



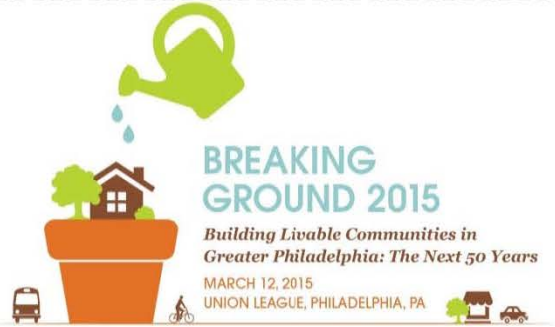
Improving One Community at a Time

December 2014

WWW.DVRPC.ORG/TCDI

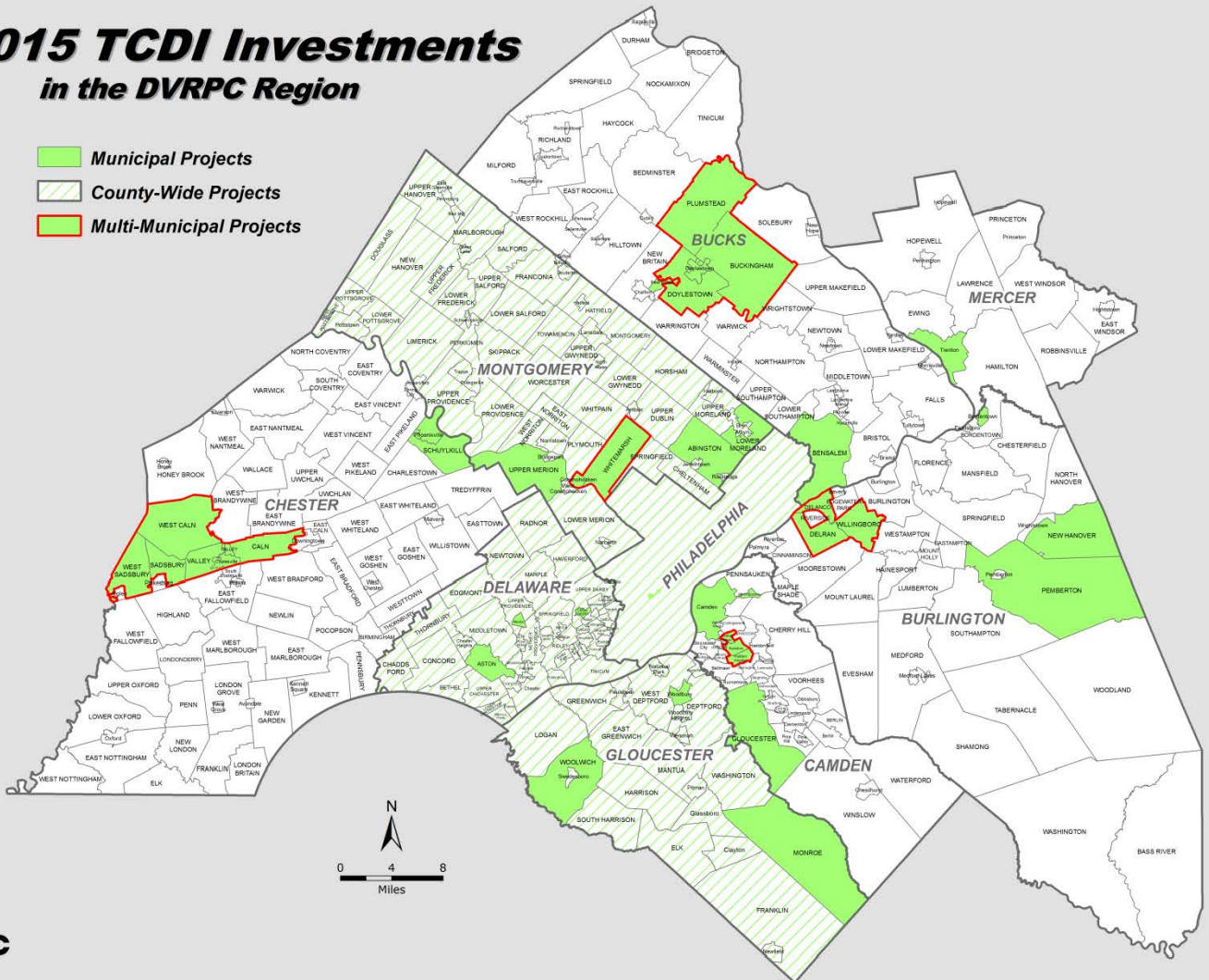
DVRPC AWARDS \$2.2 MILLION IN PLANNING GRANTS

On September 24, 2014, the Delaware Valley Regional Planning Commission (DVRPC) awarded \$2.2 million for 19 projects in southeastern Pennsylvania and 13 projects in southern New Jersey through the FY 2015 Transportation and Community Development Initiative (TCDI) program. The TCDI program targets transportation investments in a sustainable way by providing grants to local governments to create plans that link transportation improvements with land use strategies, enhance established communities, and build upon existing assets. For more information about this year's recipients, visit www.dvrpc.org/TCDI.



FY 2015 TCDI Investments in the DVRPC Region

- Municipal Projects
- County-Wide Projects
- Multi-Municipal Projects





WALKABILITY

SPOTLIGHT ON LANSDOWNE

PEDESTRIAN PLANNING | GATEWAY PARK PLAN

Summary

Lansdowne Borough in Delaware County received TCDI funds in 2004 to create the *Gateway Park and Pedestrian/Bicycle Trail Master Plan* to improve passive and active recreational options for residents and visitors as well as provide pedestrian and bicycle connectivity through the borough. The plan proposed aesthetic upgrades to Gateway Park at the western entrance to the borough and a one-quarter mile trail along the Darby Creek to link Hoffman Park and Gateway Park. This would provide the community with a safe route along Darby Creek from Baltimore Pike to Hoffman Park as well as access to SEPTA's Gladstone Manor Station.

Goals & Recommendations

The *Gateway Park and Pedestrian/Bicycle Trail Master Plan* outlined access, water management, and recreation recommendations.

Access: A nineteen-space parking lot would provide automobile access and the trail would enable bicycle and pedestrian access between Gateway and Hoffman parks. Stepped boulders would descend from the trail to provide an informal sitting area along the creek. As part of the Delaware County Bike Plan, this segment would form part of a larger trail down the Darby Creek and be the connector to the East Coast Greenway at the Heinz Wildlife Refuge in Tinicum.

Water Management: Creation of the trail addresses erosion through stream bank stabilization. It also envisions the construction of a swale to manage stormwater runoff which will both prevent direct runoff into the creek and serve as an educational project about sustainable development strategies for protecting natural resources. This would have a positive impact on the environmental quality of Darby Creek as well as the community.

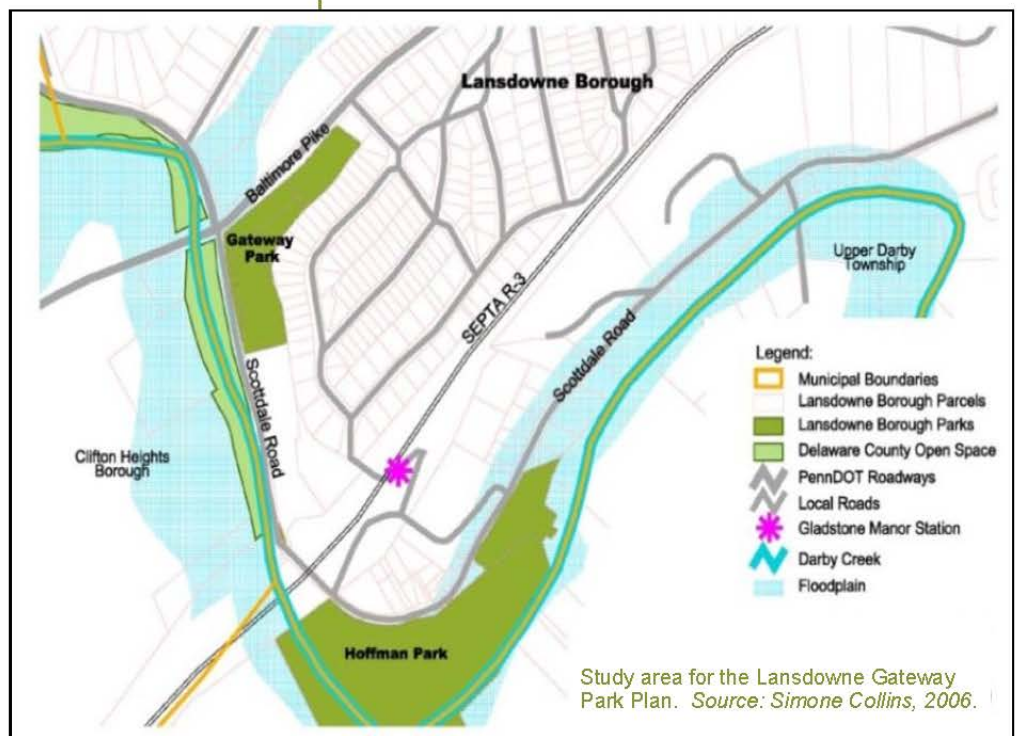
Recreation: The trail serves as a recreational facility and a gateway with easy access from multiple municipalities. It would contain 1,500 feet of pathway for walking and biking and provide connections to soccer, tennis, and basketball courts at Hoffman Park.



Recent Transportation Enhancement dollars provided for new stream bank stabilization. Also shown is the new pedestrian/bicycle trail. Source: DVRPC.

Implementation

In 2006, the Borough of Lansdowne was awarded a federal Transportation Enhancement grant from PennDOT for the construction of Gateway Park and to address erosion issues along Darby Creek. A pedestrian path was constructed that now provides a pedestrian and bicycle path to Gateway Park and further to Hoffman Park. This new trail now provides new green infrastructure along the creek and structural improvements that enhance environmental quality by better controlling erosion along Darby Creek's bank with the addition of an infiltration trench to capture stormwater and ease the impacts of runoff. The Scottsdale Road terminus of the trail provides users with a parking lot and trailhead. It connects to the trail which parallels Darby Creek for one quarter mile, terminating in Hoffman Park.



SPOTLIGHT ON CLIFTON HEIGHTS



DOWNTOWN PLANNING | MAIN STREET PLAN

DOWNTOWNS

Summary

In 2007, Clifton Heights Borough received a \$60,000 Transportation and Community Development Initiative (TCDI) grant to conduct a master plan for the Main Street corridor. The *Main Street Master Planning Study* expands on two of Clifton Heights Borough’s planning studies – the *Springfield Township–Clifton Heights Borough Joint Comprehensive Plan* and the *Baltimore Avenue Corridor Revitalization Plan*. These three plans provide a solid foundation to define a future of economic development and an improved quality of life for its residents.

Goals & Recommendations

The recommendations of the *Main Street Master Planning Study* center on three catalyst sites that target revitalization and transportation investments within the borough. These sites are Clifton Heights Borough Center, Clifton Mills Lifestyle Center, and the Clifton Station Area. Each of the areas is characterized by one or more of the following attributes:

- Available underutilized and vacant properties;
- High visibility and ease of access;
- Proximity to public transportation;
- Adjacent and nearby commercial activity, stable residential neighborhoods and/or community assets;
- Decent physical conditions (size, shape) and available water and sewer service, and;
- Public and/or private interest in development and/or redevelopment.

Clifton Heights Borough Center: Create a state of the art mixed use center; conduct safety and traffic improvements at the Springfield/Baltimore Avenue intersection, implement streetscape and façade improvements, and create public gathering space.

Clifton Mills Lifestyle Center: Redevelop and update retail stores into a contemporary atmosphere and consolidate properties to attract national retailers.

Clifton Station Area: Implement a transit-oriented development strategy that includes parcels close to the Clifton-Aldan SEPTA station and capitalize on the residential development near the station to enhance retail.



Revitalization in Clifton Heights is occurring building by building such as in this historic commercial building converted to a performing arts venue. The first floor was redesigned to support a commercial dance wear shop. Source: <http://chcedc.com/success.htm>

Implementation

In order to guide implementation of the goals set forth, the Clifton Heights Community and Economic Development Corporation (CHCEDC) was created in the summer of 2008. It was formed as a nonprofit development arm of Clifton Heights Borough and focuses exclusively on economic development and advocating for revitalization for the downtown. To help spur implementation, CHCEDC was created as an independent organization that can receive grants and contributions from other partners and funding agencies.

Demographics in Clifton Heights have remained stable since the adoption of the *Main Street Master Plan*. However, an updated market study is needed to account for the swing in the retail economy as well as residential and housing market changes between 2008 and 2013. To assist Clifton Heights in their downtown revitalization, the Delaware County Planning Department was awarded a \$20,000 TCDI grant in September 2014 to address these market changes and identify new development opportunities, including the potential for transit-oriented development (TOD). The study’s findings will be used to attract potential investors and businesses that create jobs and enrich the quality of life for Clifton Heights citizens.



The Clifton Heights Center is a 3-block Main Street with continuous commercial frontages along Baltimore Avenue, east of the intersection with Springfield Road. Source: *Main Street Master Planning Study*, McCormick Taylor Inc.

HOW DVRPC PROMOTES LIVABILITY

Suburban Retail Districts Web Application

Jenkintown Borough		
York Rd. / West Ave., Montgomery County, PA		
2040 Town Center Center Historic District Transit-Oriented		
Transit and Accessibility	Demographics <small>within 1/2 mile</small>	Management Structure
Number of Blocks 4 blocks Maximum Sidewalk Width 12 Maximum Cartway Width 40 Walk Score 88 Transit West Trenton Line - Noble Station (10 blocks) Bus Routes Septa - 55, 77 Parking Lot-Paid-Surface, Street-Metered	Population 6291 Households 3226 Median Household Income \$66066	Chamber of Commerce Eastern Montgomery County Chamber of Commerce Zoning D-1 (Uptown Commercial Districts) Traffic Counts Center Point York Rd. / West Ave. AADT 27,362 Count Location Old York Rd. - Greenwood to Rydal Date 2012/07/17

The above web application illustrates the information available for each of the 71 downtown districts. Shown above is the information collected for Jenkintown Borough. Source: DVRPC, 2013.

In November 2013, DVRPC published the *Revitalizing Downtown Suburban Retail Districts* report that compiled and analyzed information about 71 suburban downtown retail districts in Greater Philadelphia. This was done in an effort to learn what elements were common among successful older suburban retail districts.

To help members of the public and other planning professionals access the information, staff developed a web application. Downtown elements included in this analysis include: management structure, sidewalk width, WalkScore™, vacancy rate, parking options, anchor institutions, traffic counts, streetscape, tenancy, lease rents, historic districts, household income, transit accessibility, residential population, events, open space, retail mix, and blocks included for analysis. For more information, visit www.dvrpc.org/Webmaps/Retail.



Strategies for Older Suburbs Roundtable Series

This Roundtable Series is designed by and for Greater Philadelphia's community and economic development professionals. It provides participants the opportunity to share challenges, bring good ideas, and brainstorm answers to tough questions and issues facing your community. The Roundtable is an in-person forum that harnesses the experience of our region's community and economic development practitioners to improve Greater Philadelphia's great places. The Pop Up Economy will be the topic of the next Roundtable discussion for January 9, 2015, held at DVRPC. Previous topics have included Cooperative Marketing, Municipal Website Creation, How to Create a Merchants' Association, Effective Signage for Downtowns, Social Media, Engaging Local Businesses, and Diversifying Funding Sources. To read more about these topics, visit www.dvrpc.org/LandUse/SOS.



During the 2013 holiday season, Philadelphia-based retailer, Duke and Winston, leased space in Bryn Mawr, PA. This pop up retail store helped to build the brand within the region. Source: www.duke-winston.com.



The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.

Abstract: *Improving One Community at a Time* is a newsletter that highlights DVRPC's livability grant program, the Transportation and Community Development Initiative (TCDI). Each newsletter provides information on how DVRPC's investment has impacted the region and highlights specific TCDI funded projects.

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