	119	8.24	444	7.73	1,165	7.77
Age 55 - 59	101	6.99	386	6.72	1,014	6.76
Age 60 - 64	83	5.75	301	5.24	789	5.26
Age 65 - 74	110	7.62	374	6.51	942	6.28
Age 75 - 84	84	5.82	269	4.68	643	4.29
Age 85 and over	31	2.15	90	1.57	202	1.35
2007 Est. Median Age, Female	41.71		39.16		38.59	
2007 Est. Average Age, Female	41.17		39.16		38.64	



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Description	0.00 - 0.50 miles		0.00 - 1.00 miles		0.00 - 2.00 miles	
	Radius	%	Radius	%	Radius	%
2007 Est. Population Age 15+ by Marital Status*	2,479		9,609		24,949	
Total, Never Married	585	23.60	2,529	26.32	7,263	29.11
Married, Spouse present	1,299	52.40	5,053	52.59	12,927	51.81
Married, Spouse absent	116	4.68	370	3.85	946	3.79
Widowed	305	12.30	765	7.96	1,619	6.49
Divorced	174	7.02	892	9.28	2,194	8.79
Males, Never Married	353	14.24	1,421	14.79	4,120	16.51
Previously Married	238	9.60	790	8.22	1,670	6.69
Females, Never Married	231	9.32	1,108	11.53	3,143	12.60
Previously Married	332	13.39	1,131	11.77	2,765	11.08
2007 Est. Pop. Age 25+ by Educational Attainment*	2,097		8,164		21,144	
Less than 9th grade	104	4.96	332	4.07	751	3.55
Some High School, no diploma	333	15.88	1,149	14.07	2,799	13.24
High School Graduate (or GED)	911	43.44	3,478	42.60	8,459	40.01
Some College, no degree	403	19.22	1,584	19.40	4,301	20.34
Associate Degree	135	6.44	506	6.20	1,305	6.17
Bachelor's Degree	153	7.30	766	9.38	2,378	11.25
Master's Degree	49	2.34	242	2.96	775	3.67
Professional School Degree	5	0.24	64	0.78	234	1.11
Doctorate Degree	3	0.14	44	0.54	143	0.68
Households						
2012 Projection	1,142		4,548		11,542	
2007 Estimate	1,118		4,509		11,573	
2000 Census	1,073		4,461		11,575	
1990 Census	1,049		4,208		10,939	
Growth 2007-2012	2.15%		0.86%		-0.27%	
Growth 2000-2007	4.19%		1.08%		-0.02%	
Growth 1990-2000	2.29%		6.01%		5.81%	
2007 Est. Households by Household Type	1,118		4,509		11,573	
Family Households	797	71.29	3,083	68.37	8,081	69.83
Nonfamily Households	321	28.71	1,426	31.63	3,493	30.18
2007 Est. Group Quarters Population	8		35		57	
2007 Households by Ethnicity, Hispanic/Latino	48	4.29	177	3.93	510	4.41



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Description	0.00 - 0.50 miles		0.00 - 1.00 miles		0.00 - 2.00 miles	
	Radius	%	Radius	%	Radius	%
2007 Est. Households by Household Income	1,118		4,509		11,573	
Income Less than \$15,000	97	8.68	283	6.28	878	7.59
Income \$15,000 - \$24,999	114	10.20	394	8.74	982	8.49
Income \$25,000 - \$34,999	97	8.68	405	8.98	1,093	9.44
Income \$35,000 - \$49,999	201	17.98	739	16.39	1,938	16.75
Income \$50,000 - \$74,999	332	29.70	1,274	28.25	2,894	25.01
Income \$75,000 - \$99,999	129	11.54	697	15.46	1,773	15.32
Income \$100,000 - \$149,999	120	10.73	563	12.49	1,585	13.70
Income \$150,000 - \$249,999	26	2.33	146	3.24	365	3.15
Income \$250,000 - \$499,999	2	0.18	5	0.11	43	0.37
Income \$500,000 and more	0	0.00	2	0.04	21	0.18
2007 Est. Average Household Income	\$59,231		\$64,709		\$65,999	
2007 Est. Median Household Income	\$53,791		\$58,500		\$57,733	
2007 Est. Per Capita Income	\$22,725		\$25,192		\$25,271	
2007 Est. Household Type, Presence Own Children*	1,118		4,509		11,573	
Single Male Householder	138	12.34	623	13.82	1,477	12.76
Single Female Householder	137	12.25	581	12.89	1,404	12.13
Married-Couple Family, own children	246	22.00	1,065	23.62	2,843	24.57
Married-Couple Family, no own children	355	31.75	1,261	27.97	3,273	28.28
Male Householder, own children	26	2.33	113	2.51	282	2.44
Male Householder, no own children	36	3.22	143	3.17	357	3.08
Female Householder, own children	57	5.10	230	5.10	682	5.89
Female Householder, no own children	77	6.89	270	5.99	644	5.56
Nonfamily, Male Householder	28	2.50	139	3.08	399	3.45
Nonfamily, Female Householder	18	1.61	83	1.84	212	1.83
2007 Est. Households by Household Size*	1,118		4,509		11,573	
1-person household	275	24.60	1,204	26.70	2,882	24.90
2-person household	348	31.13	1,347	29.87	3,495	30.20
3-person household	200	17.89	814	18.05	2,178	18.82
4-person household	185	16.55	697	15.46	1,791	15.48
5-person household	65	5.81	287	6.37	794	6.86
6-person household	34	3.04	114	2.53	308	2.66
7 or more person household	10	0.89	46	1.02	125	1.08
2007 Est. Average Household Size	2.62		2.57		2.62	



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Description	0.00 - 0.50 miles		0.00 - 1.00 miles		0.00 - 2.00 miles	
	Radius	%	Radius	%	Radius	%
2007 Est. Households by Presence of People*	1,118		4,509		11,573	
Households with 1 or more People under Age 18:						
Married-Couple Family	270	24.15	1,139	25.26	3,019	26.09
Other Family, Male Householder	32	2.86	138	3.06	339	2.93
Other Family, Female Householder	78	6.98	307	6.81	839	7.25
Nonfamily, Male Householder	5	0.45	15	0.33	44	0.38
Nonfamily, Female Householder	0	0.00	1	0.02	7	0.06
Households no People under Age 18:						
Married-Couple Family	330	29.52	1,188	26.35	3,097	26.76
Other Family, Male Householder	31	2.77	119	2.64	301	2.60
Other Family, Female Householder	56	5.01	193	4.28	486	4.20
Nonfamily, Male Householder	161	14.40	747	16.57	1,832	15.83
Nonfamily, Female Householder	155	13.86	663	14.70	1,610	13.91
2007 Est. Households by Number of Vehicles*	1,118		4,509		11,573	
No Vehicles	111	9.93	253	5.61	787	6.80
1 Vehicle	374	33.45	1,585	35.15	4,246	36.69
2 Vehicles	482	43.11	1,986	44.05	4,741	40.97
3 Vehicles	117	10.47	519	11.51	1,325	11.45
4 Vehicles	21	1.88	111	2.46	344	2.97
5 or more Vehicles	12	1.07	56	1.24	130	1.12
2007 Est. Average Number of Vehicles*	1.65		1.75		1.72	
Family Households						
2012 Projection	812		3,100		8,043	
2007 Estimate	797		3,083		8,081	
2000 Census	768		3,061		8,113	
1990 Census	790		3,025		8,002	
Growth 2007-2012	1.88%		0.55%		-0.47%	
Growth 2000-2007	3.78%		0.72%		-0.39%	
Growth 1990-2000	-2.78%		1.19%		1.39%	



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Description	0.00 - 0.50 miles		0.00 - 1.00 miles		0.00 - 2.00 miles	
	Radius	%	Radius	%	Radius	%
2007 Est. Family Households by Household Income	797		3,083		8,081	
Income Less than \$15,000	46	5.77	103	3.34	345	4.27
Income \$15,000 - \$24,999	58	7.28	181	5.87	486	6.01
Income \$25,000 - \$34,999	51	6.40	183	5.94	580	7.18
Income \$35,000 - \$49,999	128	16.06	404	13.10	1,113	13.77
Income \$50,000 - \$74,999	267	33.50	931	30.20	2,107	26.07
Income \$75,000 - \$99,999	118	14.81	613	19.88	1,569	19.42
Income \$100,000 - \$149,999	108	13.55	531	17.22	1,475	18.25
Income \$150,000 - \$249,999	19	2.38	130	4.22	343	4.24
Income \$250,000 - \$499,999	1	0.13	4	0.13	40	0.49
Income \$500,000 and more	0	0.00	2	0.06	21	0.26
2007 Est. Average Family Household Income	\$66,230		\$74,721		\$76,171	
2007 Est. Median Family Household Income	\$60,774		\$67,986		\$67,979	
2007 Est. Families by Poverty Status*	797		3,083		8,081	
Income At or Above Poverty Level:						
Married-Couple Family, own children	270	33.88	1,141	37.01	2,847	35.23
Married-Couple Family, no own children	317	39.77	1,146	37.17	3,096	38.31
Male Householder, own children	18	2.26	102	3.31	289	3.58
Male Householder, no own children	45	5.65	139	4.51	318	3.94
Female Householder, own children	72	9.03	246	7.98	628	7.77
Female Householder, no own children	37	4.64	201	6.52	524	6.48
Income Below Poverty Level:						
Married-Couple Family, own children	9	1.13	34	1.10	136	1.68
Married-Couple Family, no own children	3	0.38	5	0.16	36	0.45
Male Householder, own children	0	0.00	16	0.52	31	0.38
Male Householder, no own children	0	0.00	0	0.00	1	0.01
Female Householder, own children	26	3.26	52	1.69	162	2.00
Female Householder, no own children	0	0.00	1	0.03	12	0.15
2007 Est. Pop Age 16+ by Employment Status*	2,433		9,446		24,509	
In Armed Forces	1	0.04	1	0.01	21	0.09
Civilian - Employed	1,526	62.72	6,457	68.36	16,611	67.78
Civilian - Unemployed	80	3.29	258	2.73	737	3.01
Not in Labor Force	826	33.95	2,729	28.89	7,140	29.13



Pop-Facts: Demographic Snapshot Report

Radius: CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, aggregate

Radius: CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, aggregate

Radius: CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, aggregate

Description	0.00 - 0.50 miles		0.00 - 1.00 miles		0.00 - 2.00 miles	
	Radius	%	Radius	%	Radius	%
2007 Est. Civ Employed Pop 16+ Class of Worker*	1,526		6,457		16,611	
For-Profit Private Workers	1,193	78.18	5,176	80.16	13,246	79.74
Non-Profit Private Workers	114	7.47	412	6.38	1,156	6.96
Local Government Workers	71	4.65	277	4.29	702	4.23
State Government Workers	19	1.25	98	1.52	278	1.67
Federal Government Workers	36	2.36	182	2.82	417	2.51
Self-Emp Workers	93	6.09	306	4.74	788	4.74
Unpaid Family Workers	0	0.00	5	0.08	25	0.15
2007 Est. Civ Employed Pop 16+ by Occupation*	1,526		6,457		16,611	
Management, Business, and Financial Operations	143	9.37	566	8.77	1,712	10.31
Professional and Related Occupations	247	16.19	1,103	17.08	2,919	17.57
Service	166	10.88	713	11.04	2,008	12.09
Sales and Office	421	27.59	2,056	31.84	5,209	31.36
Farming, Fishing, and Forestry	0	0.00	1	0.02	34	0.20
Construction, Extraction and Maintenance	197	12.91	838	12.98	1,937	11.66
Production, Transportation and Material Moving	352	23.07	1,180	18.27	2,792	16.81
2007 Est. Pop 16+ by Occupation Classification*	1,526		6,457		16,611	
Blue Collar	549	35.98	2,018	31.25	4,729	28.47
White Collar	806	52.82	3,718	57.58	9,833	59.20
Service and Farm	171	11.21	721	11.17	2,049	12.34
2007 Est. Workers Age 16+, Transportation To Work*	1,515		6,349		16,309	
Drove Alone	1,239	81.78	5,182	81.62	13,002	79.72
Car Pooled	161	10.63	678	10.68	1,956	11.99
Public Transportation	44	2.90	222	3.50	562	3.45
Walked	34	2.24	124	1.95	327	2.01
Motorcycle	0	0.00	0	0.00	5	0.03
Bicycle	3	0.20	27	0.43	76	0.47
Other Means	2	0.13	18	0.28	79	0.48
Worked at Home	33	2.18	98	1.54	302	1.85
2007 Est. Workers Age 16+ by Travel Time to Work*	1,482		6,251		16,006	
Less than 15 Minutes	506	34.14	1,677	26.83	4,115	25.71
15 - 29 Minutes	489	33.00	2,176	34.81	5,346	33.40
30 - 44 Minutes	262	17.68	1,239	19.82	3,440	21.49
45 - 59 Minutes	104	7.02	550	8.80	1,667	10.41
60 or more Minutes	121	8.16	609	9.74	1,438	8.98
2007 Est. Average Travel Time to Work in Minutes*	26.26		29.47		29.93	



Pop-Facts: Demographic Snapshot Report

Radius: CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, aggregate

Radius: CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, aggregate

Radius: CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, aggregate

Description	0.00 - 0.50 miles		0.00 - 1.00 miles		0.00 - 2.00 miles	
	Radius	%	Radius	%	Radius	%
2007 Est. Tenure of Occupied Housing Units	1,118		4,509		11,573	
Owner Occupied	869	77.73	3,176	70.44	7,613	65.78
Renter Occupied	249	22.27	1,334	29.59	3,960	34.22
2007 Occ Housing Units, Avg Length of Residence	14		12		12	
2007 Est. All Owner-Occupied Housing Values	869		3,176		7,613	
Value Less than \$20,000	10	1.15	16	0.50	128	1.68
Value \$20,000 - \$39,999	5	0.58	10	0.31	142	1.87
Value \$40,000 - \$59,999	1	0.12	13	0.41	39	0.51
Value \$60,000 - \$79,999	1	0.12	28	0.88	70	0.92
Value \$80,000 - \$99,999	4	0.46	25	0.79	68	0.89
Value \$100,000 - \$149,999	121	13.92	418	13.16	814	10.69
Value \$150,000 - \$199,999	465	53.51	1,544	48.61	2,986	39.22
Value \$200,000 - \$299,999	209	24.05	886	27.90	2,622	34.44
Value \$300,000 - \$399,999	27	3.11	156	4.91	582	7.64
Value \$400,000 - \$499,999	9	1.04	40	1.26	97	1.27
Value \$500,000 - \$749,999	9	1.04	23	0.72	38	0.50
Value \$750,000 - \$999,999	6	0.69	13	0.41	19	0.25
Value \$1,000,000 or more	3	0.35	4	0.13	8	0.11
2007 Est. Median All Owner-Occupied Housing Value	\$181,491		\$184,903		\$192,618	
2007 Est. Housing Units by Units in Structure⁰	1,171		4,670		12,018	
1 Unit Attached	30	2.56	492	10.54	1,502	12.50
1 Unit Detached	934	79.76	2,987	63.96	6,473	53.86
2 Units	28	2.39	129	2.76	400	3.33
3 to 19 Units	109	9.31	370	7.92	1,567	13.04
20 to 49 Units	1	0.09	391	8.37	974	8.10
50 or More Units	19	1.62	220	4.71	626	5.21
Mobile Home or Trailer	50	4.27	81	1.73	470	3.91
Boat, RV, Van, etc.	0	0.00	0	0.00	6	0.05



Pop-Facts: Demographic Snapshot Report

Radius: CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, aggregate

Radius: CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, aggregate

Radius: CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, aggregate

Description	0.00 - 0.50 miles		0.00 - 1.00 miles		0.00 - 2.00 miles	
	Radius	%	Radius	%	Radius	%
2007 Est. Housing Units by Year Structure Built	1,171		4,670		12,018	
Housing Units Built 1999 to 2007	87	7.43	218	4.67	428	3.56
Housing Unit Built 1995 to 1998	9	0.77	77	1.65	176	1.46
Housing Unit Built 1990 to 1994	25	2.13	244	5.22	569	4.73
Housing Unit Built 1980 to 1989	46	3.93	359	7.69	1,257	10.46
Housing Unit Built 1970 to 1979	112	9.56	913	19.55	3,177	26.44
Housing Unit Built 1960 to 1969	189	16.14	662	14.18	2,138	17.79
Housing Unit Built 1950 to 1959	317	27.07	1,115	23.88	2,424	20.17
Housing Unit Built 1940 to 1949	193	16.48	562	12.03	909	7.56
Housing Unit Built 1939 or Earlier	194	16.57	521	11.16	941	7.83
2007 Est. Median Year Structure Built **	1956		1962		1968	

*In contrast to Claritas Demographic Estimates, "smoothed" data items are Census 2000 tables made consistent with current year estimated and 5 year projected base counts.

**1939 will appear when at least half of the Housing Units in this reports area were built in 1939 or earlier.



Pop-Facts: Demographic Snapshot Report

Appendix: Area Listing

Area Name:

Type: Radius Reporting Detail: Aggregate Reporting Level: Block Group

Radius Definition:

CEDAR AVE AT BRISTOL PIKE	Latitude/Longitude	40.093900	-74.908800
CROYDON, PA 19021	Radius	0.00	- 0.50

Area Name:

Type: Radius Reporting Detail: Aggregate Reporting Level: Block Group

Radius Definition:

CEDAR AVE AT BRISTOL PIKE	Latitude/Longitude	40.093900	-74.908800
CROYDON, PA 19021	Radius	0.00	- 1.00

Area Name:

Type: Radius Reporting Detail: Aggregate Reporting Level: Block Group

Radius Definition:

CEDAR AVE AT BRISTOL PIKE	Latitude/Longitude	40.093900	-74.908800
CROYDON, PA 19021	Radius	0.00	- 2.00

Project Information:

Site: 1

Order Number: 965169685



PRIZM NE Household Distribution 2006

Croydon TRID

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 0.50 Miles, Total

PRIZM NE		Area		US Base		
Code	Name	Households	Pct.	Households	Pct.	Index
01	Upper Crust	7	0.64%	1699636	1.51%	42.6
02	Blue Blood Estates	10	0.92%	1094703	0.98%	94.4
03	Movers and Shakers	21	1.93%	1807572	1.61%	120.1
04	Young Digerati	0	0.00%	1380251	1.23%	0.0
05	Country Squires	0	0.00%	2152742	1.92%	0.0
06	Winner's Circle	8	0.74%	1239200	1.10%	66.7
07	Money and Brains	0	0.00%	2264072	2.02%	0.0
08	Executive Suites	0	0.00%	1021522	0.91%	0.0
09	Big Fish, Small Pond	0	0.00%	2539806	2.26%	0.0
10	Second City Elite	0	0.00%	1324339	1.18%	0.0
11	God's Country	0	0.00%	1735899	1.55%	0.0
12	Brite Lites, Li'l City	0	0.00%	1684994	1.50%	0.0
13	Upward Bound	0	0.00%	1793920	1.60%	0.0
14	New Empty Nests	18	1.66%	1179812	1.05%	157.7
15	Pools and Patios	102	9.39%	1470884	1.31%	716.9
16	Bohemian Mix	0	0.00%	2011883	1.79%	0.0
17	Belthway Boomers	73	6.72%	1079269	0.96%	699.2
18	Kids and Cul-de-Sacs	67	6.17%	1828699	1.63%	378.8
19	Home Sweet Home	148	13.63%	2062147	1.84%	741.9
20	Fast-Track Families	0	0.00%	1950575	1.74%	0.0
21	Gray Power	8	0.74%	1027524	0.92%	80.5
22	Young Influentials	107	9.85%	1638017	1.46%	675.3
23	Greenbelt Sports	0	0.00%	1612141	1.44%	0.0
24	Up-and-Comers	0	0.00%	1360611	1.21%	0.0
25	Country Casuals	0	0.00%	1807787	1.61%	0.0
26	The Cosmopolitans	0	0.00%	1317884	1.17%	0.0
27	Middleburg Managers	0	0.00%	2079047	1.85%	0.0
28	Traditional Times	0	0.00%	3189627	2.84%	0.0
29	American Dreams	0	0.00%	2447099	2.18%	0.0
30	Suburban Sprawl	100	9.21%	1473003	1.31%	701.8
31	Urban Achievers	0	0.00%	1704362	1.52%	0.0
32	New Homesteaders	0	0.00%	2254616	2.01%	0.0
33	Big Sky Families	0	0.00%	2014484	1.79%	0.0
34	White Picket Fences	0	0.00%	1403531	1.25%	0.0
35	Boomtown Singles	0	0.00%	1454363	1.30%	0.0
36	Blue-Chip Blues	110	10.13%	1400592	1.25%	811.9
37	Mayberry-ville	0	0.00%	2794581	2.49%	0.0
38	Simple Pleasures	0	0.00%	2584759	2.30%	0.0
39	Domestic Duos	213	19.61%	1337428	1.19%	1,646.4
40	Close-In Couples	0	0.00%	1319983	1.18%	0.0
41	Sunset City Blues	0	0.00%	1878703	1.67%	0.0
42	Red, White and Blues	0	0.00%	1473881	1.31%	0.0
43	Heartlanders	0	0.00%	2247835	2.00%	0.0



PRIZM NE Household Distribution 2006

Croydon TRID

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 0.50 Miles, Total

PRIZM NE		Area		US Base		
Code	Name	Households	Pct.	Households	Pct.	Index
44	New Beginnings	38	3.50%	1684207	1.50%	233.2
45	Blue Highways	0	0.00%	1644447	1.46%	0.0
46	Old Glories	16	1.47%	1084584	0.97%	152.5
47	City Startups	0	0.00%	1257189	1.12%	0.0
48	Young and Rustic	0	0.00%	2249481	2.00%	0.0
49	American Classics	32	2.95%	1130447	1.01%	292.6
50	Kid Country, USA	0	0.00%	1500755	1.34%	0.0
51	Shotguns and Pickups	0	0.00%	1805111	1.61%	0.0
52	Suburban Pioneers	8	0.74%	1163110	1.04%	71.1
53	Mobility Blues	0	0.00%	1314877	1.17%	0.0
54	Multi-Culti Mosaic	0	0.00%	1921080	1.71%	0.0
55	Golden Ponds	0	0.00%	1770346	1.58%	0.0
56	Crossroads Villagers	0	0.00%	2358347	2.10%	0.0
57	Old Milltowns	0	0.00%	1789513	1.59%	0.0
58	Back Country Folks	0	0.00%	2446399	2.18%	0.0
59	Urban Elders	0	0.00%	1476643	1.32%	0.0
60	Park Bench Seniors	0	0.00%	1197419	1.07%	0.0
61	City Roots	0	0.00%	1295631	1.15%	0.0
62	Hometown Retired	0	0.00%	1243011	1.11%	0.0
63	Family Thrifts	0	0.00%	1896050	1.69%	0.0
64	Bedrock America	0	0.00%	2027896	1.81%	0.0
65	Big City Blues	0	0.00%	1261453	1.12%	0.0
66	Low-Rise Living	0	0.00%	1605523	1.43%	0.0
67	Unclassified	0	0.00%	0		
Total		1086	100.00%	112267302	100.00%	100.0



PRIZM NE Household Distribution 2006

Croydon TRID

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 1.00 Miles, Total

PRIZM NE		Area		US Base		
Code	Name	Households	Pct.	Households	Pct.	Index
01	Upper Crust	38	0.84%	1699636	1.51%	55.8
02	Blue Blood Estates	60	1.33%	1094703	0.98%	136.8
03	Movers and Shakers	116	2.58%	1807572	1.61%	160.2
04	Young Digerati	0	0.00%	1380251	1.23%	0.0
05	Country Squires	0	0.00%	2152742	1.92%	0.0
06	Winner's Circle	38	0.84%	1239200	1.10%	76.5
07	Money and Brains	0	0.00%	2264072	2.02%	0.0
08	Executive Suites	0	0.00%	1021522	0.91%	0.0
09	Big Fish, Small Pond	0	0.00%	2539806	2.26%	0.0
10	Second City Elite	0	0.00%	1324339	1.18%	0.0
11	God's Country	0	0.00%	1735899	1.55%	0.0
12	Brite Lites, Li'l City	0	0.00%	1684994	1.50%	0.0
13	Upward Bound	0	0.00%	1793920	1.60%	0.0
14	New Empty Nests	96	2.13%	1179812	1.05%	203.1
15	Pools and Patios	355	7.89%	1470884	1.31%	602.4
16	Bohemian Mix	0	0.00%	2011883	1.79%	0.0
17	Beltway Boomers	269	5.98%	1079269	0.96%	622.1
18	Kids and Cul-de-Sacs	395	8.78%	1828699	1.63%	539.1
19	Home Sweet Home	1075	23.90%	2062147	1.84%	1,301.1
20	Fast-Track Families	0	0.00%	1950575	1.74%	0.0
21	Gray Power	46	1.02%	1027524	0.92%	111.7
22	Young Influentials	511	11.36%	1638017	1.46%	778.6
23	Greenbelt Sports	0	0.00%	1612141	1.44%	0.0
24	Up-and-Comers	0	0.00%	1360611	1.21%	0.0
25	Country Casuals	0	0.00%	1807787	1.61%	0.0
26	The Cosmopolitans	0	0.00%	1317884	1.17%	0.0
27	Middleburg Managers	0	0.00%	2079047	1.85%	0.0
28	Traditional Times	0	0.00%	3189627	2.84%	0.0
29	American Dreams	0	0.00%	2447099	2.18%	0.0
30	Suburban Sprawl	351	7.80%	1473003	1.31%	594.8
31	Urban Achievers	0	0.00%	1704362	1.52%	0.0
32	New Homesteaders	0	0.00%	2254616	2.01%	0.0
33	Big Sky Families	0	0.00%	2014484	1.79%	0.0
34	White Picket Fences	0	0.00%	1403531	1.25%	0.0
35	Boomtown Singles	0	0.00%	1454363	1.30%	0.0
36	Blue-Chip Blues	297	6.60%	1400592	1.25%	529.3
37	Mayberry-ville	0	0.00%	2794581	2.49%	0.0
38	Simple Pleasures	0	0.00%	2584759	2.30%	0.0
39	Domestic Duos	551	12.25%	1337428	1.19%	1,028.3
40	Close-In Couples	0	0.00%	1319983	1.18%	0.0
41	Sunset City Blues	0	0.00%	1878703	1.67%	0.0
42	Red, White and Blues	0	0.00%	1473881	1.31%	0.0
43	Heartlanders	0	0.00%	2247835	2.00%	0.0



PRIZM NE Household Distribution 2006

Croydon TRID

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 1.00 Miles, Total

PRIZM NE		Area		US Base		
Code	Name	Households	Pct.	Households	Pct.	Index
44	New Beginnings	81	1.80%	1684207	1.50%	120.0
45	Blue Highways	0	0.00%	1644447	1.46%	0.0
46	Old Glories	48	1.07%	1084584	0.97%	110.5
47	City Startups	0	0.00%	1257189	1.12%	0.0
48	Young and Rustic	0	0.00%	2249481	2.00%	0.0
49	American Classics	97	2.16%	1130447	1.01%	214.2
50	Kid Country, USA	0	0.00%	1500755	1.34%	0.0
51	Shotguns and Pickups	0	0.00%	1805111	1.61%	0.0
52	Suburban Pioneers	75	1.67%	1163110	1.04%	160.9
53	Mobility Blues	0	0.00%	1314877	1.17%	0.0
54	Multi-Culti Mosaic	0	0.00%	1921080	1.71%	0.0
55	Golden Ponds	0	0.00%	1770346	1.58%	0.0
56	Crossroads Villagers	0	0.00%	2358347	2.10%	0.0
57	Old Milltowns	0	0.00%	1789513	1.59%	0.0
58	Back Country Folks	0	0.00%	2446399	2.18%	0.0
59	Urban Elders	0	0.00%	1476643	1.32%	0.0
60	Park Bench Seniors	0	0.00%	1197419	1.07%	0.0
61	City Roots	0	0.00%	1295631	1.15%	0.0
62	Hometown Retired	0	0.00%	1243011	1.11%	0.0
63	Family Thrifts	0	0.00%	1896050	1.69%	0.0
64	Bedrock America	0	0.00%	2027896	1.81%	0.0
65	Big City Blues	0	0.00%	1261453	1.12%	0.0
66	Low-Rise Living	0	0.00%	1605523	1.43%	0.0
67	Unclassified	0	0.00%	0		
Total		4499	100.02%	112267302	100.00%	100.0



PRIZM NE Household Distribution 2006

Croydon TRID

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 2.00 Miles, Total

PRIZM NE		Area		US Base		
Code	Name	Households	Pct.	Households	Pct.	Index
01	Upper Crust	136	1.16%	1699636	1.51%	76.8
02	Blue Blood Estates	204	1.74%	1094703	0.98%	178.9
03	Movers and Shakers	237	2.03%	1807572	1.61%	125.9
04	Young Digerati	0	0.00%	1380251	1.23%	0.0
05	Country Squires	0	0.00%	2152742	1.92%	0.0
06	Winner's Circle	196	1.68%	1239200	1.10%	151.9
07	Money and Brains	0	0.00%	2264072	2.02%	0.0
08	Executive Suites	0	0.00%	1021522	0.91%	0.0
09	Big Fish, Small Pond	0	0.00%	2539806	2.26%	0.0
10	Second City Elite	0	0.00%	1324339	1.18%	0.0
11	God's Country	0	0.00%	1735899	1.55%	0.0
12	Brite Lites, Li'l City	5	0.04%	1684994	1.50%	2.8
13	Upward Bound	0	0.00%	1793920	1.60%	0.0
14	New Empty Nests	263	2.25%	1179812	1.05%	214.0
15	Pools and Patios	826	7.06%	1470884	1.31%	539.2
16	Bohemian Mix	0	0.00%	2011883	1.79%	0.0
17	Beltway Boomers	628	5.37%	1079269	0.96%	558.7
18	Kids and Cul-de-Sacs	952	8.14%	1828699	1.63%	499.9
19	Home Sweet Home	2290	19.59%	2062147	1.84%	1,066.3
20	Fast-Track Families	0	0.00%	1950575	1.74%	0.0
21	Gray Power	180	1.54%	1027524	0.92%	168.2
22	Young Influentials	1739	14.87%	1638017	1.46%	1,019.4
23	Greenbelt Sports	0	0.00%	1612141	1.44%	0.0
24	Up-and-Comers	2	0.02%	1360611	1.21%	1.4
25	Country Casuals	0	0.00%	1807787	1.61%	0.0
26	The Cosmopolitans	0	0.00%	1317884	1.17%	0.0
27	Middleburg Managers	0	0.00%	2079047	1.85%	0.0
28	Traditional Times	0	0.00%	3189627	2.84%	0.0
29	American Dreams	0	0.00%	2447099	2.18%	0.0
30	Suburban Sprawl	769	6.58%	1473003	1.31%	501.3
31	Urban Achievers	0	0.00%	1704362	1.52%	0.0
32	New Homesteaders	0	0.00%	2254616	2.01%	0.0
33	Big Sky Families	0	0.00%	2014484	1.79%	0.0
34	White Picket Fences	0	0.00%	1403531	1.25%	0.0
35	Boomtown Singles	2	0.02%	1454363	1.30%	1.3
36	Blue-Chip Blues	713	6.10%	1400592	1.25%	488.8
37	Mayberry-ville	0	0.00%	2794581	2.49%	0.0
38	Simple Pleasures	0	0.00%	2584759	2.30%	0.0
39	Domestic Duos	1284	10.98%	1337428	1.19%	921.8
40	Close-In Couples	0	0.00%	1319983	1.18%	0.0
41	Sunset City Blues	0	0.00%	1878703	1.67%	0.0
42	Red, White and Blues	0	0.00%	1473881	1.31%	0.0
43	Heartlanders	0	0.00%	2247835	2.00%	0.0



PRIZM NE Household Distribution 2006

Croydon TRID

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 2.00 Miles, Total

PRIZM NE		Area		US Base		
Code	Name	Households	Pct.	Households	Pct.	Index
44	New Beginnings	463	3.96%	1684207	1.50%	264.0
45	Blue Highways	0	0.00%	1644447	1.46%	0.0
46	Old Glories	316	2.70%	1084584	0.97%	279.8
47	City Startups	0	0.00%	1257189	1.12%	0.0
48	Young and Rustic	0	0.00%	2249481	2.00%	0.0
49	American Classics	260	2.22%	1130447	1.01%	220.8
50	Kid Country, USA	0	0.00%	1500755	1.34%	0.0
51	Shotguns and Pickups	0	0.00%	1805111	1.61%	0.0
52	Suburban Pioneers	225	1.92%	1163110	1.04%	185.7
53	Mobility Blues	0	0.00%	1314877	1.17%	0.0
54	Multi-Culti Mosaic	0	0.00%	1921080	1.71%	0.0
55	Golden Ponds	0	0.00%	1770346	1.58%	0.0
56	Crossroads Villagers	0	0.00%	2358347	2.10%	0.0
57	Old Milltowns	0	0.00%	1789513	1.59%	0.0
58	Back Country Folks	0	0.00%	2446399	2.18%	0.0
59	Urban Elders	0	0.00%	1476643	1.32%	0.0
60	Park Bench Seniors	0	0.00%	1197419	1.07%	0.0
61	City Roots	0	0.00%	1295631	1.15%	0.0
62	Hometown Retired	0	0.00%	1243011	1.11%	0.0
63	Family Thrifts	0	0.00%	1896050	1.69%	0.0
64	Bedrock America	0	0.00%	2027896	1.81%	0.0
65	Big City Blues	0	0.00%	1261453	1.12%	0.0
66	Low-Rise Living	0	0.00%	1605523	1.43%	0.0
67	Unclassified	0	0.00%	0		
Total		11690	99.98%	112267302	100.00%	100.0

PRIZM NE Clusters and 2006 Estimates are Copyright by Claritas, Inc. "Ratio Index" is defined as the ratio of the percent of households for the cluster for the geographic area of this report compared to the "U.S. Households Base Percent" for the cluster, times 100.



PRIZM NE Household Distribution 2006

Croydon TRID

Appendix: Area Listing

Area Name:

Type: Radius

Reporting Detail: Aggregate

Reporting Level: Block Group

Radius Definition:

CEDAR AVE AT BRISTOL PIKE
CROYDON, PA 19021

Latitude/Longitude 40.093900 -74.908800
Radius 0.00 - 0.50

Area Name:

Type: Radius

Reporting Detail: Aggregate

Reporting Level: Block Group

Radius Definition:

CEDAR AVE AT BRISTOL PIKE
CROYDON, PA 19021

Latitude/Longitude 40.093900 -74.908800
Radius 0.00 - 1.00

Area Name:

Type: Radius

Reporting Detail: Aggregate

Reporting Level: Block Group

Radius Definition:

CEDAR AVE AT BRISTOL PIKE
CROYDON, PA 19021

Latitude/Longitude 40.093900 -74.908800
Radius 0.00 - 2.00

Project Information:

Site: 1

Order Number: 965235372



Business-Facts: 2 Digit SIC Summary 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 0.50 Miles, Total

SIC Code	Business Description	Total Establishment	Total Employees	Sales (in Millions)	Establishments 20+ Employees
TOT	All Industries	100	1,126	163.8	13
MAN	All Manufacturing (SIC 20-39)	11	372	38.8	5
RET	All Retailing (SIC 52-59)	22	161	28.8	1
ADM	Public Administration (SIC 90-97)	0	0	0	0
01	Agricultural Production - Crops	0	0	0	0
02	Agricultural Production - Livestock	0	0	0	0
07	Agricultural Services	1	2	.1	0
08	Forestry	0	0	0	0
09	Fishing, Hunting and Trapping	0	0	0	0
10	Metal Mining	0	0	0	0
12	Coal Mining	0	0	0	0
13	Oil and Gas Extraction	0	0	0	0
14	Mining NonMetalics, Except Fuels	0	0	0	0
15	Building Construction and General Contractors	5	36	11.5	1
16	Heavy Construction, Except SIC 15	0	0	0	0
17	Construction-Special Trade Contractors	7	28	4.7	0
20	Food and Kindred Products	1	30	5.5	1
21	Tobacco Manufacturers	0	0	0	0
22	Textile Mill Products	0	0	0	0
23	Apparel and Other Fabric Products	0	0	0	0
24	Lumber and Wood Products, Except Furniture	0	0	0	0
25	Furniture and Fixtures	0	0	0	0
26	Paper and Allied Products	0	0	0	0
27	Printing, Publishing and Allied Industries	2	7	.4	0
28	Chemicals and Allied Products	0	0	0	0
29	Petroleum Refining and Related Industries	0	0	0	0
30	Rubber and Miscellaneous Plastics Products	0	0	0	0
31	Leather and Leather Products	0	0	0	0
32	Stone, Clay, Glass and Concrete Products	0	0	0	0
33	Primary Metal Industries	0	0	0	0
34	Fabricated Metal Products	1	30	2.4	1
35	Industry and Commercial Machinery and Computers	5	286	29.3	3
36	Electrical and Electronic Equipment(Ex. Computers)	0	0	0	0
37	Transportation Equipment	1	7	.4	0
38	Measuring and Analyzing Instruments	1	12	.8	0
39	Miscellaneous Manufacturing Industries	0	0	0	0
40	Railroad Transportation	0	0	0	0
41	Local, Suburban and Interurban Transportation	0	0	0	0
42	Motor Freight Transportation and Warehouse	1	101	9.3	1



Business-Facts: 2 Digit SIC Summary 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 0.50 Miles, Total

SIC Code	Business Description	Total Establishment	Total Employees	Sales (in Millions)	Establishments 20+ Employees
43	U.S. Postal Service	0	0	0	0
44	Water Transportation	3	5	.8	0
45	Transportation by Air	0	0	0	0
46	Pipe Lines, Except Natural Gas	0	0	0	0
47	Transportation Services	0	0	0	0
48	Communication	0	0	0	0
49	Electric, Gas and Sanitary Services	0	0	0	0
50	Wholesale Trade-Durable Goods	5	76	12.4	1
51	Wholesale Trade-NonDurable Goods	0	0	0	0
52	Building Materials, Garden Supply and Mobile Homes	0	0	0	0
53	General Merchandise Stores	0	0	0	0
54	Food Stores	1	7	1.0	0
55	Automobile Dealers and Gas Service Stations	5	57	20.9	1
56	Apparel and Accessory Stores	1	13	.7	0
57	Home Furniture, Furnishings and Equipment	2	5	1.0	0
58	Eating and Drinking Places	8	61	3.0	0
59	Miscellaneous Retail	5	18	2.2	0
60	Depository Institutions	4	34	9.6	0
61	NonDepository Credit Institutions	1	15	3.4	0
62	Security and Commodity Brokers and Service	0	0	0	0
63	Insurance Carriers	0	0	0	0
64	Insurance Agents, Brokers and Service	3	37	8.7	1
65	Real Estate	2	12	1.9	0
67	Holding and Other Investment Offices	0	0	0	0
70	Hotels and Other Lodging Places	1	2	.1	0
72	Personal Services	7	10	.7	0
73	Business Services	13	164	28.7	3
75	Automobile Repair, Services and Parking	4	8	.5	0
76	Miscellaneous Repair Services	2	8	1.2	0
78	Motion Pictures	0	0	0	0
79	Amusement and Recreational Service (Ex. Movies)	0	0	0	0
80	Health Services	3	10	.7	0
81	Legal Services	0	0	0	0
82	Educational Services	1	17	1.7	0
83	Social Services	0	0	0	0
84	Museums, Art Galleries, Zoos, Etc.	0	0	0	0
86	Membership Organizations	1	10	.2	0
87	Eng, Acct, Research and Mgmt Related Services	0	0	0	0
89	Miscellaneous Services	0	0	0	0



Business-Facts: 2 Digit SIC Summary 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 0.50 Miles, Total

SIC Code	Business Description	Total Establishment	Total Employees	Sales (in Millions)	Establishments 20+ Employees
91	Exec., Leg. and Gen. Govt. (Except Finance)	0	0	0	0
92	Justice, Public Order and Safety	0	0	0	0
93	Public Finance, Taxation and Monetary Policy	0	0	0	0
94	Administration Of Human Resource Programs	0	0	0	0
95	Admin. Of Environ. Quality and Housing Programs	0	0	0	0
96	Administration Of Economic Programs	0	0	0	0
97	National Security and International Affairs	0	0	0	0
99	NonClassifiable Establishments	3	18	0	0



Business-Facts: 2 Digit SIC Summary 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 1.00 Miles, Total

SIC Code	Business Description	Total Establishment	Total Employees	Sales (In Millions)	Establishments 20+ Employees
TOT	All Industries	341	4,366	546.8	55
MAN	All Manufacturing (SIC 20-39)	35	884	74.6	14
RET	All Retailing (SIC 52-59)	75	862	111.9	9
ADM	Public Administration (SIC 90-97)	1	100	0	1
01	Agricultural Production - Crops	0	0	0	0
02	Agricultural Production - Livestock	0	0	0	0
07	Agricultural Services	4	19	.8	0
08	Forestry	0	0	0	0
09	Fishing, Hunting and Trapping	0	0	0	0
10	Metal Mining	0	0	0	0
12	Coal Mining	0	0	0	0
13	Oil and Gas Extraction	0	0	0	0
14	Mining NonMetals, Except Fuels	0	0	0	0
15	Building Construction and General Contractors	20	192	45.1	2
16	Heavy Construction, Except SIC 15	2	18	2.3	0
17	Construction-Special Trade Contractors	29	198	33.2	2
20	Food and Kindred Products	2	40	6.1	1
21	Tobacco Manufacturers	0	0	0	0
22	Textile Mill Products	2	144	8.8	2
23	Apparel and Other Fabric Products	0	0	0	0
24	Lumber and Wood Products, Except Furniture	0	0	0	0
25	Furniture and Fixtures	2	55	3.6	2
26	Paper and Allied Products	1	38	2.8	1
27	Printing, Publishing and Allied Industries	6	90	6.2	1
28	Chemicals and Allied Products	1	37	2.7	1
29	Petroleum Refining and Related Industries	0	0	0	0
30	Rubber and Miscellaneous Plastics Products	0	0	0	0
31	Leather and Leather Products	0	0	0	0
32	Stone, Clay, Glass and Concrete Products	0	0	0	0
33	Primary Metal Industries	2	32	2.2	1
34	Fabricated Metal Products	3	46	3.6	1
35	Industry and Commercial Machinery and Computers	8	351	33.8	4
36	Electrical and Electronic Equipment(Ex. Computers)	2	21	2.7	0
37	Transportation Equipment	1	7	.4	0
38	Measuring and Analyzing Instruments	2	15	1.0	0
39	Miscellaneous Manufacturing Industries	3	8	.7	0
40	Railroad Transportation	0	0	0	0
41	Local, Suburban and Interurban Transportation	0	0	0	0
42	Motor Freight Transportation and Warehouse	10	337	29.4	4



Business-Facts: 2 Digit SIC Summary 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 1.00 Miles, Total

SIC Code	Business Description	Total Establishment	Total Employees	Sales (In Millions)	Establishments 20+ Employees
43	U.S. Postal Service	0	0	0	0
44	Water Transportation	4	7	1.1	0
45	Transportation by Air	0	0	0	0
46	Pipe Lines, Except Natural Gas	0	0	0	0
47	Transportation Services	0	0	0	0
48	Communication	1	21	1.8	1
49	Electric, Gas and Sanitary Services	0	0	0	0
50	Wholesale Trade-Durable Goods	20	510	87.6	7
51	Wholesale Trade-NonDurable Goods	3	7	1.9	0
52	Building Materials, Garden Supply and Mobile Homes	7	175	22.8	2
53	General Merchandise Stores	1	3	.2	0
54	Food Stores	5	67	9.7	2
55	Automobile Dealers and Gas Service Stations	15	126	34.1	2
56	Apparel and Accessory Stores	2	16	.9	0
57	Home Furniture, Furnishings and Equipment	5	13	2.3	0
58	Eating and Drinking Places	23	189	9.6	1
59	Miscellaneous Retail	17	273	32.3	2
60	Depository Institutions	5	36	9.9	0
61	NonDepository Credit Institutions	5	60	17.4	1
62	Security and Commodity Brokers and Service	0	0	0	0
63	Insurance Carriers	0	0	0	0
64	Insurance Agents, Brokers and Service	6	68	15.9	2
65	Real Estate	5	33	5.4	0
67	Holding and Other Investment Offices	0	0	0	0
70	Hotels and Other Lodging Places	1	2	.1	0
72	Personal Services	10	115	5.1	1
73	Business Services	30	300	45.3	5
75	Automobile Repair, Services and Parking	18	58	4.2	0
76	Miscellaneous Repair Services	4	12	1.6	0
78	Motion Pictures	0	0	0	0
79	Amusement and Recreational Service (Ex. Movies)	2	10	.8	0
80	Health Services	9	79	8.6	1
81	Legal Services	1	4	.7	0
82	Educational Services	4	85	9.5	2
83	Social Services	6	92	1.9	2
84	Museums, Art Galleries, Zoos, Etc.	0	0	0	0
86	Membership Organizations	7	36	2.0	0
87	Eng. Acct, Research and Mgmt Related Services	7	130	28.1	1
89	Miscellaneous Services	3	9	.6	0



Business-Facts: 2 Digit SIC Summary 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 1.00 Miles, Total

SIC Code	Business Description	Total Establishment	Total Employees	Sales (in Millions)	Establishments 20+ Employees
91	Exec., Leg. and Gen. Govt. (Except Finance)	0	0	0	0
92	Justice, Public Order and Safety	1	100	0	1
93	Public Finance, Taxation and Monetary Policy	0	0	0	0
94	Administration Of Human Resource Programs	0	0	0	0
95	Admin. Of Environ. Quality and Housing Programs	0	0	0	0
96	Administration Of Economic Programs	0	0	0	0
97	National Security and International Affairs	0	0	0	0
99	NonClassifiable Establishments	14	82	0	0



Business-Facts: 2 Digit SIC Summary 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 2.00 Miles, Total

SIC Code	Business Description	Total Establishment	Total Employees	Sales (in Millions)	Establishments 20+ Employees
TOT	All Industries	1,696	27,179	2,992.6	291
MAN	All Manufacturing (SIC 20-39)	185	4,689	413.7	75
RET	All Retailing (SIC 52-59)	341	7,288	699.3	67
ADM	Public Administration (SIC 90-97)	20	520	0	7
01	Agricultural Production - Crops	0	0	0	0
02	Agricultural Production - Livestock	2	107	6.4	1
07	Agricultural Services	17	88	3.7	1
08	Forestry	0	0	0	0
09	Fishing, Hunting and Trapping	0	0	0	0
10	Metal Mining	0	0	0	0
12	Coal Mining	0	0	0	0
13	Oil and Gas Extraction	0	0	0	0
14	Mining NonMetallics, Except Fuels	1	7	.6	0
15	Building Construction and General Contractors	57	455	115.9	4
16	Heavy Construction, Except SIC 15	12	186	23.8	4
17	Construction-Special Trade Contractors	112	1,030	164.8	10
20	Food and Kindred Products	4	280	19.7	3
21	Tobacco Manufacturers	0	0	0	0
22	Textile Mill Products	6	333	21.5	5
23	Apparel and Other Fabric Products	6	332	44.5	5
24	Lumber and Wood Products, Except Furniture	5	195	19.8	4
25	Furniture and Fixtures	7	125	10.8	4
26	Paper and Allied Products	8	190	27.5	4
27	Printing, Publishing and Allied Industries	33	609	41.9	12
28	Chemicals and Allied Products	8	132	11.4	2
29	Petroleum Refining and Related Industries	0	0	0	0
30	Rubber and Miscellaneous Plastics Products	5	81	10.7	1
31	Leather and Leather Products	0	0	0	0
32	Stone, Clay, Glass and Concrete Products	7	63	7.0	2
33	Primary Metal Industries	7	131	13.6	4
34	Fabricated Metal Products	23	542	43.3	9
35	Industry and Commercial Machinery and Computers	33	934	82.9	13
36	Electrical and Electronic Equipment(Ex. Computers)	14	417	32.6	3
37	Transportation Equipment	4	135	11.2	2
38	Measuring and Analyzing Instruments	8	157	11.5	1
39	Miscellaneous Manufacturing Industries	7	33	3.8	1
40	Railroad Transportation	0	0	0	0
41	Local, Suburban and Interurban Transportation	8	122	5.1	3
42	Motor Freight Transportation and Warehouse	32	797	76.4	10



Business-Facts: 2 Digit SIC Summary 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 2.00 Miles, Total

SIC Code	Business Description	Total Establishment	Total Employees	Sales (in Millions)	Establishments 20+ Employees
43	U.S. Postal Service	1	128	.6	1
44	Water Transportation	5	9	1.4	0
45	Transportation by Air	0	0	0	0
46	Pipe Lines, Except Natural Gas	0	0	0	0
47	Transportation Services	14	94	19.2	0
48	Communication	12	289	28.8	7
49	Electric, Gas and Sanitary Services	1	19	1.5	0
50	Wholesale Trade-Durable Goods	99	1,600	289.4	21
51	Wholesale Trade-NonDurable Goods	22	1,503	216.2	6
52	Building Materials, Garden Supply and Mobile Homes	34	951	124.2	12
53	General Merchandise Stores	13	784	81.9	6
54	Food Stores	32	481	62.6	6
55	Automobile Dealers and Gas Service Stations	43	402	112.2	7
56	Apparel and Accessory Stores	17	2,212	111.7	5
57	Home Furniture, Furnishings and Equipment	42	348	64.7	3
58	Eating and Drinking Places	93	1,499	73.2	21
59	Miscellaneous Retail	67	611	68.8	7
60	Depository Institutions	15	126	33.7	0
61	NonDepository Credit Institutions	37	325	97.3	4
62	Security and Commodity Brokers and Service	7	161	25.1	2
63	Insurance Carriers	0	0	0	0
64	Insurance Agents, Brokers and Service	30	157	36.5	2
65	Real Estate	43	377	49.9	2
67	Holding and Other Investment Offices	1	64	11.7	1
70	Hotels and Other Lodging Places	3	308	6.5	1
72	Personal Services	57	657	24.6	4
73	Business Services	109	1,121	166.2	13
75	Automobile Repair, Services and Parking	65	236	19.0	0
76	Miscellaneous Repair Services	22	231	33.4	2
78	Motion Pictures	2	8	1.0	0
79	Amusement and Recreational Service (Ex. Movies)	24	138	11.5	1
80	Health Services	90	1,381	132.0	11
81	Legal Services	24	95	16.9	0
82	Educational Services	17	356	40.6	8
83	Social Services	30	629	35.8	11
84	Museums, Art Galleries, Zoos, Etc.	0	0	0	0
86	Membership Organizations	33	164	17.0	1
87	Eng. Acct, Research and Mgmt Related Services	61	1,074	165.8	10
89	Miscellaneous Services	7	19	1.3	0



Business-Facts: 2 Digit SIC Summary 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 2.00 Miles, Total

SIC Code	Business Description	Total Establishment	Total Employees	Sales (in Millions)	Establishments 20+ Employees
91	Exec., Leg. and Gen. Govt. (Except Finance)	12	227	0	3
92	Justice, Public Order and Safety	5	149	0	2
93	Public Finance, Taxation and Monetary Policy	0	0	0	0
94	Administration Of Human Resource Programs	1	110	0	1
95	Admin. Of Environ. Quality and Housing Programs	0	0	0	0
96	Administration Of Economic Programs	1	25	0	1
97	National Security and International Affairs	1	9	0	0
99	NonClassifiable Establishments	78	621	0	1

Prepared from Claritas Business-Facts which includes data from infoUSA.



Business-Facts: 2 Digit SIC Summary 2006

Appendix: Area Listing

Area Name:

Type: Radius Reporting Detail: Aggregate Reporting Level: Block Group

Radius Definition:

CEDAR AVE AT BRISTOL PIKE	Latitude/Longitude	40.093900	-74.908800
CROYDON, PA 19021	Radius	0.00	- 0.50

Area Name:

Type: Radius Reporting Detail: Aggregate Reporting Level: Block Group

Radius Definition:

CEDAR AVE AT BRISTOL PIKE	Latitude/Longitude	40.093900	-74.908800
CROYDON, PA 19021	Radius	0.00	- 1.00

Area Name:

Type: Radius Reporting Detail: Aggregate Reporting Level: Block Group

Radius Definition:

CEDAR AVE AT BRISTOL PIKE	Latitude/Longitude	40.093900	-74.908800
CROYDON, PA 19021	Radius	0.00	- 2.00

Project Information:

Site: 1

Order Number: 965169868



RMP Opportunity Gap - Retail Stores 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 0.50 Miles, Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Total Retail Sales Incl Eating and Drinking Places	45,729,801	38,378,976	7,350,825
Motor Vehicle and Parts Dealers-441	8,510,452	17,405,521	(8,895,069)
Automotive Dealers-4411	7,199,377	16,240,239	(9,040,862)
Other Motor Vehicle Dealers-4412	590,666	1,091,566	(500,900)
Automotive Parts/Accesss, Tire Stores-4413	720,410	73,715	646,695
Furniture and Home Furnishings Stores-442	1,132,501	836,829	295,672
Furniture Stores-4421	601,685	190,212	411,473
Home Furnishing Stores-4422	530,816	646,617	(115,801)
Electronics and Appliance Stores-443	1,018,682	487,254	531,428
Appliances, TVs, Electronics Stores-44311	776,124	478,687	297,437
Household Appliances Stores-443111	188,699	114,253	74,446
Radio, Television, Electronics Stores-443112	587,425	364,434	222,991
Computer and Software Stores-44312	199,992	8,567	191,425
Camera and Photographic Equipment Stores-44313	42,566	0	42,566
Building Material, Garden Equip Stores -444	5,150,485	7,463,221	(2,312,736)
Building Material and Supply Dealers-4441	4,694,958	7,117,269	(2,422,311)
Home Centers-44411	1,813,680	913,384	900,296
Paint and Wallpaper Stores-44412	116,363	0	116,363
Hardware Stores-44413	349,781	733,895	(384,114)
Other Building Materials Dealers-44419	2,415,135	5,469,990	(3,054,855)
Building Materials, Lumberyards-444191	823,508	1,865,327	(1,041,819)
Lawn, Garden Equipment, Supplies Stores-4442	455,526	345,952	109,574
Outdoor Power Equipment Stores-44421	73,198	129,092	(55,894)
Nursery and Garden Centers-44422	382,329	216,860	165,469
Food and Beverage Stores-445	5,828,946	802,859	5,026,087
Grocery Stores-4451	5,298,868	721,992	4,576,876
Supermarkets, Grocery (Ex Conv) Stores-44511	5,023,397	128,063	4,895,334
Convenience Stores-44512	275,471	593,929	(318,458)
Specialty Food Stores-4452	184,541	80,867	103,674
Beer, Wine and Liquor Stores-4453	345,537	0	345,537
Health and Personal Care Stores-446	2,062,983	3,561,243	(1,498,260)
Pharmancies and Drug Stores-44611	1,777,059	3,525,985	(1,748,926)
Cosmetics, Beauty Supplies, Perfume Stores-44612	71,939	0	71,939
Optical Goods Stores-44613	82,120	35,258	46,862
Other Health and Personal Care Stores-44619	131,865	0	131,865



RMP Opportunity Gap - Retail Stores 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 0.50 Miles, Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Gasoline Stations-447	4,876,578	4,833,715	42,863
Gasoline Stations With Conv Stores-44711	3,693,156	0	3,693,156
Other Gasoline Stations-44719	1,183,422	4,833,715	(3,650,293)
Clothing and Clothing Accessories Stores-448	2,058,893	482,028	1,576,865
Clothing Stores-4481	1,507,759	450,855	1,056,904
Men's Clothing Stores-44811	102,800	104,348	(1,548)
Women's Clothing Stores-44812	379,714	0	379,714
Childrens, Infants Clothing Stores-44813	79,821	0	79,821
Family Clothing Stores-44814	810,465	0	810,465
Clothing Accessories Stores-44815	33,870	346,507	(312,637)
Other Clothing Stores-44819	101,090	0	101,090
Shoe Stores-4482	275,914	0	275,914
Jewelry, Luggage, Leather Goods Stores-4483	275,220	31,173	244,047
Jewelry Stores-44831	252,882	31,173	221,709
Luggage and Leather Goods Stores-44832	22,338	0	22,338
Sporting Goods, Hobby, Book, Music Stores-451	723,656	289,473	434,183
Sporting Goods, Hobby, Musical Inst Stores-4511	506,496	281,639	224,857
Sporting Goods Stores-45111	243,773	21,528	222,245
Hobby, Toys and Games Stores-45112	169,673	207,742	(38,069)
Sew/Needlework/Piece Goods Stores-45113	41,897	0	41,897
Musical Instrument and Supplies Stores-45114	51,153	52,370	(1,217)
Book, Periodical and Music Stores-4512	217,160	7,834	209,326
Book Stores and News Dealers-45121	144,056	7,834	136,222
Book Stores-451211	133,254	7,834	125,420
News Dealers and Newsstands-451212	10,802	0	10,802
Prerecorded Tapes, CDs, Record Stores-45122	73,104	0	73,104
General Merchandise Stores-452	5,572,552	518	5,572,034
Department Stores Excl Leased Depts-4521	2,519,871	0	2,519,871
Other General Merchandise Stores-4529	3,052,681	518	3,052,163
Warehouse Clubs and Super Stores-45291	2,644,833	0	2,644,833
All Other General Merchandise Stores-45299	407,848	518	407,330
Miscellaneous Store Retailers-453	1,196,609	306,077	890,532
Florists-4531	87,083	64,322	22,761
Office Supplies, Stationery, Gift Stores-4532	476,200	67,483	408,717
Office Supplies and Stationery Stores-45321	269,058	67,483	201,575
Gift, Novelty and Souvenir Stores-45322	207,142	0	207,142
Used Merchandise Stores-4533	96,467	71,616	24,851
Other Miscellaneous Store Retailers-4539	536,859	102,656	434,203



RMP Opportunity Gap - Retail Stores 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 0.50 Miles, Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Non-Store Retailers-454	3,130,507	619,241	2,511,266
Electronic Shopping, Mail-Order Houses-4541	1,797,605	0	1,797,605
Vending Machine Operators-4542	128,394	243,510	(115,116)
Direct Selling Establishments-4543	1,204,508	375,731	828,777
Foodservice and Drinking Places-722	4,466,957	1,290,997	3,175,960
Full-Service Restaurants-7221	2,011,762	378,101	1,633,661
Limited-Service Eating Places-7222	1,881,909	674,816	1,207,093
Special Foodservices-7223	374,900	155,232	219,668
Drinking Places -Alcoholic Beverages-7224	198,385	82,849	115,536
GAFO *	10,982,484	2,163,585	8,818,899
General Merchandise Stores-452	5,572,552	518	5,572,034
Clothing and Clothing Accessories Stores-448	2,058,893	482,028	1,576,865
Furniture and Home Furnishings Stores-442	1,132,501	836,829	295,672
Electronics and Appliance Stores-443	1,018,682	487,254	531,428
Sporting Goods, Hobby, Book, Music Stores-451	723,656	289,473	434,183
Office Supplies, Stationery, Gift Stores-4532	476,200	67,483	408,717



RMP Opportunity Gap - Retail Stores 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 1.00 Miles, Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Total Retail Sales Incl Eating and Drinking Places	190,047,430	145,688,863	44,358,567
Motor Vehicle and Parts Dealers-441	36,723,820	36,570,484	153,336
Automotive Dealers-4411	31,098,623	30,269,354	829,269
Other Motor Vehicle Dealers-4412	2,546,812	3,180,945	(634,133)
Automotive Parts/Accsrs, Tire Stores-4413	3,078,384	3,120,185	(41,801)
Furniture and Home Furnishings Stores-442	4,750,239	3,341,356	1,408,883
Furniture Stores-4421	2,543,328	619,808	1,923,520
Home Furnishing Stores-4422	2,206,912	2,721,549	(514,637)
Electronics and Appliance Stores-443	4,353,018	1,504,653	2,848,365
Appliances, TVs, Electronics Stores-44311	3,295,254	1,240,674	2,054,580
Household Appliances Stores-443111	774,893	163,538	611,355
Radio, Television, Electronics Stores-443112	2,520,360	1,077,136	1,443,224
Computer and Software Stores-44312	872,996	263,979	609,017
Camera and Photographic Equipment Stores-44313	184,768	0	184,768
Building Material, Garden Equip Stores -444	20,483,038	34,480,001	(13,996,963)
Building Material and Supply Dealers-4441	18,647,713	33,435,365	(14,787,652)
Home Centers-44411	7,219,446	7,671,401	(451,955)
Paint and Wallpaper Stores-44412	462,143	90,316	371,827
Hardware Stores-44413	1,415,729	2,205,336	(789,607)
Other Building Materials Dealers-44419	9,550,395	23,468,312	(13,917,917)
Building Materials, Lumberyards-444191	3,268,041	8,002,956	(4,734,915)
Lawn, Garden Equipment, Supplies Stores-4442	1,835,324	1,044,636	790,688
Outdoor Power Equipment Stores-44421	284,827	247,426	37,401
Nursery and Garden Centers-44422	1,550,497	797,210	753,287
Food and Beverage Stores-445	23,346,681	8,556,901	14,789,780
Grocery Stores-4451	21,174,573	7,687,098	13,487,475
Supermarkets, Grocery (Ex Conv) Stores-44511	20,066,437	461,549	19,604,888
Convenience Stores-44512	1,108,136	7,225,549	(6,117,413)
Specialty Food Stores-4452	738,085	869,802	(131,717)
Beer, Wine and Liquor Stores-4453	1,434,023	0	1,434,023
Health and Personal Care Stores-446	8,006,402	6,775,282	1,231,120
Pharmacies and Drug Stores-44611	6,883,379	6,677,979	205,400
Cosmetics, Beauty Supplies, Perfume Stores-44612	275,444	0	275,444
Optical Goods Stores-44613	342,025	35,258	306,767
Other Health and Personal Care Stores-44619	505,554	62,045	443,509



RMP Opportunity Gap - Retail Stores 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 1.00 Miles, Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Gasoline Stations-447	20,384,218	7,346,908	13,037,310
Gasoline Stations With Conv Stores-44711	15,380,561	0	15,380,561
Other Gasoline Stations-44719	5,003,657	7,346,908	(2,343,251)
Clothing and Clothing Accessories Stores-448	8,947,658	1,226,666	7,720,992
Clothing Stores-4481	6,509,684	1,166,917	5,342,767
Men's Clothing Stores-44811	437,624	553,517	(115,893)
Women's Clothing Stores-44812	1,654,470	0	1,654,470
Childrens, Infants Clothing Stores-44813	344,797	114,674	230,123
Family Clothing Stores-44814	3,485,115	0	3,485,115
Clothing Accessories Stores-44815	150,337	352,071	(201,734)
Other Clothing Stores-44819	437,341	146,654	290,687
Shoe Stores-4482	1,183,508	0	1,183,508
Jewelry, Luggage, Leather Goods Stores-4483	1,254,466	59,749	1,194,717
Jewelry Stores-44831	1,155,568	59,749	1,095,819
Luggage and Leather Goods Stores-44832	98,898	0	98,898
Sporting Goods, Hobby, Book, Music Stores-451	3,183,552	670,997	2,512,555
Sporting Goods, Hobby, Musical Inst Stores-4511	2,214,542	655,982	1,558,560
Sporting Goods Stores-45111	1,082,818	181,566	901,252
Hobby, Toys and Games Stores-45112	734,897	399,455	335,442
Sew/Needlework/Piece Goods Stores-45113	172,199	0	172,199
Musical Instrument and Supplies Stores-45114	224,628	74,960	149,668
Book, Periodical and Music Stores-4512	969,009	15,015	953,994
Book Stores and News Dealers-45121	643,171	15,015	628,156
Book Stores-451211	599,217	15,015	584,202
News Dealers and Newsstands-451212	43,954	0	43,954
Prerecorded Tapes, CDs, Record Stores-45122	325,838	0	325,838
General Merchandise Stores-452	23,084,678	1,541,724	21,542,954
Department Stores Excl Leased Depts-4521	10,599,077	1,332,400	9,266,677
Other General Merchandise Stores-4529	12,485,601	209,324	12,276,277
Warehouse Clubs and Super Stores-45291	10,787,312	0	10,787,312
All Other General Merchandise Stores-45299	1,698,289	209,324	1,488,965
Miscellaneous Store Retailers-453	4,987,790	2,045,734	2,942,056
Florists-4531	357,494	147,011	210,483
Office Supplies, Stationery, Gift Stores-4532	2,000,676	1,419,254	581,422
Office Supplies and Stationery Stores-45321	1,130,861	1,088,221	42,640
Gift, Novelty and Souvenir Stores-45322	869,815	331,033	538,782
Used Merchandise Stores-4533	412,169	164,341	247,827
Other Miscellaneous Store Retailers-4539	2,217,450	315,127	1,902,323



RMP Opportunity Gap - Retail Stores 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 1.00 Miles, Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Non-Store Retailers-454	12,986,582	35,891,605	(22,905,023)
Electronic Shopping, Mail-Order Houses-4541	7,640,209	0	7,640,209
Vending Machine Operators-4542	518,449	14,097,277	(13,578,828)
Direct Selling Establishments-4543	4,827,924	21,794,329	(16,966,405)
Foodservice and Drinking Places-722	18,809,757	5,736,553	13,073,204
Full-Service Restaurants-7221	8,475,758	1,162,333	7,313,425
Limited-Service Eating Places-7222	7,917,658	2,750,166	5,167,492
Special Foodservices-7223	1,576,893	912,439	664,454
Drinking Places -Alcoholic Beverages-7224	839,448	911,615	(72,167)
GAFO *	46,319,821	9,704,650	36,615,171
General Merchandise Stores-452	23,084,678	1,541,724	21,542,954
Clothing and Clothing Accessories Stores-448	8,947,658	1,226,666	7,720,992
Furniture and Home Furnishings Stores-442	4,750,239	3,341,356	1,408,883
Electronics and Appliance Stores-443	4,353,018	1,504,653	2,848,365
Sporting Goods, Hobby, Book, Music Stores-451	3,183,552	670,997	2,512,555
Office Supplies, Stationery, Gift Stores-4532	2,000,676	1,419,254	581,422



RMP Opportunity Gap - Retail Stores 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 2.00 Miles, Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Total Retail Sales Incl Eating and Drinking Places	489,067,390	525,231,501	(36,164,111)
Motor Vehicle and Parts Dealers-441	95,172,267	69,733,661	25,438,606
Automotive Dealers-4411	80,686,695	50,094,704	30,591,991
Other Motor Vehicle Dealers-4412	6,599,152	10,079,742	(3,480,590)
Automotive Parts/Accsrs, Tire Stores-4413	7,886,420	9,559,215	(1,672,795)
Furniture and Home Furnishings Stores-442	12,145,693	19,179,060	(7,033,367)
Furniture Stores-4421	6,557,314	10,197,723	(3,640,409)
Home Furnishing Stores-4422	5,588,379	8,981,337	(3,392,958)
Electronics and Appliance Stores-443	11,201,799	6,318,013	4,883,786
Appliances, TVs, Electronics Stores-44311	8,478,764	5,582,753	2,896,011
Household Appliances Stores-443111	1,971,293	714,994	1,256,299
Radio, Television, Electronics Stores-443112	6,507,471	4,867,758	1,639,713
Computer and Software Stores-44312	2,248,355	735,260	1,513,095
Camera and Photographic Equipment Stores-44313	474,680	0	474,680
Building Material, Garden Equip Stores -444	51,166,712	84,927,859	(33,761,147)
Building Material and Supply Dealers-4441	46,542,837	82,247,324	(35,704,487)
Home Centers-44411	18,003,480	13,077,196	4,926,284
Paint and Wallpaper Stores-44412	1,166,332	3,845,994	(2,679,662)
Hardware Stores-44413	3,565,372	2,814,023	751,349
Other Building Materials Dealers-44419	23,807,652	62,510,110	(38,702,458)
Building Materials, Lumberyards-444191	8,095,271	21,316,644	(13,221,373)
Lawn, Garden Equipment, Supplies Stores-4442	4,623,876	2,680,535	1,943,341
Outdoor Power Equipment Stores-44421	703,744	1,728,218	(1,024,474)
Nursery and Garden Centers-44422	3,920,132	952,317	2,967,815
Food and Beverage Stores-445	60,545,323	25,027,232	35,518,091
Grocery Stores-4451	54,932,023	20,761,524	34,170,499
Supermarkets, Grocery (Ex Conv) Stores-44511	52,092,119	3,987,515	48,104,604
Convenience Stores-44512	2,839,904	16,774,009	(13,934,105)
Specialty Food Stores-4452	1,933,203	3,022,563	(1,089,360)
Beer, Wine and Liquor Stores-4453	3,680,098	1,243,145	2,436,953
Health and Personal Care Stores-446	20,491,869	25,391,381	(4,899,512)
Pharmancies and Drug Stores-44611	17,612,570	24,231,302	(6,618,732)
Cosmetics, Beauty Supplies, Perfume Stores-44612	704,484	5,365	699,119
Optical Goods Stores-44613	878,059	179,490	698,569
Other Health and Personal Care Stores-44619	1,296,756	975,224	321,532



RMP Opportunity Gap - Retail Stores 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 2.00 Miles, Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Gasoline Stations-447	52,208,570	36,300,605	15,907,965
Gasoline Stations With Conv Stores-44711	39,376,760	11,596,647	27,780,113
Other Gasoline Stations-44719	12,831,810	24,703,958	(11,872,148)
Clothing and Clothing Accessories Stores-448	23,459,094	6,456,067	17,003,027
Clothing Stores-4481	17,097,919	6,035,876	11,062,043
Men's Clothing Stores-44811	1,149,550	864,976	284,574
Women's Clothing Stores-44812	4,349,148	166,708	4,182,440
Childrens, Infants Clothing Stores-44813	915,480	1,904,325	(988,845)
Family Clothing Stores-44814	9,142,900	0	9,142,900
Clothing Accessories Stores-44815	391,574	500,211	(108,637)
Other Clothing Stores-44819	1,149,268	2,599,655	(1,450,387)
Shoe Stores-4482	3,129,229	0	3,129,229
Jewelry, Luggage, Leather Goods Stores-4483	3,231,946	420,191	2,811,755
Jewelry Stores-44831	2,976,801	420,191	2,556,610
Luggage and Leather Goods Stores-44832	255,145	0	255,145
Sporting Goods, Hobby, Book, Music Stores-451	8,281,615	2,110,296	6,171,319
Sportng Goods, Hobby, Musical Inst Stores-4511	5,732,165	1,591,840	4,140,325
Sporting Goods Stores-45111	2,830,974	389,980	2,440,994
Hobby, Toys and Games Stores-45112	1,880,356	1,020,345	860,011
Sew/Needlework/Piece Goods Stores-45113	437,464	105,813	331,651
Musical Instrument and Supplies Stores-45114	583,371	75,702	507,669
Book, Periodical and Music Stores-4512	2,549,450	518,456	2,030,994
Book Stores and News Dealers-45121	1,705,770	518,456	1,187,314
Book Stores-451211	1,593,837	518,245	1,075,592
News Dealers and Newsstands-451212	111,933	211	111,722
Prerecorded Tapes, CDs, Record Stores-45122	843,680	0	843,680
General Merchandise Stores-452	59,738,271	53,224,210	6,514,061
Department Stores Excl Leased Depts-4521	27,467,785	51,129,113	(23,661,328)
Other General Merchandise Stores-4529	32,270,485	2,095,096	30,175,389
Warehouse Clubs and Super Stores-45291	27,908,218	310,469	27,597,749
All Other General Merchandise Stores-45299	4,362,267	1,784,627	2,577,640
Miscellaneous Store Retailers-453	12,708,830	11,515,737	1,193,093
Florists-4531	905,112	1,010,257	(105,145)
Office Supplies, Stationery, Gift Stores-4532	5,086,634	6,640,262	(1,553,628)
Office Supplies and Stationery Stores-45321	2,873,689	4,895,663	(2,021,974)
Gift, Novelty and Souvenir Stores-45322	2,212,945	1,744,599	468,346
Used Merchandise Stores-4533	1,063,938	1,550,429	(486,491)
Other Miscellaneous Store Retailers-4539	5,653,146	2,314,789	3,338,357



RMP Opportunity Gap - Retail Stores 2006

CEDAR AVE AT BRISTOL PIKE, CROYDON, PA 19021, 0.00 - 2.00 Miles, Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Non-Store Retailers-454	33,436,859	152,994,320	(119,557,461)
Electronic Shopping, Mail-Order Houses-4541	19,693,602	33,624,067	(13,930,465)
Vending Machine Operators-4542	1,346,894	56,556,241	(55,209,347)
Direct Selling Establishments-4543	12,396,363	62,814,012	(50,417,649)
Foodservice and Drinking Places-722	48,510,488	32,053,061	16,457,427
Full-Service Restaurants-7221	21,831,003	10,050,302	11,780,701
Limited-Service Eating Places-7222	20,491,245	12,783,441	7,707,804
Special Foodservices-7223	4,077,304	4,547,605	(470,301)
Drinking Places -Alcoholic Beverages-7224	2,110,937	4,671,713	(2,560,776)
GAFO *	119,913,106	93,927,907	25,985,199
General Merchandise Stores-452	59,738,271	53,224,210	6,514,061
Clothing and Clothing Accessories Stores-448	23,459,094	6,456,067	17,003,027
Furniture and Home Furnishings Stores-442	12,145,693	19,179,060	(7,033,367)
Electronics and Appliance Stores-443	11,201,799	6,318,013	4,883,786
Sporting Goods, Hobby, Book, Music Stores-451	8,281,615	2,110,296	6,171,319
Office Supplies, Stationery, Gift Stores-4532	5,086,634	6,640,262	(1,553,628)

* GAFO (General merchandise, Apparel, Furniture and Other) represents sales at stores that sell merchandise normally sold in department stores. This category is not included in Total Retail Sales Including Eating and Drinking Places.

Claritas' RMP data is derived from two major sources of information. The demand data is derived from the Consumer Expenditure Survey (CE Survey), which is fielded by the U.S. Bureau of Labor Statistics (BLS). The supply data is derived from the Census of Retail Trade (CRT), which is made available by the U.S. Census.

The difference between demand and supply represents the opportunity gap or surplus available for each retail outlet in the specified reporting geography. When the demand is greater than (less than) the supply, there is an opportunity gap (surplus) for that retail outlet. For example, a positive value signifies an opportunity gap, while a negative value signifies a surplus.



RMP Opportunity Gap - Retail Stores 2006

Appendix: Area Listing

Area Name:

Type: Radius

Reporting Detail: Aggregate

Reporting Level: Block Group

Radius Definition:

CEDAR AVE AT BRISTOL PIKE
CROYDON, PA 19021

Latitude/Longitude 40.093900 -74.908800
Radius 0.00 - 0.50

Area Name:

Type: Radius

Reporting Detail: Aggregate

Reporting Level: Block Group

Radius Definition:

CEDAR AVE AT BRISTOL PIKE
CROYDON, PA 19021

Latitude/Longitude 40.093900 -74.908800
Radius 0.00 - 1.00

Area Name:

Type: Radius

Reporting Detail: Aggregate

Reporting Level: Block Group

Radius Definition:

CEDAR AVE AT BRISTOL PIKE
CROYDON, PA 19021

Latitude/Longitude 40.093900 -74.908800
Radius 0.00 - 2.00

Project Information:

Site: 1

Order Number: 965170298



CROYDON
TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID)
Bristol Township, Bucks County, PA

A PLAN FOR 2010 & BEYOND

D.
PREVIOUS REPORTS

D. PREVIOUS PROJECT-RELATED REPORTS

ANALYSIS PHASE REPORTS

1. Landscapes/streetscapes
2. Recreation, historic, cultural
3. Utilities and stormwater
4. Brownfields and hazardous waste sites
5. Zoning districts, uses
6. Traffic, Transportation
7. Environmental Evaluation

1. Landscapes/streetscapes –

Note: "Streetscape" generally includes signage, pedestrian pathways/walkways, pedestrian-level lighting and landscaping to provide a safe and aesthetically pleasing experience and promotes a feeling of 'place' and identity.

U.S. ROUTE 13 REVITALIZATION PLAN

- Through Bristol Township – from Bensalem Road to Newportville Road; Route 13's area serving Croydon exhibits a grouping of historic buildings on the north side of the highway and the Croydon Train Station on the south side.
- Corridor aesthetics, including Croydon are unattractive, with a wide range of land uses and site conditions, including billboards, and there is little to identify the various communities through which the highway passes, therefore there is little sense of community or identity.
- Pedestrians are not encouraged by existing conditions to walk, stroll or otherwise not use vehicles.
- Currently, new businesses and existing businesses are not encouraged to invest or re-invest in the properties given the current streetscape.
- For mobility choices, pedestrian facilities along the corridor need improvement, and there are limited on and off-road bicycle facilities. The functionality and aesthetics of the Croydon Station are poor. Available parking at the Croydon station was limited and deemed unsafe. Bus routes along the Route 13 Corridor lack sufficient passenger amenities.

- Many alternatives to address the deficiencies, as noted, were evaluated for safety, feasibility, and effectiveness with sensitivity to adjacent land uses: Traffic calming to manage speed of traffic, enforcement of existing regulations, education, streetscapes amenities to improve aesthetics, and enhanced mobility choices – pedestrian, biking, bus and transit. Included were intersection geometry improvements.
- Several Land use Improvement alternatives were presented: make blocks smaller, turn streets into outdoor rooms, locate buildings at the sidewalk, narrow vehicle lanes, urbanize intersections for crossing safety, wider sidewalks, off-street and rear parking, visually interesting building designs and facades, parks and open spaces, and “beautify the landscape as ugly is bad for business.”
- Land Use and Beautification recommendations, included, as applicable to Croydon: general visual quality, gateway signage, transit facilities, landscaping and screening, redevelopment sites and future land uses, and points of interest.
- Land Use and Beautification recommendations, included, as applicable to Croydon: general visual quality, gateway signage, transit facilities, landscaping and screening, redevelopment sites and future land uses, and points of interest.
- **Specific recommendations** for the TRID Study area include:
 - Bristol Township Gateway; with welcome sign, lighting, and signage
 - Pedestrian-oriented lights
 - Street trees
 - Wider sidewalks
 - On-street parking
 - Improved building facades
 - Redevelop aging shopping center(s)
 - Croydon Station – new station house, new parking spaces, reconfigured parking
 - New entrance signage for residential neighborhoods

The Croydon Train Station area has the potential to be a prime example of a transit-oriented development area. Now, it is simply a transit-adjacent situation, where all the right coordinating uses exist, but they are difficult or unsafe to access as a pedestrian or they are dilapidated.

- For short, and long-term Land Use Improvements, the Plan listed the following recommendations, as applicable to Bristol Township and the Croydon area, regarding landscapes/streetscapes to complement the SEPTA Croydon Station Improvements:

Short term –

- Create signage regulations to prohibit free-standing sign in pedestrian-oriented centers
- Create zoning regulations to prohibit auto-oriented uses in pedestrian-oriented centers
- Create building design guidelines for pedestrian-oriented centers
- Establish façade improvement program for pedestrian-oriented centers

Additional recommendations from the Plan, and Municipal Officials:

Specific landscapes/streetscapes amenities/improvements, as set forth in Chapter 8, Implementation of the U.S. Route 13 Corridor Plan along Route 13, as they relate to the Croydon Business District to compliment and enhance the SEPTA Croydon Station improvements:

- New Sidewalks – Newportville Road to Neshaminy Road (Pedestrian Zone approximately 1,500 feet with 10-foot wide sidewalk on both sides
3,350 SY @ \$65.00/SY = \$217,750
 - New Curbs – Newportville Road to Neshaminy Road (Pedestrian Zone approximately 1,500 feet
3,000 LF @ \$30.00/LF = \$ 90,000
 - Associated Design costs @ 15% of estimated project funds
= \$150,000
 - Street Trees – Newportville Road to Neshaminy Road
474 units @ \$500.00/unit = \$237,000
 - Pedestrian-scale Lights – Newportville Road to Neshaminy Road (lights to be placed 60 feet on center for approximately 1,500 feet on both sides)
50 units @ \$6,001/unit = \$300,050
 - Street Benches – Newportville Road to Neshaminy Road (2 units per intersection)
4 units @ \$800.00/unit = \$ 3,200
 - Trash Receptacles – Newportville Road to Neshaminy Road (2 units per Intersection)
4 units @ \$500.00/unit = \$ 2,000
- Total estimated = \$1,000,000**

It is noted that these above improvements and amenities are consistent with the adopted US Route 13 Corridor Study's figure 7.6, entitled Detailed Development concept for the Croydon Station Area (Bristol Township) and will be accomplished in accordance therewith.

BUCKS COUNTY WATERFRONT REVITALIZATION PLAN

- The **general recommended themes** of the Plan, related to landscapes and streetscapes, are to:
 - Reinforce a sense of place and Identity
 - The **General development principles** of the Plan are to:
 - Enhance and redevelop primary gateways along U.S. Route 1 Create a uniform wayfinding system throughout the study area, especially along key waterfront and downtown access corridors
 - Enhance pedestrian access to transit stations, extend the street grid into development and redevelopment sites
 - Promote transit-oriented development within a half-mile radius of transit stations
 - Promote development on primary streets that brings the front of buildings to the edge of the pedestrian zone

- **Specific themes** of the Plan that are applicable and relevant are:
 - Gateway Identification to mark access to the riverfront and recreation
 - Cedar Lane should be marked with special signage
 - Consider Route 13 as an “address street”, although its primary role is regional mobility, with considerations for pedestrians and center of retail, commercial and residential activity with safety and aesthetical enhancements
 - Consider TOD at SEPTA station areas, while serving as gateways for access to the Delaware River and study area communities
 - Reinforce the Sense of Place and Identity and Improve the visual appearances along the corridors and at the municipal gateways

- In terms of **Primary Opportunity Areas**

These are areas of the Waterfront Plan that embody the need to connect people to the water while creating lasting economic benefits. The Croydon Study area is enclosed within the Bensalem Township Opportunity Area, as shown in an exhibit and recommends the following:

- A future TOD area for the SEPTA Croydon Station area
- Bicycle ways along Route 13, thence from the Croydon Station area down Cedar Lane to State and River Roads, and along State and River Roads.

2. Recreation, Historic, and Cultural –

A. **Recreational amenities:**

Open Space, Parks and Recreation –

Neshaminy State Park – The proposed project area is located approximately one-quarter mile northeast of Neshaminy State Park. This State Park consists of

approximately 330 acres of wooded land, wetland, and riverine habitat. There are four (4) miles of walking trails, a swimming pool, and a 235 slip marina all associated with the park. The park is mostly located on the western side of the Neshaminy Creek in Bensalem Township, but the marina portion of the park is within the Township of Bristol. The proposed project will not negatively affect any open spaces, park, or recreational areas on or near the subject site.

Additionally the Township has zoned (PM – Park Municipal), for use as recreation or open space, a number of smaller parcels in the vicinity of the project area. They are located at:

- Woodland and Maine Avenues
- Between Dolores and Route 13, on the north side of Route 13
- Church Road and State Road

The **US Route 13 Corridor Study/Plan** recommends several land use improvement alternatives: make blocks smaller, turn streets into outdoor rooms, locate buildings at the sidewalk, narrow vehicle lanes, urbanize intersections for crossing safety, wider sidewalks, off-street and rear parking, visually interesting building designs and facades, **parks and open spaces**, and “beautify the landscape as ugly is bad for business.”

Note, the SEPTA Croydon Station Plans and the Route 13 Corridor Plan are envisioned to contain public open spaces factored in with streetscape improvements.

Overlook Park — Overlook Park has over 16 acres of creek side habitat on the Neshaminy Creek. It has parking and picnic areas with access to the water for fishing. On US Route 13 at Cedar Avenue and on the Neshaminy Creek Bridge, there should be signage directing people to this resource.

The Delaware River Heritage Trail proposed alignment follows River Road to Pond Road into Bristol Borough and then along the Delaware Canal from Bristol Borough all the way to Easton, PA. Wayfinding signage and pedestrian connections to the trail from US Route 13 should be emphasized at Cedar Avenue, Beaver Road, Edgely Road, Haines Road, Green Lane, and New Rodgers Road (PA 413).

The **Bucks County Waterfront Study/Plan** recommends that the River’s edge be enlivened by:

- Increasing and improving public access
- Creating a uniform wayfinding system throughout the study area, especially along key waterfront and downtown access corridors
- Providing gateway identification to mark access to the riverfront and recreation areas
- Marking Cedar Lane with special signage
- Considering TOD at SEPTA station areas, while serving as gateways for access to the Delaware River and study area communities.

- In terms of Primary Opportunity Areas, provide:
- A future greenway on the southerly side of Neshaminy Creek
- A future area for open space restoration on the northerly side of Neshaminy Creek
- An improved Cedar Lane to serve as a primary connection route from the Croydon station area down to River road and Neshaminy State Park
- Bicycle ways along Route 13, thence from the Croydon Station area down Cedar Lane to State and River Roads, with consideration of the residential uses along Cedar Avenue

East Coast Greenway Project and the Delaware River Heritage Trail

In regards to linkages to existing and proposed trails, the Waterfront Study recognized the Importance of the East Coast Greenway Project and the local portion also known as the Delaware River Heritage trail, which ultimately will run through the Township and Croydon area in proximity to the Delaware River and connecting to points north and south. Currently the actual alignment has not been settled upon but it is envisioned that it will also connect directly or indirectly with Neshaminy State Park and the portion of Croydon and Bristol Township near River Road and/or State Road. The trail and sub-trails and connections will also serve to link potential waterfront interests.

For Bristol Township and the area around Croydon, the Waterfront Study/Plan shows:

Rohm & Haas Woods

This site is included in the Natural Area Inventory of Bucks County, Pennsylvania, 1999. This wooded tract is approximately 50 to 60 acres, and contains most of the 1-log Run Creek Watershed. It consists of coastal plain forest with boggy, forested wetlands along the creek.

Bristol Marsh

This site contains a high quality freshwater tidal marsh. The marsh is protected (owned or under easement) by The Nature Conservancy. Two observation platforms along the upper edge of the marsh provide an opportunity to view the area.

Silver Lake Park

Silver Lake Park is a 460-acre coastal plain forest that contains a nature center, playgrounds, picnicking areas, hiking trails, fishing, ice skating, and other amenities. The Nature Center allows users to enjoy nature and learn about the environment around them. Approximately 27,000 people visit the Nature Center each year, and it is estimated that 90-100,000 people use the trails and other amenities at the park.

B. Historic, cultural:

Croydon is part of Bristol Township which is the largest municipality in Bucks County. Bristol Township has been used as a crossroads from before the time of the European settlers. The Lenni Lenape Indians used the area because of its close proximity to the Delaware River. In 1692, the area was named Buckingham Township but was changed in 1702 to Bristol. The area was known as an industrial center until the 1720s when a spring was discovered making the area a resort for wealthy Philadelphians named Bath. During the American Revolution Route 13 was known as the King's Highway and was a major travel route for British, Patriots, and famous people.

Before the Civil War the spring at Bath was lost because of the popularity of a spring in Saratoga, New York. In 1831, the Delaware Canal was constructed through Bristol carrying steel, iron, coal, goods, and people from Easton to Bristol.

After the World War II industry and troops moved back into the Bristol area creating an economic boom. As Bristol Township enters its third century redevelopment, attraction of new industry, and a rebuilding of the infrastructure are on the agenda for the future.

Historical Sites in the Area and Township

Bristol Township contains several National Historical Sites and State Historical Sites. Some of these sites include: the Delaware River Canal, Landreth's Seed Farm, Sunbury Farm, and Bolton Mansion.

The Bucks County Waterfront Study/Plan:

The resources in Bristol Township in this Study set forth:

White Hall of Bristol College-701-721 Shadyside Avenue

White Hall of Bristol College is located in Croydon. The hall was constructed in 1834-1835 by master architect Alexander Jackson Davis as instruction rooms and dormitories for Bristol College. White Hall is reminiscent of the high style homes built along the Delaware riverfront, and is the only remaining structure of Bristol College. During the Civil War, the hall was used as a hospital for wounded soldiers, and following the war, acted as the only publicly funded orphanage in Pennsylvania to house the children of African American soldiers killed in the war.

Burlington Bristol Bridge

Constructed 1930-1931. The vertical lift span was considered a modern design when it was built. When the lift span is lifted, it provides a clearance of 138.0 feet, high enough for the tallest vessels of the time to pass. The lifting mechanism is propelled by two 80-horsepower electric motors, hoisting the 540.0-foot-long main span — the longest of its type when it was built. The bridge, which carries one lane of traffic in each direction on a 24.0-foot-wide roadway, was to be part of

a "belt line" highway proposed by the Regional Planning Federation (the forerunner to the Delaware Valley Regional Planning Commission).

Green Lane Railroad Viaduct

The railroad viaduct is located in Bristol Township, and spans Green Lane between Route 13, stopping at Wilson Road. The resource consists of a concrete railroad viaduct and dates from 1931. Since the Pennsylvania Railroad between New York City and Philadelphia was determined to be a significant resource, the viaduct is a contributing resource along the rail line.

Shadyside-6934 North Radcliffe Street

Shadyside is located at 6934 North Radcliffe Street on the Delaware riverfront in Bristol Township. The original building was constructed ca. 1780 and enlarged ca. 1885 in an Italian Villa style. The property is a historically significant property for its association with wealthy merchant Nathan B. Hellings. Hellings established a fruit preservation business on the estate that had superior capabilities for its time. The estate remains in excellent condition and is architecturally significant.

For Natural Area Inventory Priority Sites in the Bucks County Waterfront Corridor, the following are named as part of the Bucks County Waterfront Study/Plan:

- Neshaminy State Park
- Neshaminy Creek tidal marsh (above State Road)
- Neshaminy Creek tidal marsh (below the railroad)
- Croydon — woods at River Road and Cedar Lane

Notation: while most of the cultural, historic and natural resources are not immediately within the Croydon TRID Study area, they nevertheless are significant and deserve mention as possible features, attractions, and destinations to and from the Croydon Station and neighborhood either directly or by linkages.

3. UTILITIES AND STORMWATER –

A. Electricity, natural gas, telephone and Cable service –

PECO provides both electric and natural gas service in the TRID Study Area, Verizon and Comcast provide telephone services, i.e. Infrastructure, and other companies offer discounted rates using the Verizon system. Cable service is provided by Comcast, Inc. Generally speaking provision of these services is not subject usually or generally to capacity concerns as is sanitary sewer, and therefore is considered as readily available for redevelopment and revitalization purposes.

According to the Plans of the SEPTA Croydon Station Improvements as provided by SEPTA, the necessary utilities, such as natural gas, electricity, sanitary sewer and

stormwater lines exist in the Croydon Station area on both sides of Route 13 and unless there are capacity issues, available for revitalization and redevelopment.

B. Water and Wastewater Services –

The **Bucks County Waterfront Study/Plan** of 2004 indicates and based on earlier data, that the study area draws its water from eight systems. Of the systems with demand and capacity data, it appears that Bristol Borough may have a need for additional water capacity.

(The US Route 13 Corridor Study/Plan does not evaluate utilities.)

1. Water:

According to the Aqua Pennsylvania water company, under its 2007 capital program, the company is investing funds to replace the aging and undersize water main in Bristol Township along Maple Avenue, Bath Road and Miller Avenue, not directly affecting the TRID study area.

Aqua Pennsylvania provides potable water to the Township businesses and residents except for the Keystone Industrial Park, Fergusonville and Newportville areas where the water department purchases water from AQUA Pennsylvania.

2. Sanitary Sewer Issues:

The Bristol Township Water and Sewer Department serves Bristol Township and portions of Middletown Township and the Township is currently addressing steps to relieve and minimize “I” & “I” concerns having effect on sanitary sewer treatment capacity at the Township’s treatment plant facility. The Water and Sewer Department system has approximately 60 miles of collection lines, and 18 pumping stations. Additionally, the Sewer Department provides for sanitary sewage collection and treatment for/to most of the non-Levittown sections of the Township.

Bristol Township officials are reviewing a development proposal for a hotel, banquet hall and restaurants along Route 413. The township is hesitant to allow development due to severe problems with the sewer system. Bristol Township is currently under a total sewerage moratorium from the Bucks County Water and Sewer Authority that forbids new sewer connections in neighborhoods that feed into Bucks County pipelines. However, the Township is taking steps to obtain funding to study the inflow and infiltration and make corrective measures to regain sewer service capacity for development and redevelopment.

Additionally, The Township, via the Sewer Department, prohibits by Ordinance, discharges from stormwater, surface water, spring water,

ground water, roof run-off, sub-surface drainage, cellar drainage or roof leader connection into the sanitary sewer system.

3. Stormwater:

a) The Township's Stormwater Management Ordinance states a purpose of promoting the public health, safety and welfare within the Neshaminy Creek Watershed portion of Bristol Township by minimizing damages by provisions designed to:

- Manage stormwater runoff created by development activities, taking into account the cumulative basin-wide stormwater impacts from peak runoff rates and runoff volume
- Maintain and/or improve existing water quality of streams, watercourses and impoundments by preventing the additional loading of various stormwater runoff pollutants into the stream system and enhancing base flow as much as possible
- Maximize potential groundwater recharge throughout the watershed in an attempt to maintain the existing hydrologic regime
- Preserve existing natural drainageways and water courses
- Provide for proper maintenance of all stormwater management facilities
- Best management practices (BMP) shall be utilized in storm water management design and other criterion set forth in Chapter 173, Articles I through VI.

b) Storm water facilities exist as shown on the SEPTA Croydon Station Improvements plans as prepared for and provided by SEPTA. Generally speaking the entire area currently is hard surfaced with small pockets of landscaped areas. Given the proposed landscape and streetscapes improvements as recommended in the two base studies and the SEPTA plans, there could be a loss of impervious surfaces which would quite possibly decrease storm water runoff.

c) Recent flooding in the Croydon section of Bristol Township from the "nor-easter" of April, 2007 did not affect the subject TRID or TOD study area or possible future improvements. Nevertheless, stormwater runoff and discharge will need to be further evaluated and it is understood that the Township and SEPTA are evaluating that as part of the Station area improvements particularly in the vicinity of Cedar Avenue, which is the current low point for gravity storm water collection and discharge. This information is not yet available.

d) Floodplain information has been obtained from the base studies and from FEMA, as exhibited on the applicable panel. Additionally, freshwater wetlands have also been identified and

mapped as part of the two base studies and this project. Ultimately, future revitalization and land development will have to subscribe and respond to the Township’s Storm Water Management ordinance, and applicable State and Federal regulations.

4. BROWNFIELDS AND HAZARDOUS WASTE SITES –

A. Brownfields:

1. SOURCE ONE:

Google Earth and sites listed as Brownfields for Bristol, PA show eight (8) sites located near and outside of the TRID Study area along U.S. Route 13 in Croydon and in proximity to the SEPTA rail station and proposed TOD area. PA Tax Parcel maps would pin point the exact locations, however the parcel #s are as follows:

<u>parcel #</u>	<u>owner</u>	<u>site location</u>	<u>property use</u>
05-053-052	Rohm & Haas	State Road	13.67 Industrial
05-57-002	Rohm & Haas	Seventh Ave	0.135 Conventional
05-058-003	Rohm & Haas	State Road	3.22 Industrial
05-012-076	Robert Sabatini	PA & Linton Ave, Croydon	2.07 acre repair
<i>05-052-096</i>	<i>PECO</i>	<i>Cedar and River Roads</i>	<i>2.59 Commercial</i>
<i>05-001-486</i>	<i>Bucks County</i>	<i>921 Cedar Avenue</i>	<i>5.8 160,000 sq. ft.</i>
<i>05-011-535</i>	<i>Bucks County</i>	<i>900 Miller Ave</i>	<i><1 5200 sq. ft. ll</i>
<i>05-011-543</i>	<i>Bucks County</i>	<i>940 Miller Ave</i>	<i><1 3850 sq. ft. lite Ind.</i>

The four (4) sites shown italicized above are outside of the TOD area along Bristol Pike but are in the larger study area to the south and east towards the Delaware River.

2. SOURCE TWO:

A Brownfields Summary Report, as prepared by and for The Bucks County Redevelopment Authority for all of Bucks County, PA, is complete with sites listed as: 1) confirmed Brownfields sites, 2) Landfill/Dump Sites, 3) Leaking Underground Storage Tank (“LUST”) Sites, and 4) Retail Fuel Service Station Leaking Underground Storage Tank Sites. Evaluation results are as follows:

- Twenty-three (23) sites are listed as Confirmed Brownfields Sites in Bristol Township. **None** of these sites are in or in proximity to the TRID study area or proposed TOD area along U.S. Route 13 that could be expected to be disturbed or pose a threat to revitalization in the area along Route 13.
- In the final report and summary, there were three (3) sites mapped and **none** are within the TRID area of Croydon section, home to the TRID study and proposed TOD area revitalization endeavors.

- Also In the final Report and summary, there were eight (8) listed Landfill/Dump Brownfield sites In the County, none were In Bristol Township or Croydon.
- In the Final Report and summary, there are 825 County-wide, LUST sites identified. Fifty-seven (57) LUST sites were listed for Bristol and Croydon. Their conditions were listed as Inactive, suspected, clean-up accomplished, or monitoring In progress. The information is sensitized to a street address and PA DEP Facility ID number, and other than street addresses, there is no way to distinguish between Bristol Township and Bristol Borough. Croydon is a separate listing for "city". The range of sites included gas stations to industrial sites and land uses. The following sites came up on the PA DEP inventory that are **NOT** In the immediate area of Route 13 and the SEPTA station but generally along River Road and between River Road and State Road except for one (1) site to the north of the TRID/TOD area on Bristol Pike:
 - 503 State Road near Third Avenue
 - 900 Miller Avenue at State Road
 - 2045 Bristol Pike, Sam's auto repair, northerly of the Croydon Station area TRID,TOD location
 - 1000 Washington, between State and River Roads
 - 100 River Road, near Fourth Avenue
 - 940 River Road, northeast of Cedar Avenue, and out of the preliminary TRID area
- Lastly, the Final Report and summary lists leaking underground storage sites directly affiliated with retail fuel stations within the County. There are a total of 236 such sites county-wide. Not all are currently leaking, some are being monitored and some of the leaking tanks have been replaced or repaired.

There are only two (2) such sites In the vicinity of U.S. Route 13, and none in the TRID and TOD study area(s) in proximity to the subject study area and the SEPTA Croydon station area.

3. SOURCE THREE:

The Bucks County Waterfront Plan and Study, prepared by the BCRDA was utilized as a basis for this TRID study. This study goes to great lengths to describe funding strategies and tools for Brownfields cleanup and reuse, and identified hazardous waste sites In the Waterfront Plan area.

B. Hazardous waste locations:

1. Are generally defined as automobile service/gasoline stations, waste processing/hauling/treatment sites, national priority list ("NPL") sites and solid waste landfill sites. There were also 116 sites that could not be specifically categorized and are therefore listed as miscellaneous. Examples of

miscellaneous sites include: dry cleaners, paint stores, refinishers, printing companies, and the like.

2. The BCRDA also retained an expert in Brownfields to make a formal presentation to the Bucks County Steering Committee on the topic, major re-development hurdles, voluntary programs, and sample successes elsewhere.

3. Additionally, the Plan and preparatory memorandum reports state that:

- The landscape is spotted with industrial and commercial sites surrounding Bristol, Croydon, and Cornwells Heights, where industrial waste pits are located. Three (3) sewage disposal sites and a network of AMTRAK and Conrail rail lines (which may themselves be contaminated) also traverse the waterfront corridor.
- There are 337 Hazardous Materials sites in the Waterfront Study area and corridor.
- Of these 337 sites, there appear to be roughly thirty (30) in Bristol Township and in particular, the Croydon area of Bristol Township, as follows:

○ Croydon TCE –	River Road
○ Rohm & Haas Co. Landfill –	River Road
○ Aydin Electro. Fab. –	960 River Road
○ Chemical Leaman Tank Lines –	1700 River Road
○ Penn Jersey Industrial Waste –	921 Washington Avenue
○ L-3 Communications Electro Fab –	960 River Road
○ 7-ELEVEN –	117 Neshaminy Road
○ AA Cooling System Spec. Inc. –	432 Second Avenue
○ ACME Markets –	901 Bristol Pike
○ Advanced Finishers Inc. –	940 Miller Avenue
○ ALPHA Waste Oil –	604 Sycamore Avenue
○ Brenner Tool and Die Co. –	921 Cedar Avenue
○ Bristol Flare Corp. –	2955 State Road
○ CMS Gilbreth Packaging Systems Inc. –	3001 State Road
○ Mary Devine Elementary School –	1800 Keystone Street
○ Exelon Croydon Gen. Station –	955 River Road
○ Forest, E. & Sons Inc. –	3111 State Road
○ Frankford Cleaners –	312 Bristol Pike
○ Gary's Auto Body Service –	1000 Rte. 13 & 5 th Avenue
○ George S. Coyne Chemical Co. Inc. –	3015 State Road
○ J Mar Metal Fabricating –	1025 Washington Ave.
○ Liquid Transporters Inc. –	2910 River Road
○ Nekoosa Packaging –	State Road
○ North City Bus Armature Inc. –	970 River Road
○ Pyramid Graphics –	1021 Washington Avenue
○ Sherwoods Stripp & RFIN –	1929 Bristol Pike
○ THREE SEASONS MARINA –	100 River Road
○ Unifirst Corp. –	940 River Road
○ Zober Inds. Inc. –	500 Coventry Avenue
○ Packaging Corp of America –	2707 State Road

SUMMARY AND CONCLUSIONS:

The **majority** of these Brownfields Sites, and Hazardous Materials Sites - as Inventoried by outside agencies, the PADEP, and the Bucks County Redevelopment Authority, **are outside** of the basic TRID and proposed TOD area along U.S. Route 13 (Bristol Pike) which is the subject of this TRID study for revitalization tied to the SEPTA Croydon Station improvements. In some instances the same sites are listed by each source.

Nevertheless, their presence is noted, most being along State and River Roads, as expected and anticipated in these light to heavy industrial land use areas. They also exist in the extended TRID study area that reaches to the Delaware River, along Cedar Avenue, and both State and River Roads as identified by addresses.

Should future redevelopment and revitalization occur that could disturb a hazardous materials site in the TRID and TOD area in particular, site characterization and/or remediation would be involved at that time, particularly for auto-related uses, dry cleaners, printers, and other existing or historic land uses that use(d) chemicals in the process of conducting business and which may have resulted in contamination of the site as listed herein and in the base documents used as sources for this evaluation.

5. ZONING EVALUATION –

The current zoning of the subject area in and around the SEPTA Croydon Station area, TOD and associated areas are as following:

Residential – R-2

Uses by right: single-family detached, place of worship, school, library/museum, community center, hospital, municipal services, parks/recreation facilities, agriculture, nursery, forestry, terminal, accessory professional offices, accessory personal services, accessory home crafts, accessory trades, residential accessory building, structure or use, school bus shelter, marina

Special exception uses: life care facility, trade or commercial school, private club, day care center, nursing home cemetery, utilities, accessory family day care, accessory group child day care center, accessory adult day care, dormitory

Conditional uses: residential conversions, age qualified residential community, accessory instructional services, accessory apartment

Residential – R-3

Uses by right: same as above (R-2) but excluding marina, but adding multiple-family dwelling

Special exception uses: same as above (R-2)

Conditional uses: same as above (R-2)

Commercial – C

Uses by right: school, trade or commercial school, private club, day care center, hospital, public park/recreation facilities, office, medical office, retail shop, large retail store, financial establishment, sit down restaurant, fast food restaurant, repair shop, funeral home/mortuary, motel, hotel, inn; tavern, veterinary office or clinic, marina, nursery, forestry, contracting, dormitory, nonresidential accessory building or display, accessory outside storage and display, aeriels, masts, radio and television towers

Special exception uses: life care facility, community center, indoor entertainment/athletic facility, outdoor entertainment, automotive sales-new, truck sales, dwelling in combination, utilities, temporary structures or use, temporary community event

Conditional uses: nursing home, service station, car wash, parking lot or garage, commercial kennel, pawn shop/check cashing establishment, emergency services, terminal

Heavy Manufacturing – M-2

Uses by right: public parks/recreation facilities, athletic facility, automotive sales – used, automotive repair, marina forestry, manufacturing, research and development, wholesale business, wholesale storage and warehousing, mlni-warehousing, printing, contracting truck terminal, storage, accessory nonresidential building or structure, aeriels, masts, radio and television towers

Special exception uses: wireless communications facility, fuel storage and distribution

Conditional uses: target range, junk yard, accessory outside storage and display, heliport

Park Municipal - PM

Uses by right: Public parks and public recreational facilities, open spaces

Special exception uses: none

Conditional uses: none

The TC zoning district is not in the subject area, but of significance:

Town Center (overlay) - TC

Applicability: to the **C** Commercial, **CN** Neighborhood Commercial, **P-O** Professional Office Commercial, **M-1** Light Manufacturing, **R-1** Residence, **R-2** Residence, and the **R-3** Residence districts *in the Route 413 corridor area*.

Uses by right: public parks/public recreation facilities

Conditional uses: college/university, library or museum, day care center, office, medical office, office park, retail shop, large retail store, financial establishment, sit down restaurant, motel, hotel, inn; Indoor entertainment, outdoor entertainment, conference/convention center, emergency serviced, nonresidential accessory building or structure, aerials, masts, radio and television towers

Prohibited uses: fast food restaurant athletic fields, service station, car wash, automotive sales – new, automotive sales – used, automotive repair, truck sales, nursery, commercial kennel, dwelling in combination, pawn shop/check cashing establishment, utilities, wireless communications facilities, mini-warehouse, contracting, truck terminal, storage, fuel storage and distribution, accessory outside storage and display

6. TRANSPORTATION AND TRAFFIC

Following are points from the review of the two basic studies serving as the technical platform for this project. The first group of points lists recommendations outlined in the reports corresponding to an area within approximately ¼ mile of the SEPTA Croydon Station.

The second set of points lists information identified in the reports that would be useful and an attempt should be made to obtain it.

The third set of points is a list of discussion items generated from the review of the Croydon Station Improvement Plan.

A. Recommendations and Observations from Studies

- Add textured median to U.S. Route 13.
- Railroad tracks should be identified with signage.
- Multi-use path on track side of U.S. Route 13.
- Landscaping on residential side of U.S. Route 13.
- Provide streetscape elements south of Newportville Road such as trees, pedestrian lighting, benches, bicycle racks, trash receptacles, and community oriented banners.
- Provide gateway landscaping at Neshaminy Creek Bridge.
- Renovate building facades emphasizing historic architecture of buildings and revise business signing to improve perception of the retail area.
- Provide on-street parking and corner bump-outs south of Newportville Road.

- Observation — Used Car lot on northeast corner of Newportville Road not appropriate for prominent corner in transit oriented development. Corner needs retail anchor.
- Improve visibility and aesthetics of Croydon Station. (should be addressed in Septa's station improvements)
- Provide gateway signing for Bristol Township as well as neighborhood within township.
- Provide pedestrian accommodations at Newportville Road (crosswalks, pedestrian signals, handicap ramps, push buttons, advance warning signs, and timing modifications).
- Provide pedestrian accommodations at Cedar Walnut (crosswalks, pedestrian signals, handicap ramps, push buttons, advance warning signs, and timing modifications).
- Widen westbound approach of Cedar Avenue and re-stripe for dedicated left and right turn lanes and revise intersection timing.
- Improve accommodations at Croydon Station (addressed in Septa's station improvements but does not incorporate leaseable space within station).
- Selective clearing at Neshaminy Creek Bridge to improve views and emphasize Bristol Township's natural resources.
- Observation — SEPTA bus Route 128 and SEPTA rail R7 line serves the Croydon Station.

B. Available Information Cited in Studies

- Manual turning movement counts at signalized intersection counts within the project area.
- Automatic Traffic Recorder Counts within project area.
- Crash data collected from PENNDOT database and local police.
- Inventory of existing roadway features and field observations
- As-built Plans
- Existing signal timings

C. Croydon Station Improvements Plan (60% - 2007/08)

- The parking areas along U.S. Route 13 are within the R.O.W.
- Need depressed curb at Cedar Avenue mid-block pedestrian crossings. Would also suggest advance pedestrian warning signs.
- Need stop-bars and regulatory signs at lot exits.
- Need signing within the parking area ("Do Not Enter" and "One Way") to implement proposed circulation in west lot.
- Are two entrances south of Newportville Road necessary?

- Signal operation at Newportville Road with proposed station improvements might benefit from EB/WB split phasing with vehicle actuation.
- The “Croydon Station Improvement Plan” differs from the “U.S. Route 13 Revitalization Plan” station Improvements In the following ways:
 - No climate controlled waiting area with leaseable retail on the west side.
 - Parking spaces south of Newportville Road are in “off-street” lots vs. on-street back in spaces.
 - Bus turn-around located within off-street parking lot.
 - Station layout lacking “aesthetically treatments” to separate pedestrian areas from parking areas.

Note: this section was prepared in 2007/08, and does not reflect the current 100% Plans that are about to go to construction.

7. Environmental Evaluation

A. INTRODUCTION

Bristol Township (“Applicant”) is proposing to revitalize the area known as Croydon. The proposed project calls for vast improvement of the SEPTA Croydon Station and areas ½ mile around the station. The location of the proposed project is located south of Neshaminy Road, west of Emily Avenue, east of Neshaminy Creek, and north of State Road (refer to Figure 1 - United States Geological Survey 7.5 Minute Topographic “Beverly” Quadrangle.)

From the results of this analysis, we have determined that the project will not have a significant impact upon the subject property, surrounding properties, the surrounding environment or that of the Township of Bristol’s current resources.

B. PROJECT DESCRIPTION

The proposed project is a rehabilitation of the Croydon Area of Bristol Township. The project will focus on the SEPTA Croydon Station and areas within of ½ mile of the station In the Township of Bristol. Rehabilitation projects will include traffic studies, recreation projects, trails linking facilities, and the rehabilitation of other Infrastructure In the Croydon Area.

C. LOCATION

The Croydon area is located in the southwest corner of Bristol Township. The Neshaminy Creek separates Bristol Township from Bensalem Township. The

Croydon area is located south of Interstate 95, east of the Neshaminy Creek, north of the Delaware River, and west of the Pennsylvania Turnpike.

D. SITE CONDITIONS

The current land use of the area is developed. The area is a city like setting with open space on the east bank of the Neshaminy Creek. The area is mostly developed with single family homes, with areas of commercial and industrial business mixed within.

E. INVENTORY OF EXISTING ENVIRONMENTAL CONDITIONS

Physical Characteristics

Air Quality

The proposed project is in a highly industrialized and urbanized area. Air quality is affected by daily life within the project area. Air pollution may occur from the following: trains, buses, trucks, cars, factories, construction, and any other typical air pollutant that occurs within a populated area.

Hydrology

A review of the National Wetlands Inventory Map ("NWI") reveals that there are wetlands associated with the Neshaminy Creek within the proposed project area. According to the *Classification of Wetlands and Deepwater Habitats of the United States* (1979), the Neshaminy Creek is classified as a Riverine, tidal, unconsolidated bottom, permanent – tidal (R1UBV) wetlands ecosystem. The Neshaminy Creek is designated a Warm Water Fishery (WWF), Migratory Fishery (MF) stream according to Pennsylvania Code, Chapter 93 Water Quality Standards. The project is located within the Neshaminy Creek Watershed, which is a sub-watershed to the Delaware River Watershed.

Areas situated along the banks Neshaminy Creek are designated as Palustrine, Unconsolidated Bottom (PUB), Palustrine, Emergent (PEM), and Palustrine, Forested, broad-leaved deciduous (PFO1) wetlands ecosystems.

Geology

The Croydon Area is underlain by one geologic formation: the Trenton gravel of Lewis (1880) Pleistocene Formation. The Geological Survey *Geological Map of Pennsylvania* describes the Trenton gravel formation being deposited during the Quaternary Era between zero (0) and two (2) million years ago. Trenton gravel of Lewis (1880) (Pleistocene) is described as - Interbedded, cross-bedded sand and gravel with oblate pebbles and cobbles, and local clay and silty clay. Rare large boulders several feet long in places. Ranges in thickness from a feather edge at the northwestern contact to more than 100 feet. Forms a terrace which rises to about 60 feet above the Delaware River at the Tacony Bridge, where the unit is about 120 feet thick (Owens and Minard, 1979). The pebbles are derived from Triassic red and gray shales, sandstones, and conglomerate, and other bedrock up valley. Human artifacts (Lewis, 1880)

suggest an age no greater than about 11,000 years for part of the unit, although Owens and Minard (1979, p. D38, D42) suggest a Sangamon age of approximately 100,000 years for their "Spring Lake beds" and younger "Van Sciver beds" of the "Trenton gravel". The unit is therefore probably a combination of Wisconsin glacial outwash and older interglacial estuarine sediments. These sediments were incorrectly identified as the Potomac Group by the U.S. Geological Survey (1967b); Owens (1999) mapped the Potomac Group at much higher altitudes and approximately 10 miles north of the river.

Soils

The Bucks County, Pennsylvania Soils Survey indicates the following soils types underlie the Croydon Area (refer to Figure 2 - Exhibit A):

- Delaware loam, 0-3% slopes (DaA)
- Hatboro silt loam, (Ha)
- Nanticoke – Hatboro silt loams, (Na)
- Othello silt loam, (Ot)
- Urban land, 0-8% slopes (UfuB)
- Urban land – Chester complex, 0-8% slopes (UkB)
- Urban land – Chester complex, 8-25% slopes (UkD)
- Urban land – Matapeake complex, 0-8% slopes (UtB)

The Delaware soil series consists of very deep well drained soils formed in alluvium on post glacial and glacial terraces along major rivers. According to the Natural Resource Conservation Service ("NRCS") – Electronic Field Office Technical Guide, Hydric Soil List for Pennsylvania (2007) the Delaware series **is not** listed as a hydric soil.

The Hatboro soil series is a very deep and poorly drained soils formed in alluvium derived from metamorphic and crystalline rock. According to the Natural Resource Conservation Service ("NRCS") – Electronic Field Office Technical Guide, Hydric Soil List for Pennsylvania (2007) the Hatboro series is listed as a hydric soil.

The Nanticoke soil series is a very poorly drained soil series. The parent material consists of silty estuarine sediments. According to the Natural Resource Conservation Service ("NRCS") – Electronic Field Office Technical Guide, Hydric Soil List for Pennsylvania (2007) the Nanticoke series is listed as a hydric soil.

The Othello soil series is a very poorly drained soil series. The parent material consists of silty eolian sediments underlain by coarser marine, eolian, or alluvial sediments. According to the Natural Resource Conservation Service ("NRCS") – Electronic Field Office Technical Guide, Hydric Soil List for Pennsylvania (2007) the Othello series is listed as a hydric soil.

The Urban land underlying the Croydon Area is man-made soils. According to the Natural Resource Conservation Service ("NRCS") – Electronic Field Office Technical Guide, Hydric Soil List for Pennsylvania (2007) the Urban Land series **is not** listed as a hydric soil.

Topography

The location of the proposed rehabilitation will be situated in Bristol Township in the area known as Croydon. According to the USGS 7.5 minute topographic quadrangle map for "Beverly, New Jersey" Figure 1 in Exhibit A the project area ranges from an approximate elevation of 5 to 40 feet above mean sea level.

Vegetation

Croydon is an area of mostly single family homes on about ¼ acre of land. Native and landscape vegetation is present throughout the properties in the area. Vegetation along the street consists of: White oak, Black oak, Scarlet oak, Red oak, American sycamore, Sweet gum, box elder, red maple, silver maple, and elm species. Areas along the Neshaminy Creek consist of a several types of vegetative habitats. These types of ecosystem consist of: Palustrine, forested, broad-leaved deciduous (PFO1) hardwood wetland forests consisting of red maple, black gum, American sycamore, tulip poplar, cottonwood, silver maple, and black locust, Palustrine, emergent, persistent (PEM) marshes consisting of common phragmites, cattail, purple loosestrife, knotweed, and skunk cabbage, and Palustrine, unconsolidated bottom (PUB) wetlands ecosystems in association to marina facilities located along the banks of the Neshaminy Creek.

Wildlife

Fish and aquatic organisms –

The Neshaminy Creek supports various aquatic vegetation and fish species. Fish species which are common to the area include: Brook, Brown and Rainbow Trout, Bluegills, Sunfish, Crappies, Largemouth Bass, Smallmouth Bass, Rock Bass, Stripped Bass, Fall fish, Herring, Suckers, Shad, Walleye, Catfish, Carp, and eels. Various forms of reptiles and amphibians also inhabit the Neshaminy Creek such as: American Bullfrog, Leopard Frog, American Toad, Fowler's Toad, Eastern Spadefoot, Painted Turtle, Box Turtle, Spotted Turtles, Wood turtles, red sliders, snapping turtles, various newts and salamanders, various lizards and skinks and various snake species. There are also large quantities and variations of invertebrates that inhabit the Neshaminy Creek.

Wild animals –

Wildlife within the Croydon area primarily consists of urban wildlife species. Species include but are not limited to rabbit, skunk, deer, transient birds, birds of prey, raccoon, opossum, rats, mice, and bats. Wildlife with the Neshaminy Creek contains fish species, aquatic invertebrates, water fowl, amphibians and reptiles. According to the PNDI database search conducted on March 14, 2007, indicates two (2) potential impacts under the jurisdiction of Pennsylvania Department of Conservation and Natural Resources.

Noise Characteristics and Levels

Croydon is currently a bustling urban area. With its close proximity to Philadelphia, easy access to public transportation, and closeness to major highways, Croydon is a heavily populated area. The following table is a list of some daily noises within the Croydon area and the decibel levels of these activities.

Train Horn at 30 meters	100 dB
Heavy Truck at 15 meters	90 dB
Busy Street	90 dB
Lawn Mower	90 dB
Busy Traffic Intersection	80 dB
Roadside Traffic	70 dB
Train Horn at 500 meters	70 dB
City or Commercial Traffic	60 dB
Light Car Traffic at 15 meters	60 dB

WATER & AIR QUALITY

Water Quality

The Bristol Township water supply is a public community water system comprised of wells and surface water collection from the Delaware River. Aqua Pennsylvania is the potable water supplier for the Township of Bristol.

Air Quality

Air quality is monitored on a daily basis by the PADEP, Bureau of the closest air monitoring station is located in Bristol, Pennsylvania.

Pollutants that are sampled include:

- Carbon Dioxide (CO₂) - A gas generated burning of fossil fuels, volcanoes, respiration, and the combustion of organic matter.
- Nitrogen Dioxide (NO₂) - Reactive gas emitted from the exhaust of motor vehicles, fossil fuel combustion, and during industrial processes such as welding, electroplating and dynamite blasting.
- Nitrogen Oxide (NO) - Byproduct of combustion of nitrogen
- Ozone (O₃) - Released by high energy electrical equipment
- Sulfur Dioxide (SO₂) - Byproduct of the combustion of sulfur
- Particulate Matter (PM-10) - Tiny solid or liquid particles within the atmosphere.

Data collected from the monitoring station for 2007 Data indicates that air quality within the region satisfies air quality standards imposed by PADEP.

REFERENCES

PADEP e-Map: *100 & 500 year flood zones, Chapter 93 Streams, and Streams 305B*

PADEP, Bureau of Air Quality, Monitoring Topics, Bristol
http://www.dep.state.pa.us/air_apps/aadata/default.asp

US Department of Agriculture, *General Soil Map for Bucks County, PA*, 4/24/99

Natural Resources Conservation Service – Electronic Field Office Technical Guide, Pennsylvania 2007, ftp://ftp-fc.sc.egov.usda.gov/NSSC/Hydrlic_Soils/Lists/pa.xls

United States Department of Interior, Geological Survey, 1981 PA Geologic Study

FEMA: *Flood Hazard Mapping*, May 18, 1999. <http://www.fema.gov>

United States Geological Survey “*Beverly, New Jersey*” Quadrangle

Wikipedia, Online Encyclopedia, November 20, 2006. <http://en.wikipedia.org>

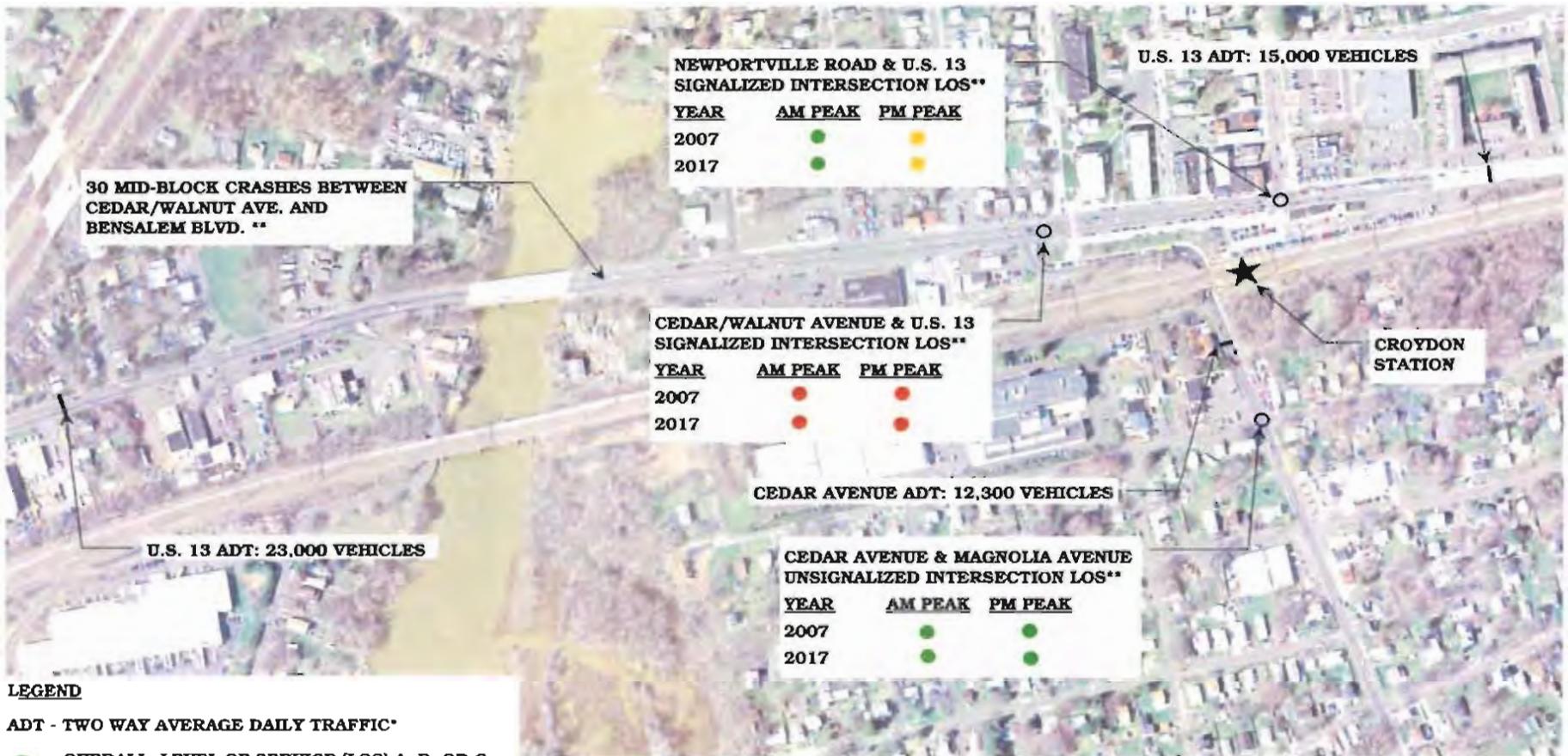
Josaka Live Music, Decibels Chart, <http://www.josaka.com/Content/2000/Decibel-Chart.htm>

Google Earth Maps, Bucks County, PA

CONCLUSION

The proposed rehabilitation of Croydon will cause negligible environmental impacts to an already well developed section of Bristol Township. The rehabilitation will however help revitalize the area, promoting new economic growth and prosperity with the beautification of the Croydon SEPTA Station and the surrounding area.

As discussed in the foregoing narrative, the proposed project will not have an adverse impact on the environment nor will it adversely affect the health and welfare of the residents of the Croydon Area of Bristol Township.



LEGEND

ADT - TWO WAY AVERAGE DAILY TRAFFIC*

- - OVERALL LEVEL OF SERVICE (LOS) A, B, OR C
- - OVERALL LEVEL OF SERVICE (LOS) D OR E
- - OVERALL LEVEL OF SERVICE (LOS) F

* Source : URBAN ENGINEERS, TRAFFIC IMPACT STUDY CROYDON STATION IMPROVEMENTS, JANUARY 2006
 ** Source : EDWARDS & KELSEY, U.S. 13 REVITALIZATION PLAN, APRIL 2004



Vehicular Circulation

Client:
 Township of Bristol, PA
 Anna Rogers, Council President

The Croydon TRID Study

*establishing a Transit Revitalization Investment District at Croydon Station
 Bristol, Pennsylvania*

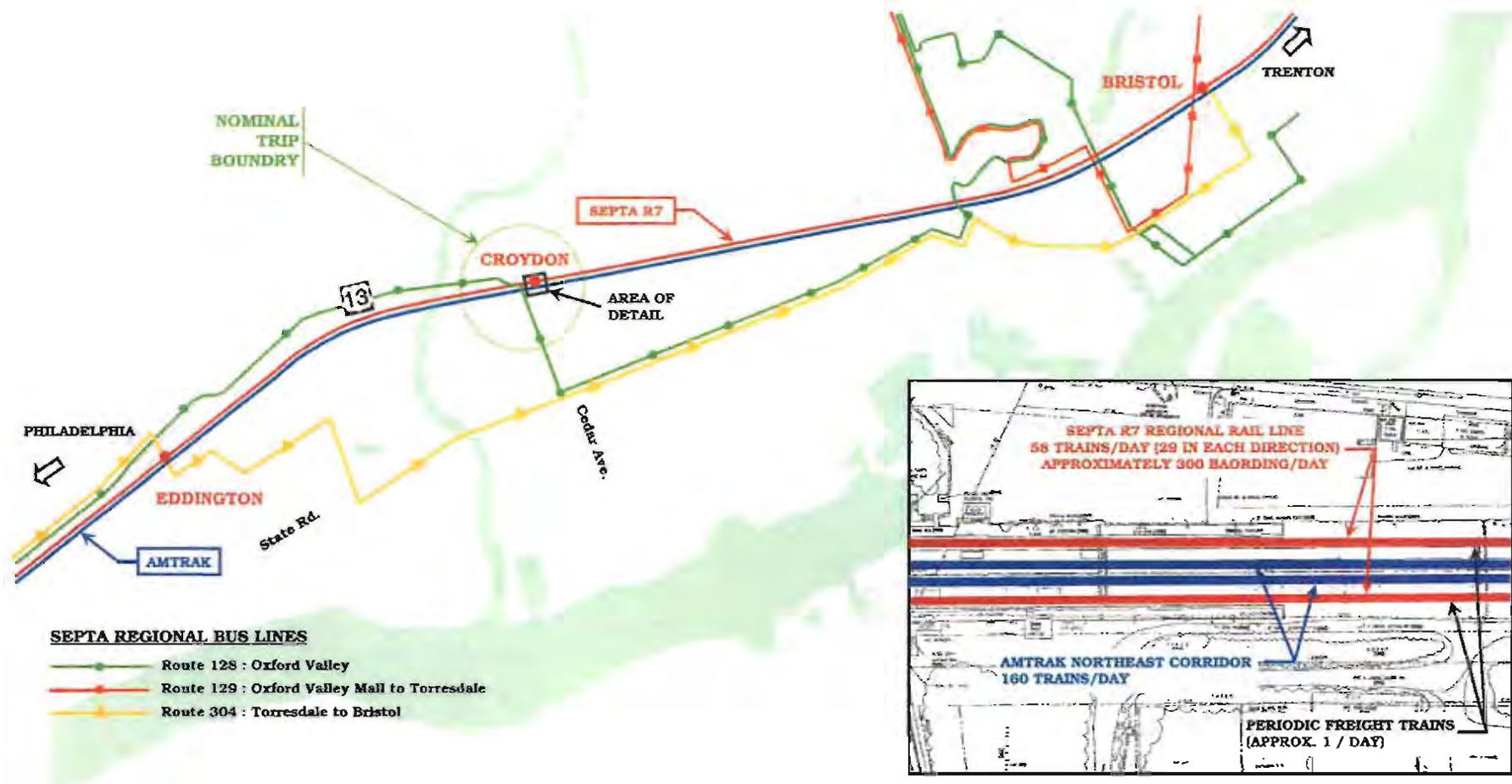
5.22.2007

Miles Design Group
 Newtown, PA
 267/432-2047

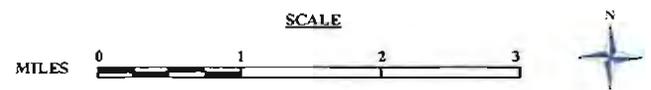
Fennell Associates, Inc.
 Philadelphia, PA
 215/225-3000

Economic Development
 Associates LLC
 Gloucester City, NJ
 856/456-0679





Transit Access



Client:
 Township of Bristol, PA
 Anna Rogers, Council President

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 267/432-2047

Pennoni Associates Inc.
 Philadelphia, PA
 215/224-3000

Economic Development Associates LLC
 Gloucester City, NJ
 609/456-0679

NOTE:
 FUTURE EAST COAST GREENWAY/
 DELAWARE RIVER HERITAGE TRAIL
 IS ENVISIONED FOR DELAWARE
 RIVERFRONT. (ROUTE TO BE
 DETERMINED.)



OPEN SPACE

Client:
 Township of Bristol, PA
 Anna Rogers, Council President

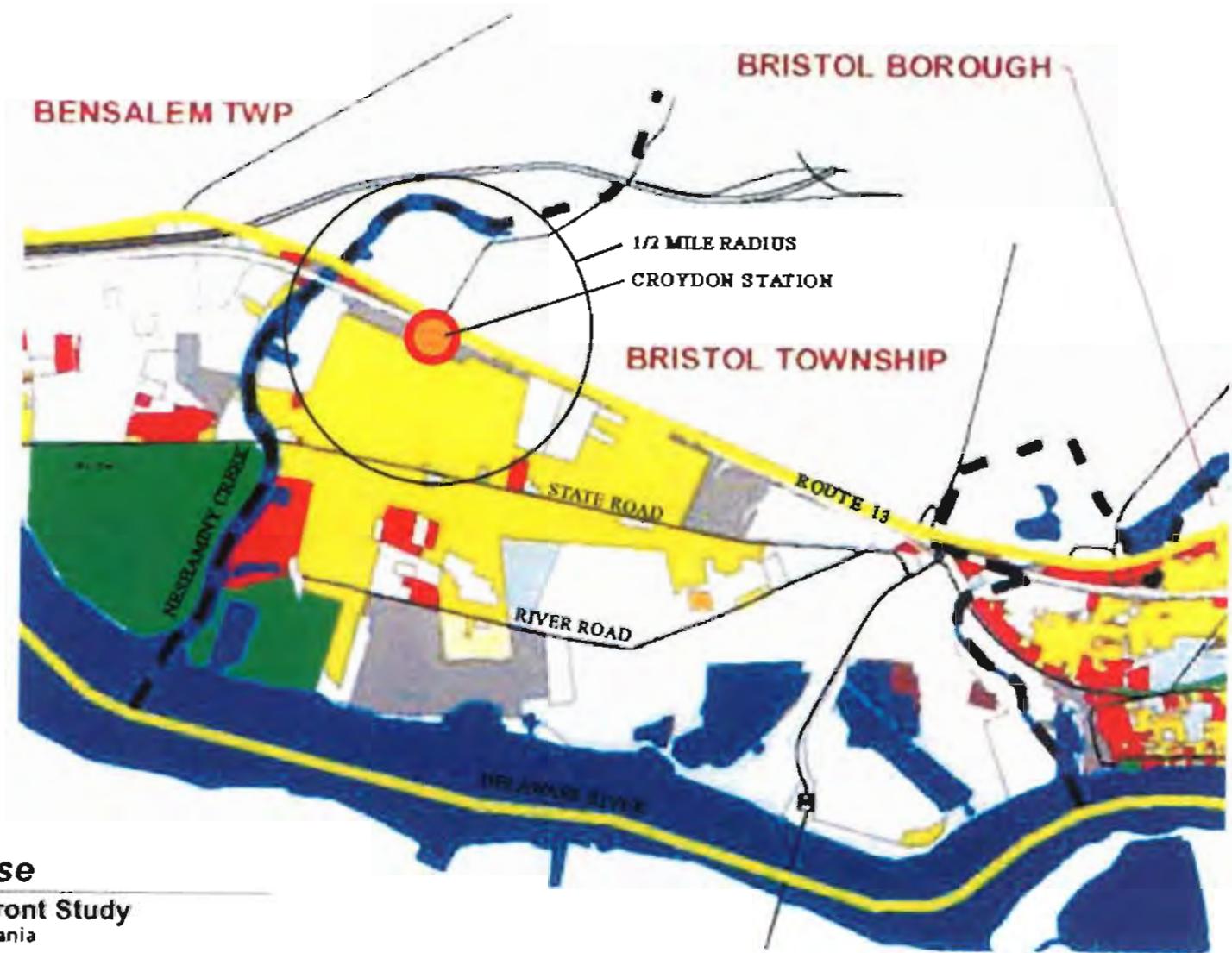
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 Norristown, PA
 267-432-2947

Perkins Architects, Inc.
 Philadelphia, PA
 215-222-3600

Economic Development
 Associates, LLC
 Gloucester City, NJ
 856-456-0679



Existing Land Use

Bucks County Waterfront Study
Bucks County, Pennsylvania

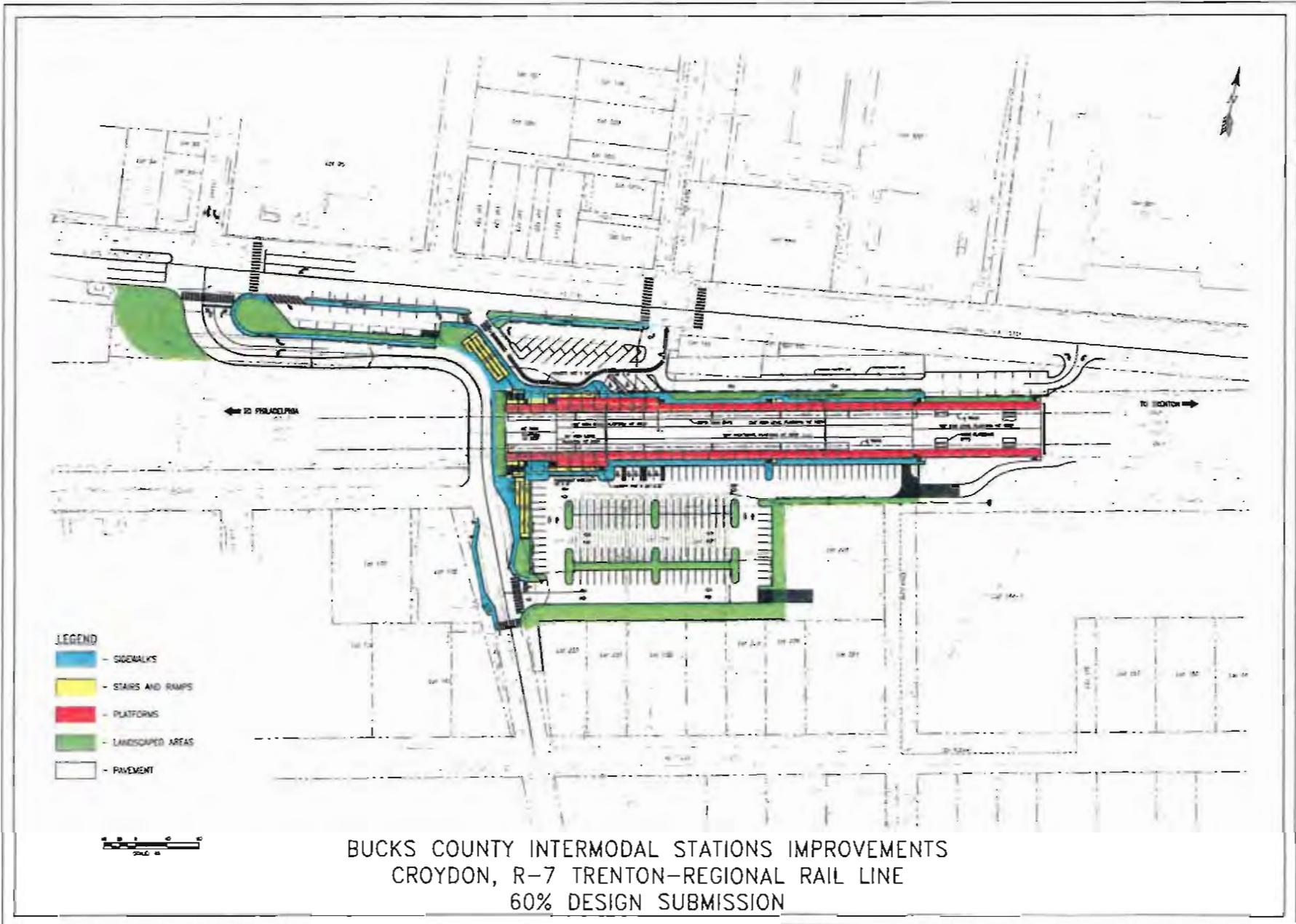
- Legend
- | | | |
|--|--|--|
| ■ Commercial | ■ Agriculture | ■ SF Residential |
| ■ Institutional | ■ Parks, Open Space | ■ MF Residential |
| ■ Industrial | ■ Rural Residential | ■ Transportation, Utilities |

LAND USE

Client:
Township of Bristol, PA
Anna Rogers, Council President

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5.22.2007
Miller Design Group
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Piedmont Associates, Inc.
Philadelphia, PA
215/223-3000
Economic Development
Associates LLC
Glenwester Circ, NJ
856/456-0679



- LEGEND**
- SIDEWALKS
 - STAIRS AND RAMP
 - PLATFORMS
 - LANDSCAPED AREAS
 - PAVEMENT

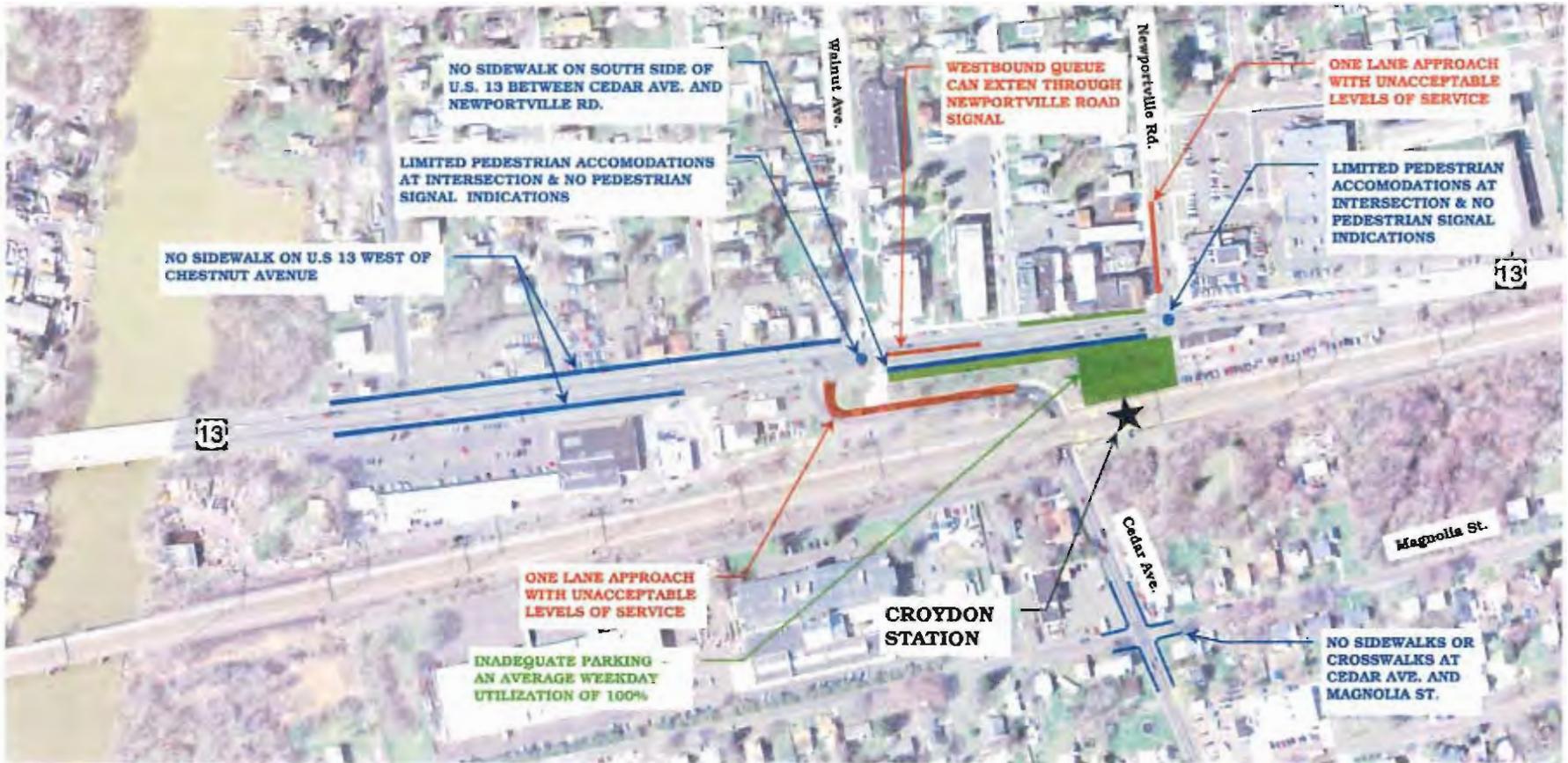


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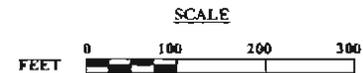
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5.22.2007 Miller Design Group
 Newtown, PA 267-452-2047
 Pennoni Associates, Inc.
 Philadelphia, PA 215-722-3420
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 Gloucester City, NJ 856-456-0679



MOBILITY ISSUES



Client:
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Anna Rogers, Council President

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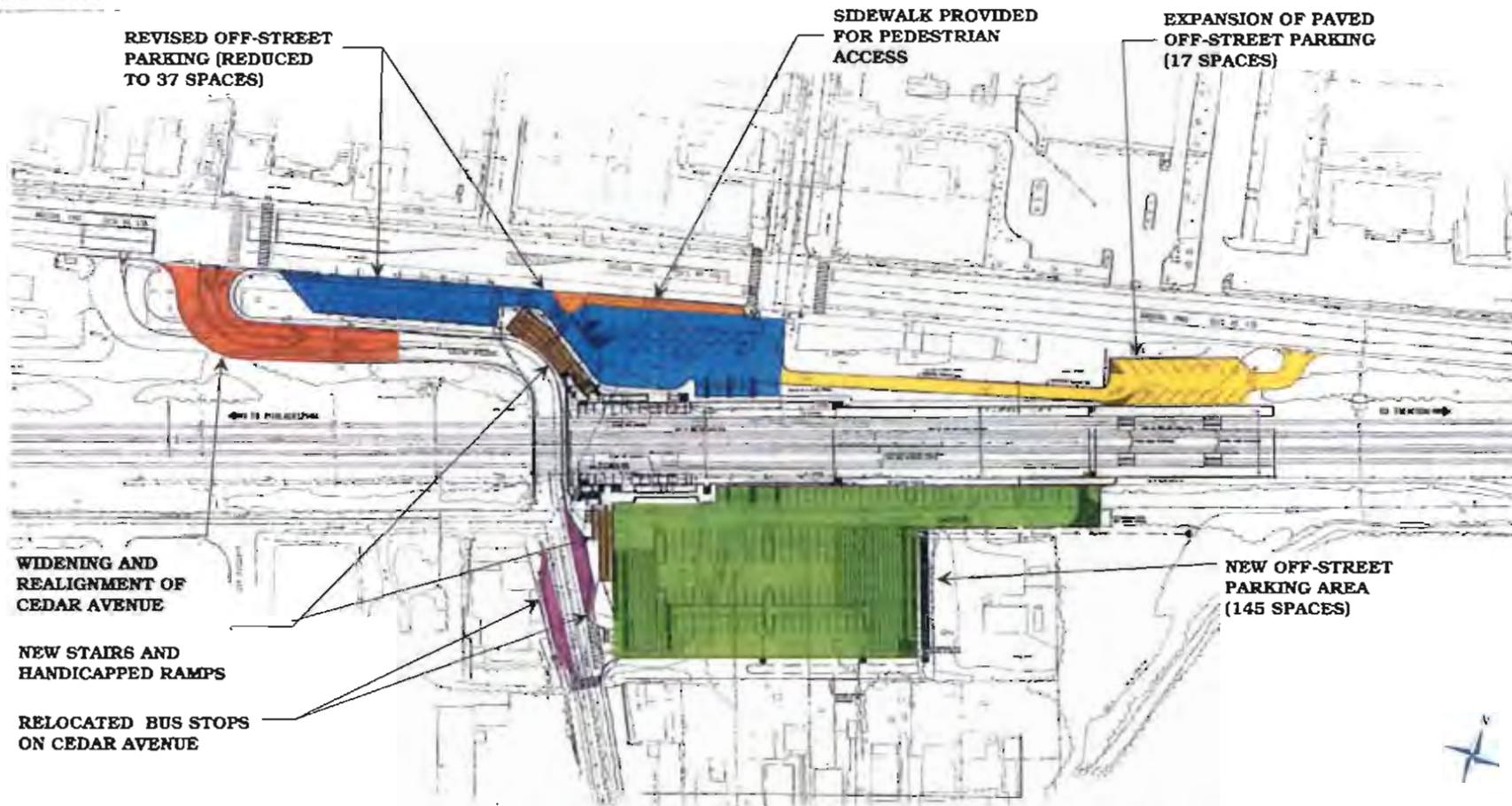
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Fennell Associates Inc.
Philadelphia, PA
215/224-3000

Economic Development
Associates LLC
Glocester City, NJ
856/456-0679

SA3



Croydon Station Improvements

Source : BUCKS COUNTY INTERMODAL STATION IMPROVEMENTS—CROYDON STATION, 30% DESIGN SUBMISSION JUNE 28, 2007

Client:
Township of Bristol, PA
Anna Rogers, Council President

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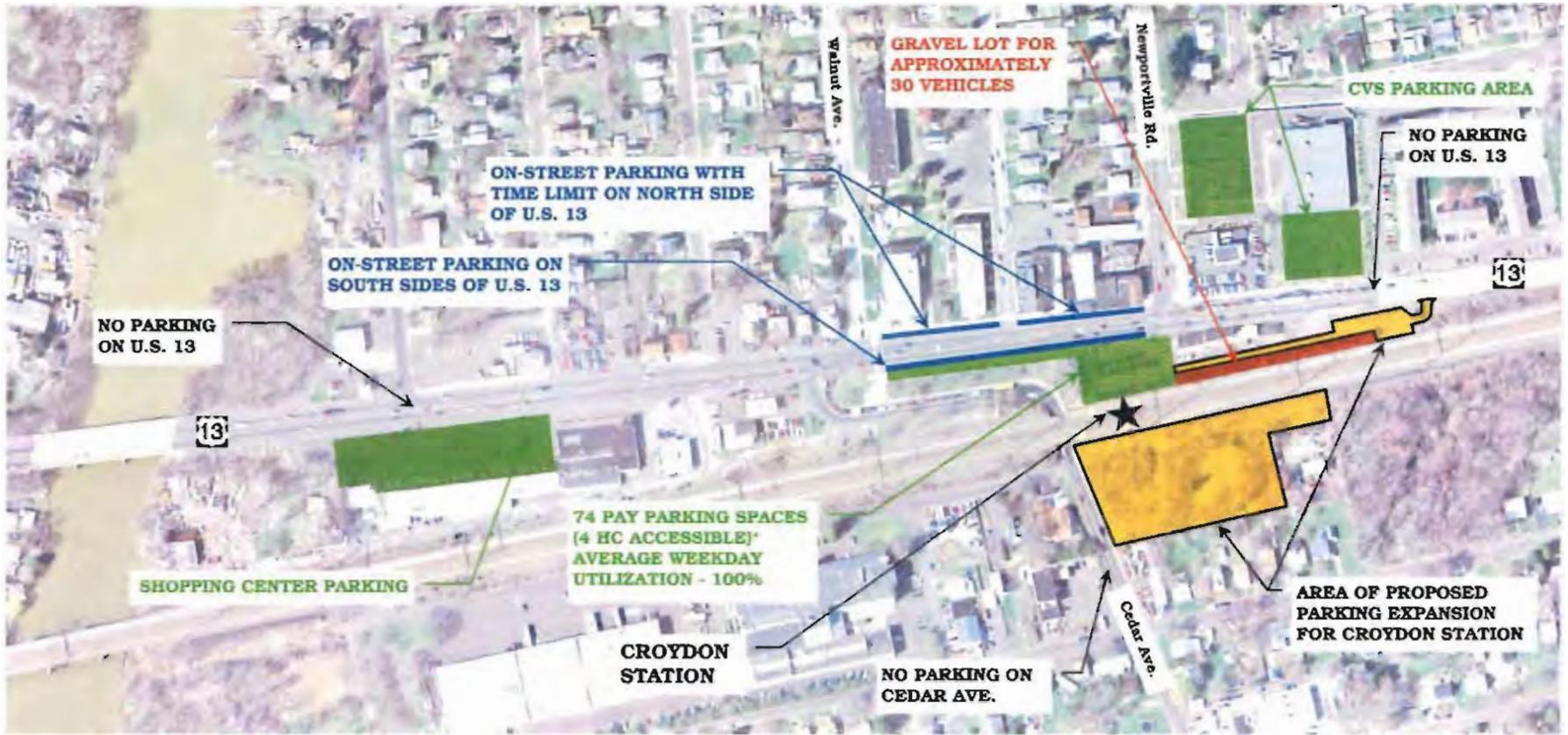
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 Philadelphia, PA
 215/223-3000

Economic Development
 Associates LLC
 Gloucester City, NJ
 856/456-0679

S2



ON-STREET PARKING
MARKED OFF-STREET PARKING
UNMARKED OFF-STREET PARKING
PROPOSED EXPANSION

Parking

*Source : HNTB, **BUCKS COUNTY WATERFRONT REVITALIZATION PLAN—EXISTING CONDITIONS MEMORANDUM, JUNE 2004**

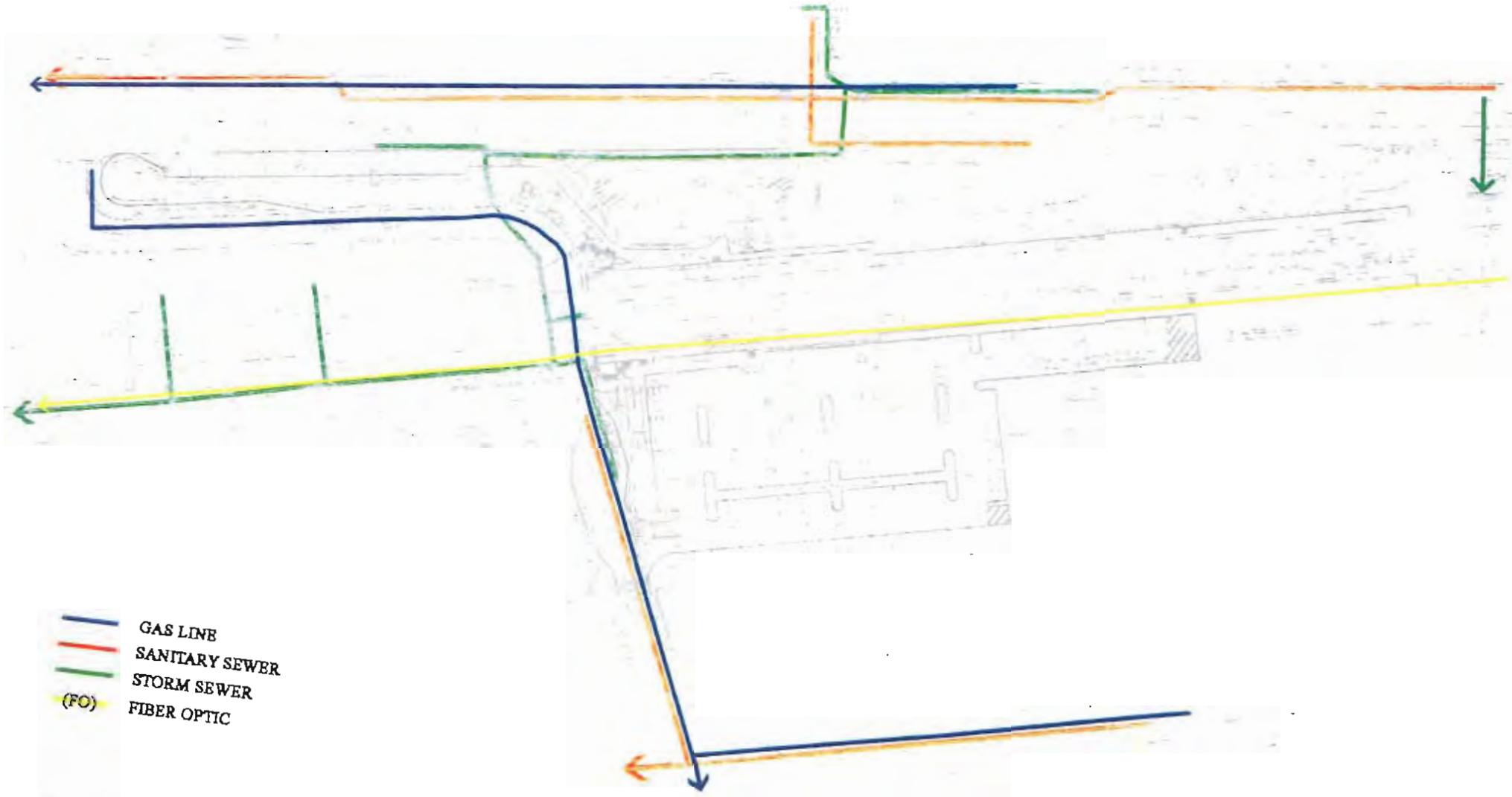


Client:
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 Anna Rogert, Council President

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 Economic Development
 Associates LLC
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 856/456-0679

S1



- GAS LINE
- SANITARY SEWER
- STORM SEWER
- (FO) FIBER OPTIC

UTILITIES

The Croydon TRID Study

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District at Croydon Station
Bristol, Pennsylvania*

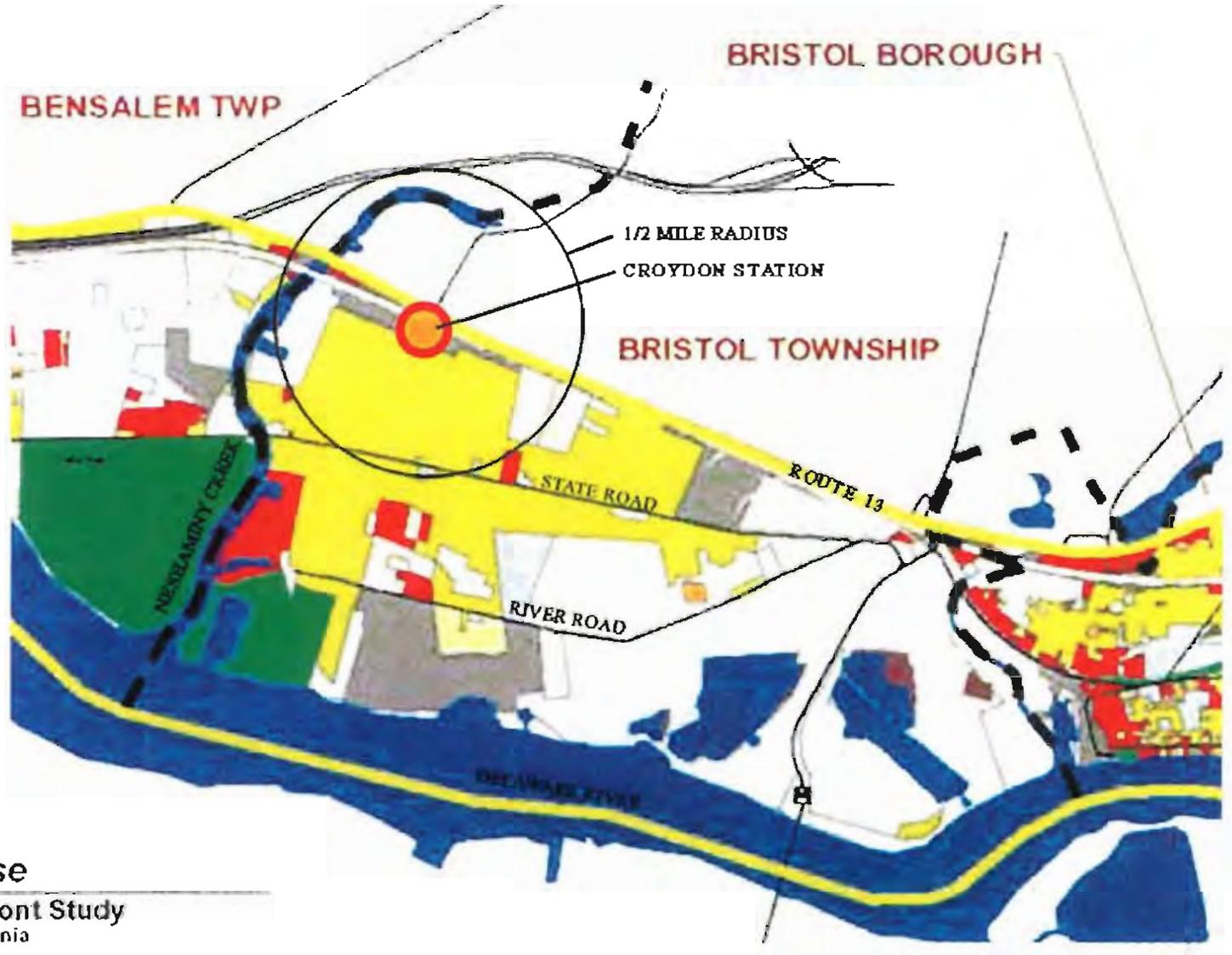
Client:
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Anna Rogien, Council President

5.22.2007

Milly Design Group
Newtown, PA
267-432-2042

Pennines Associates, Inc.
Philadelphia, PA
215-223-3800

Economic Development
Associates LLC
Cherry Hill, NJ
856-485-1111



Existing Land Use

Bucks County Waterfront Study
Bucks County, Pennsylvania

- Legend
- Commercial
 - Parks, Open Space
 - SF Residential
 - Agriculture
 - MF Residential
 - Industrial
 - Rural Residential
 - Transportation/Utilities

LAND USE

Client
Township of Bristol, PA
Anna Rogers, Council President

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*establishing a Transit Revitalization Investment
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Bristol, Pennsylvania*

5.22.2007

Miller Design Group
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267/433-2047

Pennoni Associate, Inc.
Philadelphia, PA
215/225-3000
Economic Development
Associates, LLC
Glastonbury, CT, NJ
856/456-0679

CROYDON
TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID)
Bristol Township, Bucks County, PA

A PLAN FOR 2010 & BEYOND

E. **KEYSTONE PRINCIPLES**

E. PENNSYLVANIA KEYSTONE PRINCIPLES

AGENCIES ANNOUNCE KEYSTONE PRINCIPLES FOR GROWTH, INVESTMENT & RESOURCE CONSERVATION

•**Redevelop first** -- Support revitalization of Pennsylvania's many cities and towns and give funding preference to reuse and redevelopment of "brownfield" and previously developed sites in urban, suburban, and rural communities.

•**Provide efficient infrastructure** -- Fix it first: use and improve existing infrastructure. Make highway and public transportation investments that use context sensitive design to improve existing developed areas and attract residents and visitors to these places. Require private and public expansions of service to be consistent with approved comprehensive plans and consistent implementing ordinances.

•**Concentrate development** -- Support infill and "greenfield" development that is compact, conserves land, and is integrated with existing or planned transportation, water and sewer services, and schools. Foster creation of well-designed developments and neighborhoods that offer healthy life style opportunities for Pennsylvania residents.

•**Increase job opportunities** -- Retain and attract a diverse, educated workforce through the quality of economic opportunity and quality of life offered in Pennsylvania's varied communities. Integrate educational and job training opportunities for workers of all ages with the workforce needs of businesses. Invest in businesses that offer good paying, high quality jobs, and that are located near existing or planned water & sewer infrastructure, housing, existing workforce, and transportation access (highway or transit).

•**Foster sustainable businesses** -- Strengthen natural resource based businesses that use sustainable practices in energy production and use, agriculture, forestry, fisheries, recreation and tourism. Increase our supply of renewable energy. Reduce consumption of water, energy and materials to reduce foreign energy dependence and address climate change.

•**Restore and enhance the environment** -- Maintain and expand land, air and water protection and conservation programs. Conserve and restore environmentally sensitive lands and natural areas for ecological health, biodiversity and wildlife habitat.

•**Enhance recreational and heritage resources** -- Maintain and improve recreational and heritage assets and infrastructure throughout the commonwealth, including parks and forests, greenways and trails, heritage parks, historic sites and resources, fishing and boating areas and game lands offering recreational and cultural opportunities to Pennsylvanians and visitors.

•**Expand housing opportunities** -- Support the construction and rehabilitation of housing of all types to meet the needs of people of all incomes and abilities. Support local projects that are based on a comprehensive vision or plan, have significant potential impact (e.g., increased tax base, private investment), and demonstrate local capacity, technical ability and leadership to implement the project.

•**Plan regionally, implement locally** -- Support multi-municipal, county and local government planning and implementation that has broad public input and support and is consistent with these principles. Provide education, training, technical assistance, and funding for such planning

and for transportation, infrastructure, economic development, housing, mixed use and conservation projects that implement such plans.

•**Be fair** -- Support equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning to ensure social, economic, and environmental goals are met.

IMPLEMENTING THE KEYSTONE PRINCIPLES:

Core Criteria

1. Project avoids or mitigates high hazard locations (e.g., floodplain, subsidence or landslide prone areas).
2. Project/infrastructure does not adversely impact environmentally sensitive areas, productive agricultural lands, or significant historic resources.
3. Project in suburban or rural area: Project and supporting infrastructure are consistent with multi-municipal or county & local comprehensive plans and implementing ordinances, and there is local public/private capacity, technical ability, and leadership to implement project.
4. Project in "core community" (city, borough or developed area of township); Project is supported by local comprehensive vision & plan, and there is local public/private capacity, technical ability, and leadership to implement project.
5. Project supports other state investments and community partnerships.

Preferential Criteria

1. Development/Site Location
2. Brownfield or previously developed site.
3. Rehabilitation or reuse of existing buildings (including schools and historic buildings).
4. Infill in or around city, borough, or developed area of township.
5. If greenfield site, located in or adjacent to developed area with infrastructure.
6. Located in distressed city, borough or township.

Efficient Infrastructure

1. Use of existing highway capacity and/or public transit access available.
2. Within ½ mile of existing or planned public transit access (rail, bus, shared ride or welfare to work services).
3. Use of context sensitive design for transportation improvements.
4. Use/improvement of existing public or private water and sewer capacity and services.

Density, design, and diversity of uses.

1. Mixed residential, commercial & institutional uses within development or area adjacent by walking.
2. Sidewalks, street trees, connected walkways and bikeways, greenways, parks, or open space amenities included or nearby.
3. Interconnected project streets connected to public streets.

4. Design of new water, sewer and storm water facilities follows Best Management Practices, including emphasizing groundwater recharge and infiltration, and use of permeable surfaces for parking and community areas.

Expand Housing Opportunities

1. Adopted county and multi-municipal or local municipal plans include a plan for affordable housing; and implementing zoning provides for such housing through measures such as inclusion of affordable housing in developments over a certain number of units (e.g., 50), provision for accessory units, and zoning by right for multifamily units.
2. Project provides affordable housing located near jobs (extra weight for employer assisted housing).
3. Project adds to supply of affordable rental housing in areas of demonstrated need.

Increase Job Opportunities

1. Number of permanent jobs created and impact on local labor market.
2. Number of temporary jobs created and impact on local labor market.
3. Number of jobs paying family sustaining wages.
4. Increased job training coordinated with business needs and locations.

Foster Sustainable Businesses

1. Sustainable natural resource industry improvement or expansion: agriculture, forestry, recreation (fisheries, game lands, boating), tourism.
2. Business or project is energy efficient; uses energy conservation standards; produces, sells or uses renewable energy; expands energy recovery; promotes innovation in energy production and use; or expands renewable energy sources, clean power, or use of Pennsylvania resources to produce such energy.
3. Project meets green building standards.
4. Project supports identified regional industry cluster(s).

Restore/Enhance Environment

1. Cleans up/ reclaims polluted lands and/or waters.
2. Protects environmentally sensitive lands for health, habitat, and biodiversity through acquisition, conservation easements, planning and zoning, or other conservation measures.
3. Development incorporates natural resource features and protection of wetlands, surface and groundwater resources, and air quality.

Enhance Recreational/Heritage Resources

1. Improves parks, forests, heritage parks, greenways, trails, fisheries, boating areas, game lands and/or infrastructure to increase recreational potential for residents and visitors.
2. Historic, cultural, greenways and/or opens space resources incorporated in municipal plans and project plan.
3. Makes adaptive reuse of significant architectural or historic resources or buildings.

Plan regionally; Implement Locally

1. Consistent county and multi-municipal plan (or county and local municipal plan) adopted and implemented by county and local governments with consistent ordinances.
2. County or multi-municipal plan addresses regional issues and needs to achieve participating municipalities' economic, social, and environmental goals. All plans (county, multi-municipal, and local) follow standards for good planning, including:
 - a. Is up-to-date.
 - b. Plans for designated growth and rural resource areas, and developments of regional impact.
 - c. Plans for infrastructure, community facilities, and services, including transportation, water and sewer, storm water, schools.
 - d. Plans for tax base and fair share needs for housing, commercial, institutional, and industrial development.
 - e. Identification of high hazard areas where development is to be avoided.
 - f. Identification of and plans for prime agricultural land, natural areas, historic resources, and appropriate mineral resource areas to be conserved.
 - g. Open space plan for parks, greenways, important natural and scenic areas and connected recreational resources.
3. County and local ordinances implement the governing plans and use innovative techniques, such as mixed use zoning districts, allowable densities of six or more units per acre in growth areas, and/or clustered development by right, transfer of development rights, specific plans, and tax and revenue sharing.

CROYDON
TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID)
Bristol Township, Bucks County, PA

A PLAN FOR 2010 & BEYOND

F.
DRAFT
FUTURE VISION PLAN

F. FUTURE VISION PLAN – KEY PROVISIONS

Review of Key Site Components: Problems, Opportunities & Issues

Site Components	Problems	What is it?	Opportunities	Objectives	Users and Uses	Critical Issues
ROUTE 112	<p>Poor street lighting</p> <p>High traffic volumes</p> <p>There is no beginning and end to the highway</p> <p>Highway safety (roadside environment)</p> <p>Highly aligned storefronts</p> <p>Informal parking areas on street</p> <p>Wide curbside, promotes speeding</p> <p>Undersized medians and lanes</p> <p>Poppy defined roadway edges</p> <p>Narrow, uneven sidewalk spaces without sidewalks</p> <p>Monotonous streetscape</p> <p>Lack of landscaping, shade</p>	<p>Highway route through a residential area</p> <p>Part of a "barrier" that subdivides the community:</p> <p>A Main Street that sets the shape and scale and character of a typical town center;</p>	<p>Highway is a principal arterial route through the street - good access for businesses, visitors.</p> <p>Wide curbside provides space for new traffic lanes, parking, walk, and landscaping.</p>	<p>Line medians, traffic volumes, use measures to calm traffic;</p> <p>Take back the highway; measures to reduce the number of traffic and pedestrian accidents;</p> <p>Clearly and re-organize spaces - intersections, parking, walkways...</p> <p>Create a "place" along the highway a beginning, end, and a center;</p> <p>Unity and shape the streetscape - create more buildings, more landscaping - a lighter, more contained shape to the street.</p> <p>Match the noise or component to the activity, create places for specific activities and uses;</p> <p>Finalize key interactions - Cedar and Walnut</p>	<p>Residents: access, safety, convenience shopping, parking</p> <p>Children, social clusters: areas for safe play, areas of access - sidewalks for walkers, kids on bikes, playgrounds</p> <p>Families: safe hang-out locations, playgrounds for variety of sports, play-based parks, walk for biking, including opportunities for biking, walking</p> <p>Families: parks for picnicking, sports, biking, experiencing nature</p> <p>Children: shopping - safety, parking, access</p> <p>The Elderly: Open space with quiet areas, comfortable seating, safe street crossings, convenience shopping, access ramps/ADA provisions for access</p> <p>Visitors: attractive streetscape, unique shopping opportunities, one-of-a-kind stores, restaurants, historic features, experiencing an authentic Croydon</p> <p>Communities: Ease of access to/from station, station "feel" of town - walk-by convenience shopping, attractive station environment, convenient parking</p>	<p>From Truck Route to Street, reducing the highway</p> <p>Defining Croydon to have a center? A beginning and end? Can the highway help?</p>
RAIL LINE	<p>Fragmented, visible - especially around trains</p> <p>A barrier: only one access point to get from one side of community to other</p> <p>Work of both freight and RTD bus routes for buildings, other uses</p> <p>Station poorly situated, confusing access by one street</p> <p>Station parking utilizes significant highway frontage - barrier for other uses</p> <p>Station not successful as a community center - poor addition to commercial area</p> <p>Station poorly located for best economic impact on Croydon</p> <p>Limited retail opportunities - only one regional bus route into city</p>	<p>Integrate transit-level station with needed relationship by the community:</p> <p>A physical barrier that isolates Croydon, but not leaves</p> <p>A barrier providing only one connection point along to 2-mile stretch through Croydon</p>	<p>An integrated economic and social asset for Croydon</p> <p>Station has good location relationship to Croydon, needs improving</p> <p>Trains and station on major regional arterial route - a positive aspect for access by commuters</p> <p>Amtrak and TriMet/DCU represent large spending potential in the public sector through Croydon</p> <p>Existing parking and underutilized streets and around station could generate new uses, more activity at the station</p> <p>Close proximity between rail yard and adjoining areas, particularly near creek could generate new connector points between areas north and south of river corridor</p>	<p>Use transit to make Croydon a town center and transit center, Amtrak wants to generate job-creating uses and housing to local transit use</p> <p>Clarify zoning and access to and around the station</p> <p>Make the station area pedestrian-use friendly</p> <p>Link crime, violence</p> <p>Increase inter-modal access</p>	<p>Communities: Ease of access to/from station, station "feel" of town - walk-by convenience shopping, attractive station environment, convenient parking</p> <p>Residents, others: the station as an attractive addition to commercial center - more retail, entertainment options</p> <p>Ease of access by foot, a safe place to utilize transit</p>	<p>Linking and changing the historic presence of train and tracks - fitting the rail corridor into a larger pattern</p> <p>Making the station a positive, integrated addition to the commercial center - possibly a focal point</p>
COMMERCIAL CENTER	<p>A poor pedestrian environment: cluttered in some spots, lack of continuous walkways, lack of continuous sidewalks</p> <p>Limited use of streets - more opportunities needed for new uses</p> <p>Wide highway right-of-way and shops generally on one side of street to other lack of a cohesive streetscape</p> <p>Cluttered buildings and buildings meeting reasons</p> <p>Limited vehicle parking opportunities</p> <p>Cluttered street-level parking</p> <p>Lack of opportunities for commercial uses on sidewalks - potential for commercial "blocks", not "lots"</p> <p>Little landscaping, no open space</p> <p>Limited opportunities to cross highway</p> <p>Commercial area lacks relationship to station and transit operations</p>	<p>Need a center: A loose collection of shops and offices on a highway</p> <p>A multi-commercial strip without an identity</p> <p>Clear indications that Croydon is a place</p>	<p>Many left opportunities for new uses - housing, retail, commercial, open space</p> <p>With RTD could include new landscaping, other services, retail parks, etc.</p> <p>Many buildings already exist - facade improvements would enhance street scene</p> <p>Parking could occur behind retail rather than in front</p> <p>Real building above shops and street</p> <p>Station as a symbolically points to new uses - better integration into commercial center</p>	<p>Create mid projects to generate a "place" - a center or two-sided street - large along highway</p> <p>Rehabilitate streetscape with new landscape and other "walkable" improvements</p> <p>Find opportunities for small "use blocks" - parks, plazas, and other open space</p> <p>Extend commercial uses onto sidewalks, expand the commercial "block"</p> <p>Find site or sites for large footprint uses, such as a grocery store</p> <p>Integrate transit station as an area focal point</p>	<p>Residents: access, safety, convenience shopping, parking</p> <p>Children, social clusters: areas for safe play, areas of access - sidewalks for walkers, kids on bikes, playgrounds</p> <p>Families: safe hang-out locations, playgrounds for variety of sports, play-based parks, train for biking, walking, including opportunities for biking, walking</p> <p>Families: parks for picnicking, sports, biking, experiencing nature</p> <p>Children: shopping - safety, parking, access</p> <p>The Elderly: Open space with quiet areas, comfortable seating, safe street crossings, convenience shopping, access ramps/ADA provisions for access</p> <p>Visitors: attractive streetscape, unique shopping opportunities, one-of-a-kind stores, restaurants, historic features, experiencing an authentic Croydon</p> <p>Communities: Ease of access to/from station, station "feel" of town - walk-by convenience shopping, attractive station environment, convenient parking</p>	<p>Clarifying and expanding the Commercial Zone</p> <p>Establishing a center, focal point - how does that play, this is Croydon</p> <p>Making transit a key, integrated, focal use in the commercial center</p>
RECREATION OPEN & WILDLIFE (PARK)	<p>Limited visibility of the street - views blocked by vegetation, other uses</p> <p>Limited access to creek edge - few streets, walk, or trails to meet there</p> <p>Limited public component of creek and water's edge - no park space or open space in vicinity of study area</p> <p>Incompatible uses along creek edge - storage tanks, junk yards, etc.</p> <p>Floral hazards along edge - 100' Flood Plain</p> <p>Most wetlands and beaver habitats in private hands</p> <p>Black Park Hill publicly accessible, private trails in operation</p> <p>Limited access to trail's edge</p>	<p>Unimpacted and updated local natural and recreational assets</p> <p>Resource with unexploited potential to contribute to Croydon's identity</p> <p>Underutilized "gateway" to Bristol</p>	<p>A recreation component to the commercial center</p> <p>Increased access to the water's edge</p> <p>17-acre TriMet-owned property south of the rail line and along creek</p> <p>Focus of larger proposal for development for CA</p> <p>Potential for open space corridor - walking, biking and access areas with State Park</p> <p>Public of trails along creek and as opportunity to connect areas from one side of creek corridor to other</p>	<p>Increase trailhead access, for pedestrian and, if possible, vehicles</p> <p>Increase view visibility associated with creek walking, fishing, swimming, other recreation</p> <p>Increase creek corridor as natural and recreational area - walk, bike, overlooks, interpretive facilities, etc.</p> <p>Integrate creek into commercial center, make creek part of the activity mix of commercial area</p> <p>Create small gateway features at creek and Route 112 bridge</p> <p>Increase public access to present and future public uses and facilities</p> <p>Evacuate debris from experience with access and increased use mix</p> <p>Integrate different open space with Link Great Trail system</p>	<p>Residents: ease of access, varied views, possible locations for gathering, viewing</p> <p>Children and teens: Ease of access for safe play, varied uses, interpretive areas</p> <p>Adults: areas with good supervision opportunities</p> <p>Families: Good access by car, by foot, and use of wheelchair - ADA-compliant slopes for walks and ramps, Picnicking opportunities, interpretive facilities</p> <p>The Elderly: Good access, convenient parking, seating areas, rest areas, overlooks, interpretive opportunities, walking, fishing, walking facilities, etc.</p> <p>Children: Clearly marked - allows for targeted activities, clear signage, convenient access, good parking, variety of uses and events</p>	<p>A viable, accessible creekfront (Expanding Croydon's Identity)</p> <p>Walking water views and activities into the commercial center</p> <p>Good and clear an objective area "threshold" for Croydon</p>



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Croydon TRID Planning Study Bristol, Pennsylvania

Public "Charrette" Work Session
St. Thomas Aquinas Catholic Church
June 27, 2007; 7-9:30pm

Tasks & Issues for Route 13/Rail-line/ Commercial Center Group

1. Cite and show ways to calm traffic along the highway.
2. Can the highway become a street? How? What beautification measures would you use?
3. Are there opportunities for open space? A small park or plaza?
4. Where could you put new buildings to fill in gaps in the highway streetscape?
5. If desired, how could the commercial center expand? Where?
6. Show how the rail station might become a stronger part of the commercial area. Is the station in the best location?
7. Could the Cedar Avenue underpass be better designed? Are there opportunities for a second way across the tracks? Where?
8. Where does the Route 13 center start? Where does it end? How can you "mark" those locations?
9. Is there a focal point for the center? The station? The church? If not those, then what? Can a focal point be created? Where?
10. Where would you add new housing to the TRID area?

Marketing Package

- As work concludes on the TRID Study, attention needs to be given to marketing the TRID Plan to prospective investors and developers. A marketing packet containing plan documents, financial spreadsheets, and summaries of Croydon assets along with public-sector programs and incentives would be a good investment.
- Another idea would be to open a storefront along Route 13 to establish a presence for promoting and implementing the Plan.

Route 13 Park/Community Center

- The park east of Newportville Road is seen as a neglected teen hangout spot. Residents object to drug use, vandalism, and the lack of police presence. Making the park more attractive with better maintenance would help.
- A Youth Center that has an indoor component would be good for Croydon. (In a follow-up email from Father Larry on 7/1/07 it was suggested that the appliance store next to the Sunrise Diner would be a good location. Fr. Larry envisioned rock climbing, moguls for mini-bikes, rollerblading, and skateboarding.)
- The district is in great need of a community center. Ideally it would have something for everyone – gymnasium for kids, banquet hall/meeting rooms for seniors, others.

Addressing Rail Impacts

- Noise and vibration are strong negatives for trains, especially Amtrak trains. One suggestion was to depress the rail bed through Croydon, although this would involve rebuilding the bridge over the creek – a very costly project.
- Sound walls were seen as a way to limit noise from trains.
- Getting past the rail line from north to south is also a key problem. The group suggested creating a new or additional tunnel below the tracks.
- The overhead walkway east of the station is unsightly and should be removed.
- Efforts should be made to buffer and “soften” the south edge of Route 13 east of the commercial center to screen views of the rail-line. Trees and other vegetation, along with a walk or trail, would be a helpful solution.

Group 2

Neshaminy Creek and Delaware Riverfront Session:

Recreation along the Neshaminy

- The waterfront (Neshaminy Creek) is seen principally as a recreational and open space amenity. Steps need to be taken to open up the creek, make it more visible and functional for residents and visitors.
- There is strong support to revive the Environmental Education Center concept spearheaded by Task Force member Don Mobley several years ago. The idea goes as far as concept plans and imagery, focusing on a scheme to develop the Township’s 17-acre waterfront tract just south of the rail-line. The center would have multipurpose facility overlooking the site, elevated walks and deck structures providing access to wetlands areas, and waterside facilities including fishing piers, canoe-landings, and the like.
- Pre-existing bulkheads could be rebuilt to provide some extension of the land-side along the creek for a walkway, trail system, and possible vehicular drive.

- Parking areas at the north end of the Township tract could be coordinated with a boat ramp at that location.
- The Township tract is also seen as the focus of other activities – a trail system for fitness, with exercise stations, and locations for teen activities (skateboarding, hanging out).
- Mention was made of the canal walkway system in Bristol Borough as a model for trails and walks along the Neshaminy.
- The creek frontage also has potential as a meeting place for the community – an amphitheatre, for example, for performances and gatherings.
- The salvage yard operation on the creek between the Route 13 and rail-line bridges is the location of a former fuel oil dealer. The site will have contamination issues.
- The “hill” immediately north of the Route 13 bridge on its east side is actually a dredge spoil basin containing dredge material from the former marina to the north. That marina requires significant dredging to become operational. Dredge material could be transported to other locations, opening the present basin next to the highway new uses.
- The 7-11 store nearby requires more parking. A scheme to redevelop the dredge spoil location should include increase parking for 7-11.
- The creek’s navigable channel is about 16 feet deep. It extends northward roughly to the I-95 bridge. Smaller draft boats can operate as far north as the water treatment facility at Langhorne.
- There is County-owned land near the I-95 bridge amounting to about 17 acres. All County-owned and Township-owned properties in and near Croydon need to be documented.
- Floodplain, floodway, and flood fringe information has been updated for the Neshaminy. Contact, Ed Broasted at NRCS.
- Paper streets through the creek area, along with Township-owned property, could generate significant concepts for redevelopment.
- There was consensus on the desire to unify the entire creekfront from south of Route 13 to the Delaware. Plans that include continuous public access, clear and consistent vehicular access, and coordinated private development could represent a useful scenario.

Delaware Riverfront

- The State Park (on the Bristol side) is viewed as hard to find, hard to get to, offering few amenities and attractions for most visitors. There is continuing frustration by residents over the redevelopment of the marina into a private facility.
- Whether the riverfront can be made part of the TRID Study boundary remains to be seen. However, it represents no less an opportunity for Croydon and Bristol than other stretches of the waterfront through Bucks County and Philadelphia. It is an opportunity that shouldn’t be overlooked.



A NEW CROYDON

THE CROYDON STATION TRANSIT
REVITALIZATION INVESTMENT DISTRICT STUDY

Final Presentation

Bristol Township, the TRID Study Consultant Team, and TRID Community Task Force announce the Third and Final Public Session for the TRID Study of Croydon Station. To be presented are plan and development concepts for Route 13 and the Rail Corridor, the Neshaminy Creekfront, and Delaware Riverfront in Croydon.

Tuesday, Nov. 13, 2007
The Little School at
St Thomas Aquinas Catholic Church
601 Bristol Pike
Croydon, PA

6:30-7:00 Refreshments & Reception
7:00 Presentation

Public is Welcome!

CROYDON

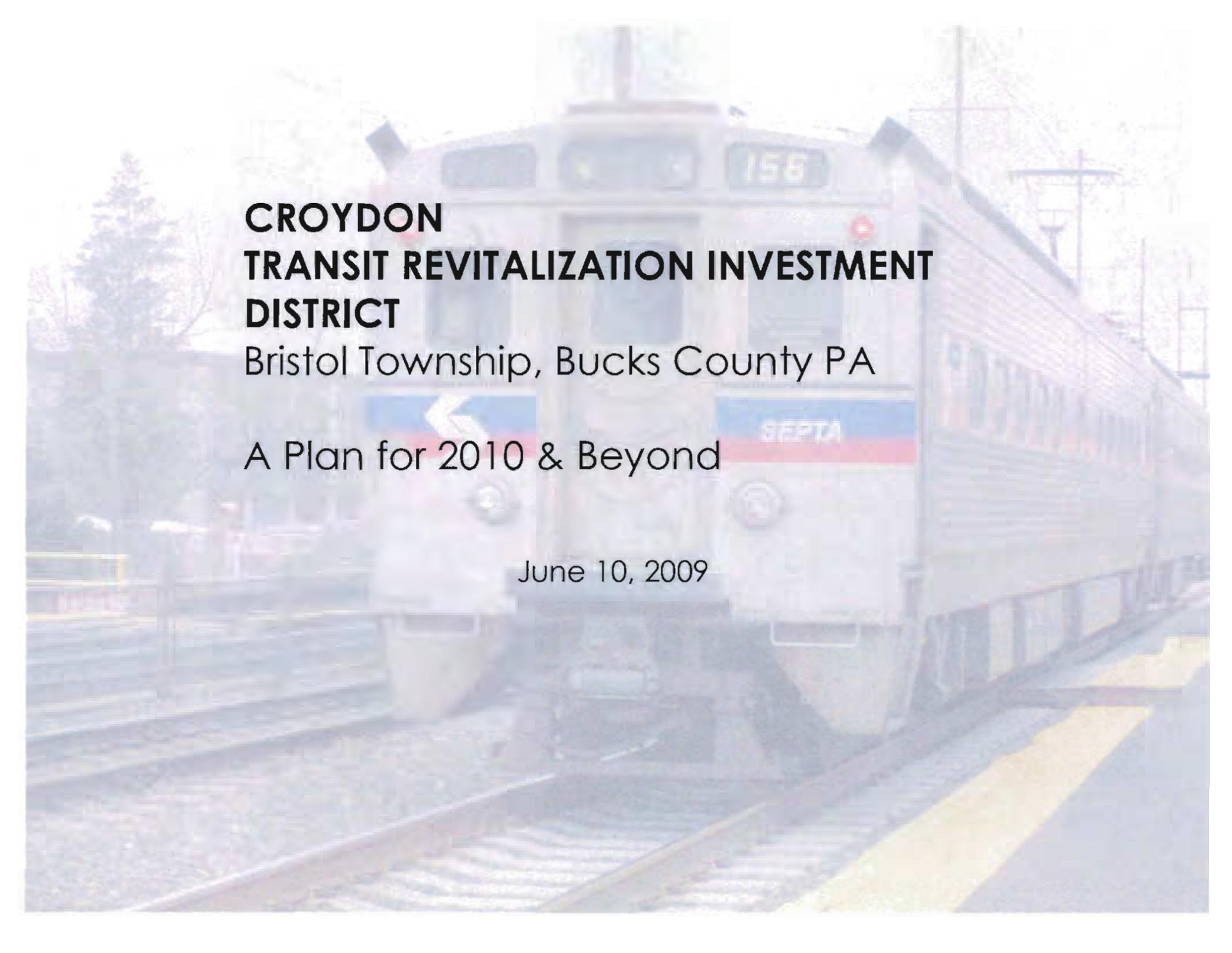
TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID)

Bristol Township, Bucks County, PA

A PLAN FOR 2010 & BEYOND

FINAL PUBLIC PRESENTATION

JUNE 10, 2009



**CROYDON
TRANSIT REVITALIZATION INVESTMENT
DISTRICT**

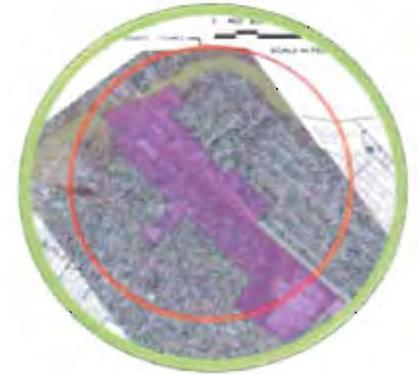
Bristol Township, Bucks County PA

A Plan for 2010 & Beyond

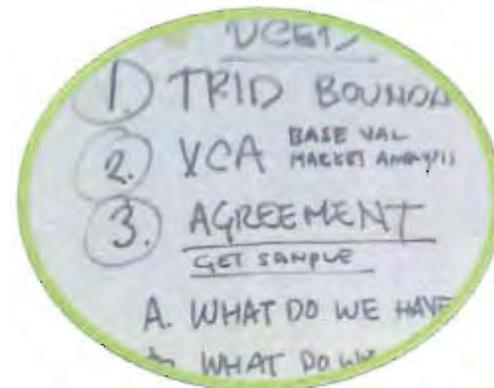
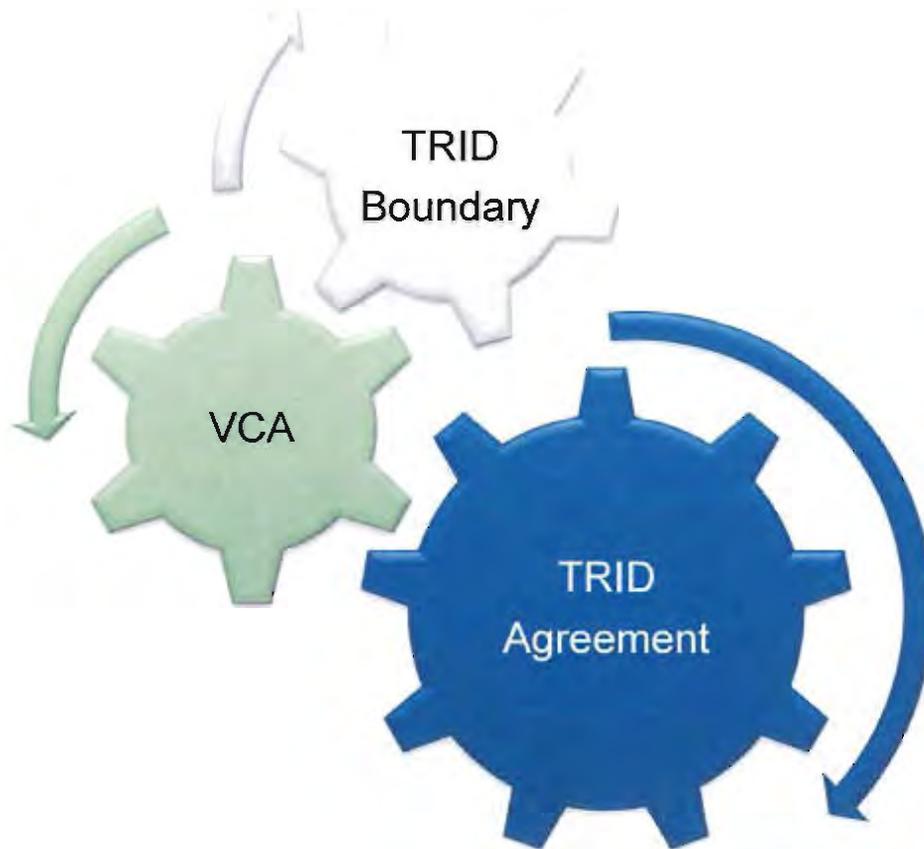
June 10, 2009

What's been happening?..

- Update
- DCED Deliverables
- Conversation

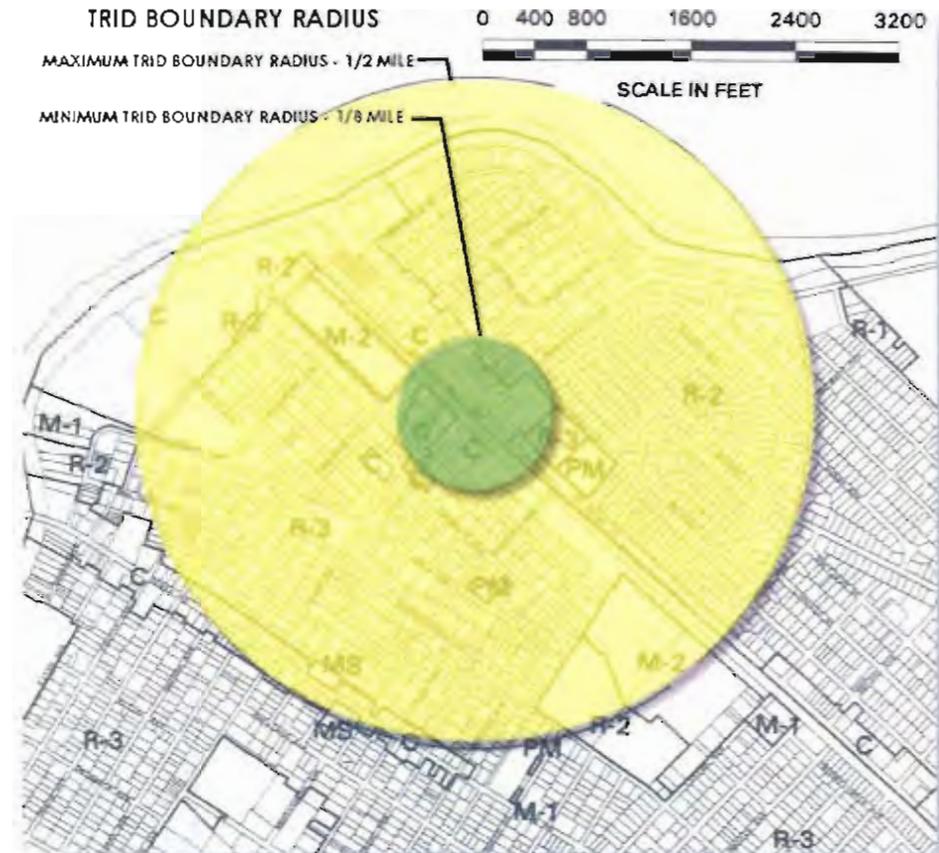
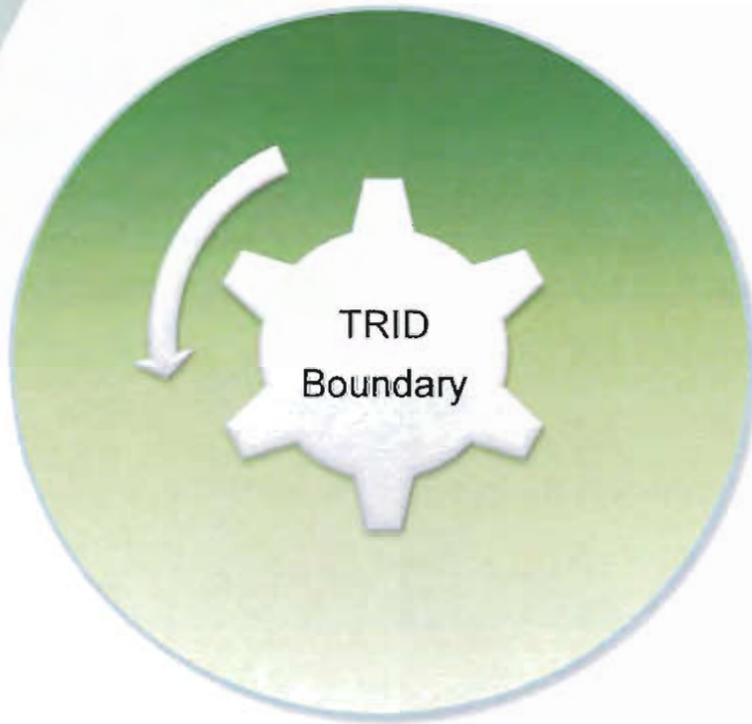


DCED Deliverables...



Pennoni

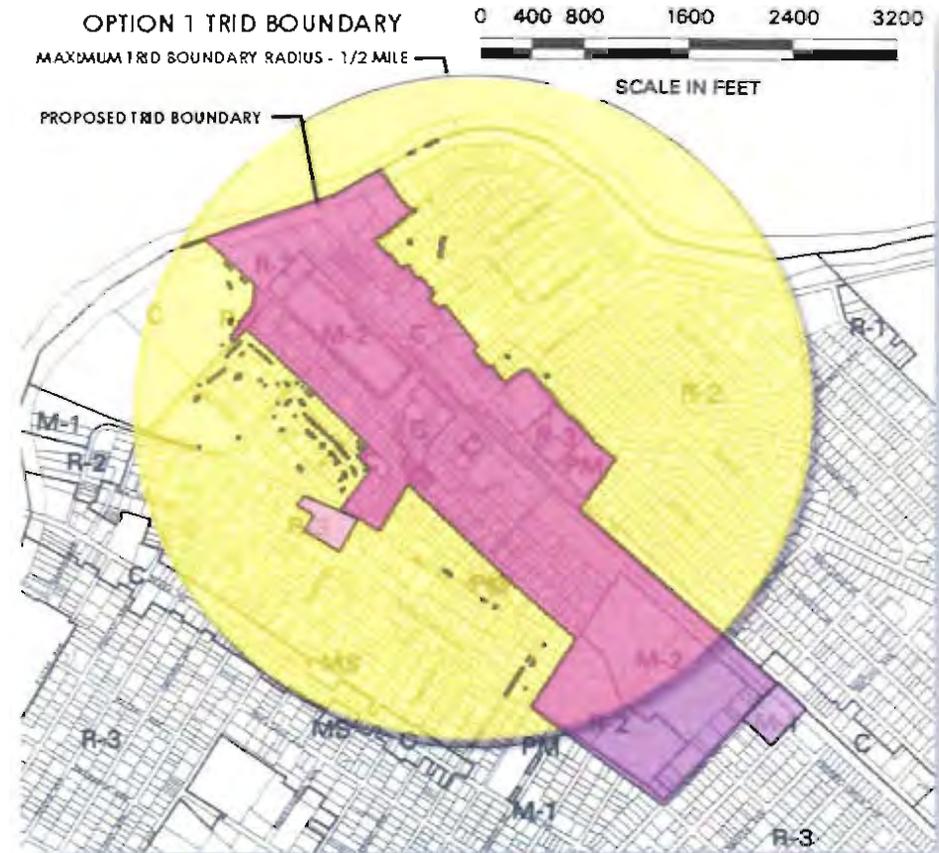
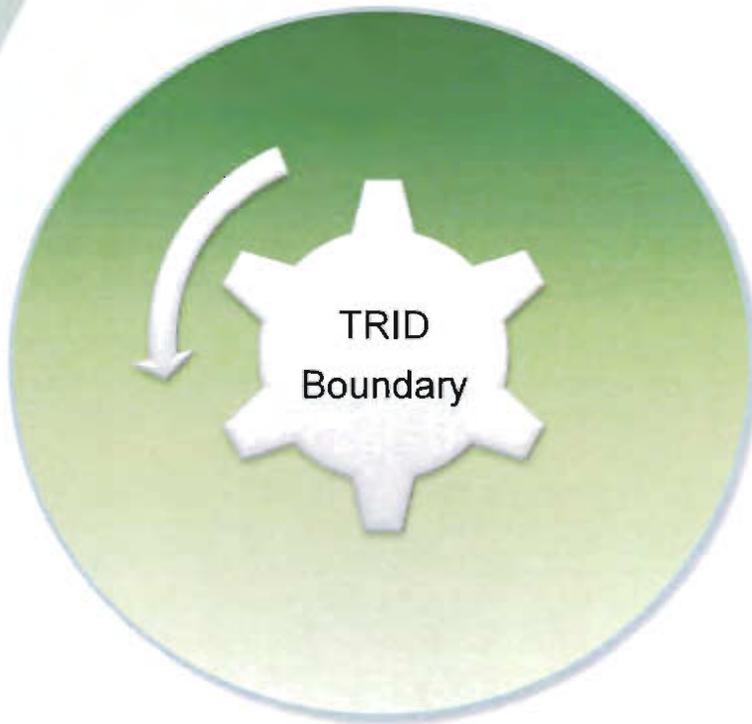
DCED Deliverables...



A defensible boundary...



DCED Deliverables...

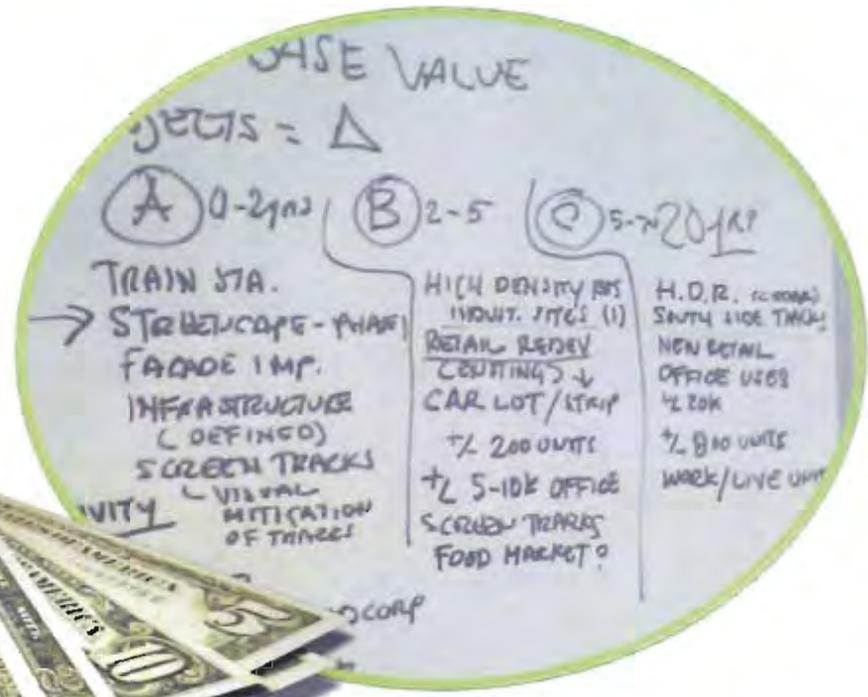


A defensible boundary...



DCED Deliverables...

Value Capture Analysis = development scenario



DCED Deliverables...

Value Capture Analysis = development scenario

- A 20 year life span
- Realistic development expectations
- 3 primary project categories:

High Density, Residential

5 projects, 200 units ea.

Retail establishments

Infill and new

Commercial office

30,000 SF



DCED Deliverables...

Value Capture Analysis = development scenario



- New projects will pay a 2% “TRID assessment” in lieu of normal taxes to the TRID Management Entity (TME)
- New projects are estimated to generate \$64 Million “capture” dollars
- The capture dollars will be shared between the participating TRID parties based upon the an adopted TRID agreement...

DCED Deliverables...



TRID Agreement (draft)

- Establishes the TRID Management Entity (TME) which will be run by a full time administrator, with oversight from a 7 member board of directors
- Defines how the capture dollars will be shared between the participating TRID parties:

50% - TRID District (TME)

10% - SEPTA

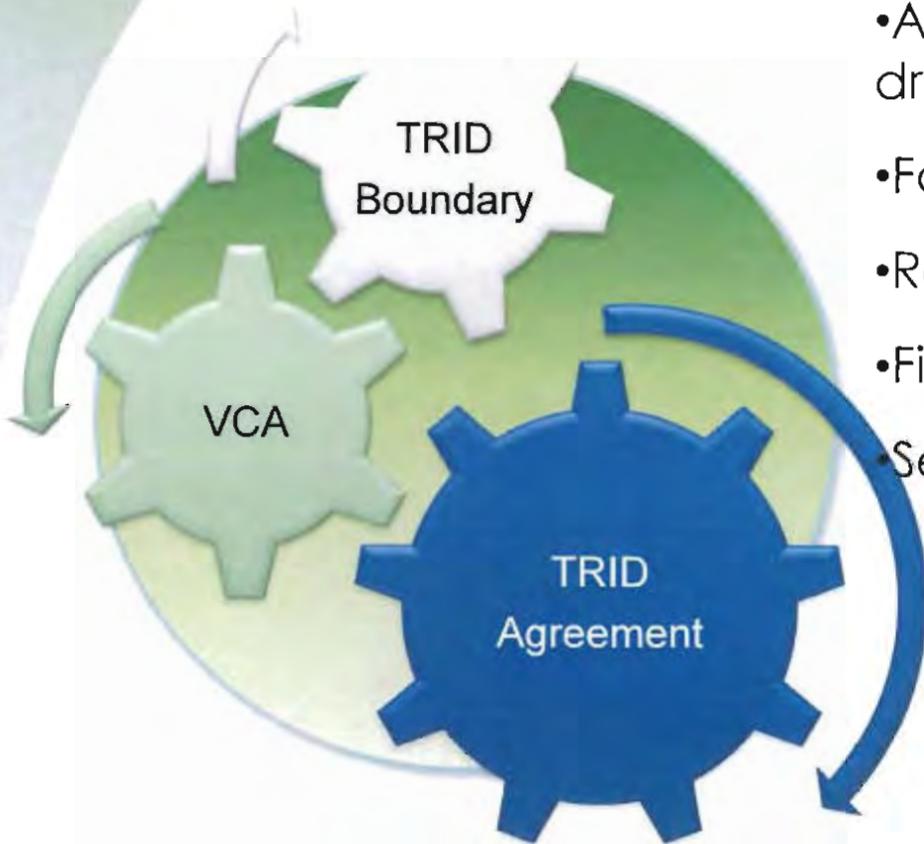
10% - Township

20% - School District

10% - County



Next steps...



- Adoption of the boundary, VCA and draft agreement by Council
- Formal submission to DCED (6.30.09)
- Review and revisions with stakeholders
- Finalize TRID Agreement
- Set up the TME

•IMPLEMENTATION!

Immediate results...

**SEPTA Train Station Improvements
Phase 1 - Route 13 Streetscape**





CURRENT EXISTING CONDITIONS
SCALE: 1"=30'



EXISTING CONDITIONS WITH THE SEPTA IMPROVEMENTS
SCALE: 1"=30'

EXISTING CONDITIONS WITH THE SEPTA IMPROVEMENTS



1



2



3



QUESTIONS & CONVERSATIONS

*"Coming together is a beginning
Keeping together is progress
Working together is success"*

Henry Ford



Pennoni

CROYDON
TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID)
Bristol Township, Bucks County, PA

A PLAN FOR 2010 & BEYOND

END OF CROYDON TRID
PLANNING STUDY DOCUMENT

JUNE 18, 2009

.... THIS PAGE